
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (1980168 ONTARIO INC.) – 105, 107, 109 AND 111 EDGEHILL DRIVE

WARD: 5

PREPARED BY AND KEY CONTACT: B. CHABOT, PLANNER, EXT. 4434

SUBMITTED BY: A. MILLER, RPP, DIRECTOR OF PLANNING AND BUILDING SERVICES

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

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of 1980168 Ontario Inc. to rezone the lands known municipally as 105, 107, 109, and 111 Edgehill Drive (Ward 5) from Residential Single Family Dwelling Second Density (R2) to Residential Multiple Dwelling Second Density - Special Provisions RM2(SP-XXX) and Environmental Protection (EP), be approved.
2. That the following Special Provisions (SP) be referenced in implementing Zoning By-law 2009-141 for the subject lands:
 - a) Permit a minimum front yard setback of 5.5 metres, whereas 7.0 metres is required;
 - b) Require a minimum eastern side yard (adjacent to 103 Edgehill Drive) setback of 3.0 metres, whereas 1.8 metres is required;
 - c) Permit a maximum height of 12 metres, whereas 10 is permitted;
 - d) Permit a maximum gross floor area of 130%, whereas 60% is permitted;
 - e) Permit a maximum lot coverage of 50%, whereas 35% is permitted;
 - f) Permit a minimum parking ratio of 1.25 parking spaces per unit, whereas 1.5 is required;
 - g) Permit a maximum density of 104 units per hectare, whereas 40 units per hectare is permitted;
 - h) Permit two unconsolidated amenity spaces of 450 metres squared and 120 metres squared respectively; and
 - i) The provision of community benefit in the amount of \$47,500 be required.

3. That the written and oral submissions received relating to the application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including the matters raised in the submissions and identified within Staff Report PLN012-19.
4. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law. (PLN012-19) (File: D14-1653)

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 105, 107, 109, and 111 Edgehill Drive (see Appendix “A” – Draft Zoning By-law Amendment). The effect of the application would be to permit the development of 63 back-to-back townhouse units within 4 buildings (see Appendix “B” – Proposed Development Concept). Staff are recommending approval as the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2014), and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), and the City of Barrie Official Plan (2010).



Location

6. The subject site is comprised of four adjacent parcels known municipally as 105, 107, 109, and 111 Edgehill Drive. The site totals approximately 0.77 hectares (1.9 acres) in area and is located on the south side of Edgehill Drive, west of Anne Street North. The site slopes down from Edgehill Drive to Highway 400 and has three single detached residential units on 107, 109, and 111 Edgehill Drive, respectively. A dug ephemeral headwater drainage feature exists in the southwestern portion of the subject property that drains seasonally high groundwater seepage.
7. The existing land uses surrounding the subject property are as follows:

North: High density residential
 South: Commercial development and Highway 400



East: Low density residential (directly adjacent) and high density residential (further east)

West: High density residential

Existing Policy

8. In the Official Plan, the subject site is designated Residential and zoned Residential Single Detached Dwelling Second Density (R2) in the City's Comprehensive Zoning By-law 2009-141. The predominant use of the Residential designation shall be for all forms and tenure of housing. The proposed back-to-back townhouse units would be permitted within the existing Residential designation, but not within the R2 zone.

Supporting Information

9. In support of the subject application, the following reports and studies were submitted. For additional information with respect to each one, please refer to Appendix "C" – Technical Study Descriptions.
- Planning Justification Report (Innovative Planning Solutions, June 2018, amended January 2019 and March 2019)
 - Urban Design Brief (Innovative Planning Solutions, June 2018)
 - Hydrogeological Investigation (Toronto Inspection Ltd., May 2018, amended January 2019)
 - Geotechnical Investigation (Toronto Inspection Ltd., May 2018)
 - Functional Servicing and Stormwater Management Report (Pinestone Engineering Ltd., June 2018, amended January 2019)
 - Environmental Impact Study (and Tree Inventory) (Beacon Environmental, June 2018)
 - Traffic Impact Brief (C.C. Tatham & Associates Ltd., June 2018)
 - Environmental Noise Feasibility Study (Valcoustics Canada Ltd., June 2018 amended January 2019)
 - Parking Study (Tatham Engineering Ltd., January 2019, amended March 2019)

Public Engagement

10. A Neighbourhood Meeting was held on September 5, 2018 to present the proposed development to local residents. Approximately 15 residents were in attendance in addition to the applicant's consultants, former Ward 5 Councillor Peter Silveira, and planning staff. The questions/concerns expressed at the Neighbourhood meeting are identified and addressed below:
11. Access to parks and open space:
- Concern was expressed that there is an inadequate amount of parks and open space to accommodate the proposed development. To ensure sufficient access to open space, the proposal includes two amenity spaces internal to the site for the sole use of the residents. Additionally, Leacock Park is located approximately 300 metres from the subject lands.
12. Sufficient parking:
- Concern was expressed that the proposal includes insufficient parking. The applicant had initially proposed a parking ratio of 1.07 parking spaces per residential unit. The applicant has since increased the ratio to 1.25 spaces per unit and provided a parking study to justify 1.25 parking spaces per unit.

13. Privacy concerns for adjacent existing development:

Concern was expressed that the proposed development would create privacy issues for the adjacent development. The proposed development includes planting along the shared property line, along with a tight board fence separating the parcels. At the site plan stage additional measures can be considered, such as window placement and glazing, and privacy partitions for balconies restricting the ability of the residents of this site to see into adjacent development.

14. Increased height:

Concern was expressed that the proposed height is too great. The applicant is requesting an increase in height of 2.0 metres, to a maximum of 12.0 metres, whereas the maximum permitted height is 10 metres. The building to the west is approximately 10 metres in height (3 storeys) while the building to the north is 14 storeys in height. The majority of the development in the immediate area is a minimum of 3 storeys, which is consistent with the proposed development.

15. Health of the stream:

Concern was expressed that the relocation and rechanneling of the stream would damage the local ecosystem. The Lake Simcoe Region Conservation Authority (LSRCA) have been intimately involved in the review of the proposed development and have determined that the proposed changes represent a net benefit to the ecosystem.

16. Snow loading:

The applicant will be required, through the Site Plan Control process, to identify and accommodate the locations for snow loading. This includes the appropriate drainage and treatment of the melting snow through the proposed stormwater management design.

Public Meeting

17. A Statutory Public Meeting was held on September 24, 2018. Two members of the public spoke. The feedback provided reiterated comments previously received at the Neighbourhood Meeting as referenced above, in addition to the following:

18. Increased density:

Concern was expressed that the proposed density was too great for the site. The Official Plan provides locational criteria for intensification (policy 4.2.2.6(d)). Please see the analysis section of this report for an in-depth review of the relevant policy and how the proposed development conforms to these policies. Additionally, the proposed density is less than the density of existing development in the immediate area, including 108 Edgehill Drive (approximate density of 120 units per hectare) and 132 Edgehill Drive (approximate density of 117 units per hectare).

19. Front yard setback:

Concern was expressed that the buildings are too close to Edgehill Drive. The final concept of the proposed development shows a front yard setback of 5.5 metres (see Appendix "B" – Proposed Development Concept). The 5.5 metres permits all of the required stairs while not impeding the site line of entering or exiting vehicles from the site.

Written Comments

20. Comments were received in writing. The comments provided reiterated issues presented throughout the consultation process as referenced above, in addition to the following:

21. Increased traffic:

Concern was expressed that the development would create traffic beyond the capacity of the road network. The applicant provided a traffic impact study to demonstrate capacity in the local road network for the proposed units. Additionally, the site is reviewed in detail by the Traffic Branch of the Roads, Parks, and Fleet Department to ensure safe vehicular movement into, out of, and within, the subject site.

22. Water table impacts:

The proposed development is in an area with a high water table. Concern was expressed that the proposed development would impact the water table causing flooding issues for adjacent development. As part of the Site Plan Control process, the applicant will be required to demonstrate how all water on-site will be appropriately discharged to the environment. This drainage cannot impact adjacent landowners.

Department & Agency Comments

23. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. The comments below reflect the final concept plan proposed for consideration.

- i. The Lake Simcoe Region Conservation Authority (LSRCA) identified that they have reviewed the information provided by the Applicant and have no further concerns with the proposed buffer area to the watercourse and that they are now satisfied that the proposed development demonstrates a net-gain to the watercourse ecosystem.

The LSRCA notes that additional details regarding the channel/wetland design and planting plans will be forthcoming during the subsequent site plan control and detailed design process and any outstanding natural heritage comments will be addressed at that point.

- ii. The Traffic branch of the Roads, Parks, and Fleet Department have accepted the proposed parking study and are satisfied that the proposed layout meets City standards.
- iii. The Development Approvals branch of the Engineering (Parks Planning inclusive) and the Ministry of Transportation Ontario (MTO) have reviewed and are in support of the proposed Zoning By-law Amendment. Technical design matters will be resolved through the Site Plan Control process.
- iv. The Simcoe County District School Board, Enbridge Gas Distribution, and Alectra Utilities do not have any concerns with the approval of the proposed zoning by-law amendment.
- v. The Parks and Forestry and Operations branches of the Roads, Parks, and Fleet Department and the Building Department have no issues with the approval of the proposed zoning by-law amendment.

Amended Concept Plan

24. Following the Public Meeting and initial technical review, the applicant modified the proposed concept to address comments received through the consultation and review process (see Appendix

“D” – Concept Evolution). The initial concept included 78 back-to-back townhouse units in five buildings, whereas the final concept includes 63 back-to-back townhouse units within four buildings. The changes between the initial concept and the final concept include:

- A reduction of 15 units;
- The reduction of buildings from five (5) to four (4);
- An increase in the front yard setback from 4.0 metres to 5.5 metres;
- An increase in the parking ratio from 1.07 spaces per unit to 1.25 spaces per unit;
- The creation of one larger amenity space (491m²) and one smaller (141m²) as opposed to three smaller amenity spaces; and,
- The inclusion of sidewalks on the concept plan to demonstrate how the site will function.

Tree Preservation Measures

25. Through the development review, the applicant identified four trees that are entirely within the limits of 115 Edgehill Drive but are near the proposed development. They are identified in the Tree Inventory and Preservation Plan as trees 308, 309, 310, and 311 respectively (please see Appendix “E” – Tree Inventory and Preservation Plan). These trees have the potential to be impacted through the development of the subject lands. The applicant has come to an agreement with the owners of 115 Edgehill Drive to ensure that the development as proposed can move forward, subject to preservation and mitigation measures as outlined in the letter dated May 5, 2019 re: Boundary Trees with 115 Edgehill Drive, City of Barrie (see Appendix “F” – Boundary Tree Letter).

ANALYSIS

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

Ontario Planning Act, R.S.O. 1990

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

Provincial Policy Statement (2014) (PPS)

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29. The Provincial Policy Statement provides policy direction 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 here: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.
30. Policy 1.1.1 outlines the means by which healthy, liveable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- i. The use of serviced land, surrounded by developed parcels, promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term (1.1.1a.);
 - ii. The provision of back-to-back townhouse units aids in achieving a range and mix of residential units that are not readily available in the area (1.1.1b.);
 - iii. The proposal respects the adjacent environmentally sensitive feature, provides “eyes on the street” by way of street oriented development along Edgehill Drive, and provides a pedestrian connection to the municipal sidewalk, promoting active transportation (1.1.1c.);
 - iv. The proposal includes compact, high density development that utilizes serviced lands within the settlement area (1.1.1d.);
 - v. The proposal includes compact, high density development that utilizes serviced lands thereby promoting cost efficiency and minimizing the consumption of land (1.1.1e.);
 - vi. The proposal is mostly flat with sidewalks connecting to all common areas and municipal sidewalks (1.1.1f.);
 - vii. Based on the comments received from the Engineering Department, the proposal can be serviced by existing municipal services and do not require any upgrades, and the existing transportation system can accommodate the proposed increase in traffic (1.1.1g.); and,
 - viii. The proposal respects the adjacent environmentally sensitive feature and is on a serviced parcel. The development of this land includes the rechanneling of the stream and replanting with native vegetation for a net benefit to the ecosystem thereby helping to support biodiversity (1.1.1h.).
31. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. This proposal is consistent with these policies as it is within the settlement area of Barrie, will use existing and available infrastructure and surrounding public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with sidewalks to support active transportation.
32. Policy 1.1.3.6 identifies that new development within the designated growth areas should occur adjacent to the existing built-up area and shall include a compact built form, mix of uses, and densities that allow for the efficient use of land, infrastructure, and public service facilities. The proposed development is consistent with this policy as the subject lands are surrounded by existing development, is compact, provides a built form that does not exist in the area, and is at a density that promotes the efficient use of land, infrastructure, and public service facilities.

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33. Policy 1.4.1 identifies a requirement for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents. The proposal is consistent with this policy as it is proposing a built form not currently available in the area.
 34. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy as it is providing high density housing in a built form that does not exist in the area, where sufficient infrastructure and public service facilities (such as transit and schools) exist, and is designed with sidewalks and bike racks to support active transportation.
 35. Policy 1.5.1 encourages healthy, active communities through the provision of public streets, spaces and facilities to meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity, and a distribution of publicly-accessible built and natural settings for recreation. In this regard, the proposed development is consistent with this policy as it provides pedestrian connections to the municipal sidewalk for easy access to proposed schools, parks, and nearby commercial and employment uses, and includes the provision of bike racks thereby facilitating community connectivity and active transportation.
 36. Policy 1.6.1 requires that infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. The proposed development is consistent with this policy as the existing infrastructure can support the proposed development and does not require any capital upgrades.
 37. Policy 1.6.6.2 identifies the promotion of intensification of areas serviced by municipal sewage and water services. The proposal is consistent with this policy as the subject land would be serviced by existing municipal sewage and water services.
 38. Policy 1.6.6.7 identifies the requirements for stormwater management. This proposal is consistent with this policy as the stormwater is proposed to drain to the municipal storm sewer. The proposed stormwater system includes quality control structures to ensure the quality of the water entering the municipal storm sewer to prevent threats to human health and safety and mitigate any risk to property. Additionally, the site is designed with a large area of vegetation which aids to minimize increases in contaminant loads, changes in water balance, and erosion.
 39. Policy 1.6.7.1 identifies that transportation systems should be provided that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. The proposal is consistent with this policy as it utilizes the existing transportation system which has sidewalks to support active transportation and is serviced by transit to promote energy efficiency by providing residents with alternative modes of transportation.
 40. Policy 1.6.7.2 identifies the efficient use of existing infrastructure. The Department of Roads, Parks and Fleet has determined that the proposed development will be sufficiently accommodated by the existing road network while the Engineering Department has confirmed that there is capacity in the water, sanitary, and stormwater management systems surrounding the subject land and is therefore consistent with this policy.
 41. Policy 1.6.7.3 identifies connectivity within and among the transportation system and modes to be maintained, and where possible, improved. The proposed development is consistent with this policy as it maintains the existing system while adding density to further support the use of public transit.

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42. Policy 1.6.7.4 identifies that land use patterns, density, and mix of uses should be used to minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed development is consistent with this policy as it is an intensification project within walking distance to commercial and open space uses, and is located along a transit route, to reduce vehicle trips.
 43. Policy 1.8.1 identifies the promotion of energy conservation, air quality, and climate change adaptation through compact built form, use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this as it is a compact built form, near commercial and open space uses to support active transportation, and is located along transit routes to support the use of public transit. Additionally, the stream is being rechanneled and re-naturalized with native vegetation to maintain the biodiversity in the area.
 44. Policies 2.6.1, 2.6.2, and 2.6.3 require the preservation of significant built heritage resources and significant cultural heritage landscapes and prohibits development and site alteration on or adjacent to lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. The proposal is consistent with these policies as no significant built heritage resources or significant cultural heritage landscapes have been identified on the subject lands.
 45. Policies within section 3.1 Natural Hazards require development to be directed outside of natural hazards. The LSRCA has confirmed that the development is not within a natural hazard.
 46. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict, the Provincial Policy Statement (2014).

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow Plan)

47. A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow Plan) is a long term plan for the Greater Golden Horseshoe, designed to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier and more affordable for people of all ages. A Place to Grow Plan can be found in its entirety here: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>.

2.2 – Policies for Where and How to Grow

48. Policies 2.2.1.2a), c), d), and e) direct growth to settlement areas with existing water and wastewater systems, that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing water and wastewater systems, supports complete communities by providing a different form of housing near public service facilities and commercial uses, is focused in a built-up area that is serviced by transit and near public service facilities (Leacock Park, St. Mary's Catholic School), and not within hazardous lands.
49. Policy 2.2.1.4 identifies how complete communities will be achieved through a diverse mix of land uses, providing a range and mix of housing options, a range of transportation options, public service facilities, high quality compact built form, and the mitigation of climate change impacts. The proposal conforms to these policies by providing high density housing options in an area of existing medium and high density housing, on a site that has multiple transportation options including active and public transportation, availability of public service facilities (Leacock Park and schools), and

the inclusion of a compact built form which aids in the mitigation of climate change impacts by efficiently using land and municipal services.

50. The policies of 2.2.2.1 identify the requirement of a minimum of 50% of all residential development to be within the delineated built-up area. The proposal conforms to this policy as the subject land is within the delineated built-up area.
51. Policy 2.2.6.3 identifies that to support the achievement of complete communities, municipalities will support a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposal conforms to this policy through the provision of a new built form in the neighbourhood (back-to-back townhouse units).
52. Policy 4.2.1.1 identifies that upper- and single-tier municipalities, partnering with conservation authorities as appropriate, to ensure watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within a watershed. The proposal conforms to this policy as the watercourse that traverses the southern portion of the subject lands will be improved and enhanced through its rechanneling and re-naturalization for a net benefit to the ecosystem.
53. Policy 4.2.7.1 identifies that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. The proposal conforms to this plan as no cultural heritage resources have been identified on-site.
54. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with, A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019).

Official Plan (OP)

55. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>.

General Policies

3.1 – Growth Management

56. Policy 3.1.1(a) identifies growth management goals and includes the need to accommodate projected residential, employment, and other land needs in order to achieve complete communities with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities. The proposed development conforms to this policy as it includes a built form that does not exist in the area, supports the existing transit service, and is located within close proximity to existing commercial development.
57. Policies 3.1.1(e) and (f) identify growth management goals related to minimizing the cost of infrastructure extension and ensuring that the cost of providing capital facilities and associated operations in relationship to new development is generally not borne by the existing tax payer. The proposed development conforms to these goals by utilizing existing infrastructure. Additionally, the applicant is required to pay development charges to offset the cost of maintenance of infrastructure and services.

3.3 – Housing

58. Section 3.3.2.1 encourages a varied selection with regard to size, density, and tenure of housing, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, the residential revitalization and intensification throughout the built-up area, and directs new residential development to be provided at densities that are consistent with the Official Plan.
59. This proposal conforms to this policy as 63 back-to-back townhouses are proposed in an area where they do not currently exist. Additionally, these units may be rented by the purchaser as an investment property.
60. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. The criteria for affordable housing is identified as the least expensive of:
- i. 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
 - ii. 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.

The current rate for affordable units within the City of Barrie is \$297,500. Although purchase prices have not yet been established for these units, some may be offered at rates that will achieve this goal. Above and beyond this, some units may be rented by the future owners. Often times the increase in rental supply will have the effect of making rental rates more manageable across the City.

3.5 – Natural Heritage, Natural Hazards and Resources

61. Policy 3.5.1 (a), (b), and (c) identify the goals for natural heritage, natural hazards and resources as identifying, protecting, and enhancing natural heritage features and their connecting linkages and the life they support, promoting the protection of natural vegetated areas as a contiguous unit, and to maintain or enhance the long term environmental quality of the City of Barrie. The proposed development conforms to these goals by identifying and protecting the limits of environmental feature within the subject lands. This will aid in maintaining the long term environmental quality of the City of Barrie.
62. Policy 3.5.2.1(b) requires that through the review of development applications, the City protect the natural environment and its ecological functions. The proposal conforms to this policy as the applicant is rechanneling and re-naturalizing the stream, resulting in a net benefit to the ecological system.

3.7 – Energy Conservation and Renewable Energy Systems

63. Policy 3.7.1 identifies the goals for energy conservation and renewable energy systems for the City. They include:
- i. Ensuring land use and development patterns support energy efficiency and improved air quality;

- ii. Encouraging conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources;
- iii. Promoting the use of alternative energy systems where appropriate and in accordance with the goals and policies of this Plan and in accordance with Federal and Provincial requirements; and,
- iv. Facilitating development of renewable energy systems and to support the establishment of a green economy in accordance with the *Green Energy and Green Economy Act* (2009).

These goals have been achieved through compliance with subsequent policies within section 3.7 as detailed below.

- 64. Policies 3.7.2.1(a) and (c) promotes a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. The proposal conforms to this policy as it provides a compact development in the form of high density residential development, within walking distance of commercial and open space uses to support active transportation, and is located along a transit route.
- 65. Policies within sections 3.7.3 and 3.7.4 identifies that the City promotes the use of alternative and renewable energy within development. This proposal conforms to these policies as purchasers of the homes can erect solar panels or small wind turbines to allow their homes to operate using renewable energy.

Land Use Policies

4.2 Residential

- 66. Policy 4.2.2.2(e) identifies that high density development shall consist of developments which are in excess of 54 units per net hectare, where 'net hectare' is measured as the lot area in hectares minus the Environmental Protection (EP) areas. The policy does not identify which form of development is considered high density, as such, the proposed development is considered high density at 85.1 units per net hectare in accordance with the OP.
- 67. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary on-site parking, graduated densities and functional open space amenity areas including landscaping, screening and buffering. As illustrated on the final concept plan submitted in support of the subject application (Appendix "B" – Proposed Development Concept), adequate on-site parking and open space amenity areas have been provided on site. The reduced parking ratio of 1.25 spaces per unit has been supported by a parking study. In addition to a private balcony/patio space for each of the individual units, two consolidated amenity areas are provided: one 491m² in area, another 141 m² in area providing approximately 13 m² of unconsolidated amenity space per unit.
- 68. Policy 4.2.2.5(b) identifies that uses in the Residential designation require the provision of full municipal sewer and water services. The proposed development conforms to this policy as it will connect to existing municipal sewer and water services.

Intensification Policies

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69. The proposed development was reviewed in association with the Intensification policies of the Official Plan. These policies include criteria for intensification outside of the Intensification Areas identified on Schedule I of the of OP. Policy 4.2.2.6(d) allows for residential intensification outside of the Intensification Areas to be considered on their merits provided the proponent demonstrates the following:
- i. that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;
 - ii. that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
 - iii. that public transit is available and accessible;
 - iv. that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;
 - v. that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and,
 - vi. that consideration is given to the preservation of heritage resources.
70. The proposed development conforms to this policy as a built form of similar height and density is being proposed which integrates into the surrounding neighbourhood; infrastructure, transportation facilities, and community facilities and services are available and no impacts to the existing system that are anticipated; public transit exists along Edgehill Drive; the proposal does not detract from the City's ability to achieve increased densities; high quality urban design will be required through the Site Plan Control process; and, no heritage resources have been identified on site.
71. Additionally, policy 4.2.2.6(d) states that "Applications that propose higher densities than existing conditions will not be treated favourably simply because they satisfy the definition of 'intensification' and contribute towards the City achieving its intensification and density targets". The proposal is considered appropriate beyond the criteria above as it provides for a new form of development in the area (back-to-back townhouse units), utilizes existing infrastructure and services, and contributes to a complete community.

Servicing and Transportation

5.1 – Servicing

72. It is a goal of this plan that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.

5.3 – Stormwater Management

73. It is a goal of this plan to protect and enhance water quality in the area, to encourage effective stormwater management, and to ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline design criteria. The Engineering Department has confirmed that the proposal generally conforms to these policies.

5.4 – Transportation

74. It is a goal of this plan to promote healthy communities, activating living, public transit, and all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3(a), (b), (c), and (f) detail how new development shall encourage and promote public transit. This development conforms with these policies by increasing densities to support the local transit service and by providing pedestrian connections to local transit stops, which provide connection to inter-regional transit systems, such as GO Transit. Policy 5.4.2.4(b) identifies pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms with this policy through the provision of sidewalks and bike racks throughout the site.

Implementation

6.5 – Urban Design Guidelines

75. Policy 6.5.2.2a) identifies that buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design; the design of a building's roof should screen mechanical equipment from public view; the avoidance of large exposed blank walls; and, provide well defined entrances with pedestrian links designed to promote safety of the user and be fully accessible between commercial and residential properties. The proposed development conforms to this policy by providing a massing and conceptual design that is compatible with surrounding uses, does not require any rooftop mechanical, does not contain any large blank walls, has multiple defined entrances (one per unit) and includes pedestrian links within the site and to the municipal sidewalk.
76. Policy 6.5.2.2b) identifies the linking of driveways to reduce the numbers of turns onto and off of major roads, adequate disability parking, smaller parking areas for larger properties, and major parking and loading areas confined to the rear of the building. The proposal conforms to this policy by including a single access/egress point to Edgehill Drive which is supported by the Department of Roads, Parks, and Fleet, the inclusion of the required accessible parking spaces as per the zoning by-law, the inclusion of underground parking to reduce the amount of surface parking, and the screening of surface parking by the proposed buildings.
77. Policy 6.5.2.2c) identifies minimum planting strips along street frontages. The proposal conforms to this policy by providing a 5.5 metres landscape strip along the front of the building, and by way of landscape buffers along the side yards of the entire development.
78. Policy 6.5.2.2g) encourages energy efficiency through a compact built form that encourages the use of transit, active transportation, and focusing major development along transit routes. The proposal conforms to this policy by providing a compact built form whose population supports transit use, sidewalk connections and proximity of commercial and public services that promote active transportation, and transit routes along Edgehill Drive and Anne Street.

6.8 – Height and Density Bonusing

79. These policies permit the City to negotiate community benefits when Council is considering passing a by-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. In this case, the applicant is proposing a Zoning By-law Amendment that

includes permission for both increased height and density over and above the current maximums of the RM2 zone.

80. To establish the value of the community benefits the applicant provided two appraisals to establish the uplift in value (difference in value for the subject land in its existing state and once the proposed development is completed). The appraisals identified an uplift in value of \$190,000. The City is entitled to 25% of the uplift value for the purposes of community benefit, for a total of \$47,500. The community benefit shall be established in consultation with the Director of Planning and Building Services and the Ward 5 Councillor.

Zoning Rationale for Special Provisions (SP)

81. The current zoning on the subject lands would not permit the development as proposed. The applicant has proposed to rezone the subject land to Residential Multiple Dwelling Second Density - Special Provision RM2(SP-XXX) and Environmental Protection (EP). Nine (9) special provisions have been requested to implement the proposed development concept. The need for the special provisions would allow for a built form that is consistent with the Official Plan. The specific provisions are detailed below.

Minimum Front Yard Setback

82. The applicant is requesting a reduction in the minimum front yard setback of 1.5 metres, from 7.0 to 5.5 metres. This allows for a development with a strong street presence and contributes to a pedestrian friendly environment along Edgehill Drive. .

Minimum Side Yard Setback

83. Policy 4.2.2.4b) of the Official Plan requires that low density residential uses be buffered by a landscape strip when adjacent to medium and high density residential uses. The accepted width of a landscape strip is 3.0 metres. To ensure compliance with this policy, a site specific provision is recommended to ensure an appropriate landscape strip can be accommodated between the proposed development and the low density residential use to the east (103 Edgehill Drive).

Maximum Permitted Height

84. The applicant is requesting a maximum building height of 12 metres, whereas the Zoning By-law permits a maximum height of 10 metres in the RM2 zone. This increase in height of 2 metres equates to approximately half a storey (0.5 storeys). This is appropriate as development in the vicinity (with the exception of one parcel to the east) is a minimum of 3.5 storeys in height, while the development to the north (108 Edgehill Drive) has a height of approximately 14 storeys or 45 metres. Permitting an increase in height will permit the proposed development to be consistent with the established height of existing development in the area.

Maximum Gross Floor Area

85. The applicant is requesting an increase in the maximum gross floor area from 60% to 130%. This increase in gross floor area is appropriate as the provisions for adequate amenity space and landscape open space have been identified, and the parking requirements for the site would be achieved through both surface parking and underground parking.

Maximum Lot Coverage

86. The applicant is requesting an increase in the maximum lot coverage from 35% to 50%. This is considered appropriate as enhanced landscaping will be provided through the re-naturalization of the rechannelled stream, the planting of privacy trees along the easterly and westerly limits of the subject site, and the proposed amenity spaces would satisfy the need for the future residents of this development.

Minimum Parking Ratio

87. The applicant is requesting a decrease in the minimum permitted parking ratio, from 1.5 spaces per unit to 1.25 spaces per unit. This is considered appropriate as the applicant provided a parking study demonstrating that 1.25 parking spaces per unit is sufficient to accommodate this style of development.

Maximum Density

88. The applicant is requesting an increase in density from a maximum permitted density of 40 units per hectare to 85.1 units per hectare. This consistent with the densities of development in the neighbourhood, including the development to the north (108 Edgehill Drive) which has a density of approximately 120 units per hectare, as well as the development at 132 Edgehill Drive, which has a density of 117 units per hectare. Additionally, through the technical review, staff have confirmed that there is infrastructure capacity to support the development and that the development is appropriate.

Unconsolidated Amenity Area

89. Zoning By-law 2009-141 requires the proposed development provide 756 m² of consolidated amenity space (12 m² per unit). However, the applicant is requesting unconsolidated amenity area. Through the technical review, it was determined that the size of the proposed amenity spaces (491 m² and 141 m² respectively) are sufficient to address the needs of the future residents of the site given the additional natural heritage feature, the inclusion of private balconies, and the proximity of municipal parks. Finally, the total amount of unconsolidated amenity space within the site totals greater than 13 m² per unit.
90. In staff's opinion, the proposed site layout is functional and the proposed site specific zoning represents an appropriate form of residential development within an existing established area of the City. Further, the site is currently underdeveloped given its location surrounded by high density residential development. The above noted site specific provisions have been reflected in the recommended motion in order to provide local residents with a level of assurance that the future redevelopment of the property would be reflective of the concept plan submitted in support of the subject application.

Summary

91. Staff have reviewed the public, department and agency comments received and have reviewed the relevant Provincial and Municipal Policy in regard to the proposed Zoning By-law Amendment application. In staffs' opinion, the provision of 63 back-to-back townhouse units in four buildings is considered appropriate and is consistent with and conforms to relevant Provincial Policy and the City's Official Plan while being respectful of the existing residential development in the area.

ENVIRONMENTAL MATTERS

92. A dug ephemeral headwater drainage feature exists in the southwestern portion of the subject property that drains seasonally high groundwater seepage. The stream is being rechannelled and re-naturalized as permitted by the LSRCA.

ALTERNATIVES

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

Alternative #1 General Committee could refuse the subject Zoning By-law Amendment application and maintain the current R2 zoning on the subject lands.

This alternative is not recommended as the subject property is ideally suited for infill development in the form and density proposed given the full range of services and facilities available in the area. The proposed amendment is also in keeping with Provincial and Municipal policy.

Alternative #2 General Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions.

This alternative is not recommended as the special provisions requested are appropriate for the proposal and are consistent with good planning.

FINANCIAL

94. The proposed zoning by-law amendment, if approved, will result in the ultimate development of the proposed 63 residential units. Through the Site Plan Control process, the applicant will be required to enter into a Site Plan Agreement with the City that includes the payment of fees and securities for site development as shown below:

Fee	Amount (per unit)	Total
Development Charge	\$35,219	\$2,218,797
Cash-in-Lieu of Parkland	\$5,418	\$341,334
Education Levy	\$1,759	\$110,817

95. Municipal property taxes are collected annually. The total municipal taxes collected in 2018 for this site was \$12,080.45. Although the value of the proposed development has not been assessed, the annual taxes collected is expected to increase for this property.

96. The City will also incur minimal additional operating costs associated with increased demand for municipal services. However, the impacts of the additional units are anticipated to be minimal and are all normal growth-related expenses that are being actively planned for through the City's Capital Plan and Forecasting Plan.

LINKAGE TO 2018-2022 STRATEGIC PLAN

97. The recommendations included in this Staff Report relate to the Responsible Spending pillar of the 2018-2022 Strategic Plan.

Goal	How It's Achieved
Fostering a safe and healthy City	The proposal includes compact development that supports active transportation
Building strong neighbourhoods	The proposal integrates with the existing development



Improving the ability to get around Barrie	The compact nature of the proposed built form along with the modified grid street system and sidewalks allow for route variation for vehicles and support active and public transportation options
--	--

- Attachments:
- Appendix "A" – Draft Zoning By-law
 - Appendix "B" – Proposed Concept Plan
 - Appendix "C" – Technical Study Descriptions
 - Appendix "D" – Concept Evolution
 - Appendix "E" – Tree Inventory and Preservation Plan
 - Appendix "F" – Boundary Tree Letter

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2019-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 105, 107, 109, and 111 Edgehill Drive and as shown on Schedule "A" to this By-law, from Residential Single Detached Dwelling Second Density (R2) Residential Multiple Dwelling Second Density with Special Provisions (RM2[SP-XXX]) and Environmental Protection (EP) be approved.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 19-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 from Residential Single Detached Dwelling Second Density (R2) to Residential Multiple Dwelling Second Density with Special Provisions (RM2[SP-XXX]) and Environmental Protection (EP), 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 Table 5.3 of By-law 2009-141, the minimum front yard setback shall be 5.5 metres in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.
3. **THAT** notwithstanding the provisions set out in Table 5.3 of By-law 2009-141, the minimum side yard setback for the eastern side yard adjacent to 103 Edgehill Drive shall be 3.0 metres in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.
4. **THAT** notwithstanding the provisions set in Table 5.3 of By-law 2009-141, the maximum permitted height shall be 12 metres in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.
5. **THAT** notwithstanding the provisions set out in Table 5.3 of By-law 2009-141, the maximum gross floor area shall be 130% in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.

6. **THAT** notwithstanding the provisions set out in Table 5.3 of By-law 2009-141, the maximum lot coverage 50% in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.
7. **THAT** notwithstanding the provisions set out in Table 4.6 of By-law 2009-141, the minimum parking ratio shall be 1.25 parking spaces per unit in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.
8. **THAT** notwithstanding the provisions set out in 5.2.5.1a) of By-law 2009-141, the maximum density shall be 104 units per hectare in the Residential Multiple Dwelling Second Density (RM2[SP-XXX]) zone.
9. **THAT** notwithstanding the provisions set out in 5.2.5.2b) of By-law 2009-141, two consolidate amenity spaces of a minimum of 450 m² in area and 120 m² respectively, shall be provided.
10. **THAT** Community Benefit under Section 37 of the *Planning Act* in the amount of \$47,500 will be provided to the City in accordance with Section 6.8 Height and Density Bonusing of the City of Barrie Official Plan and in consultation with the Ward 5 Councillor, to the satisfaction of the City of Barrie.
11. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
12. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2019.

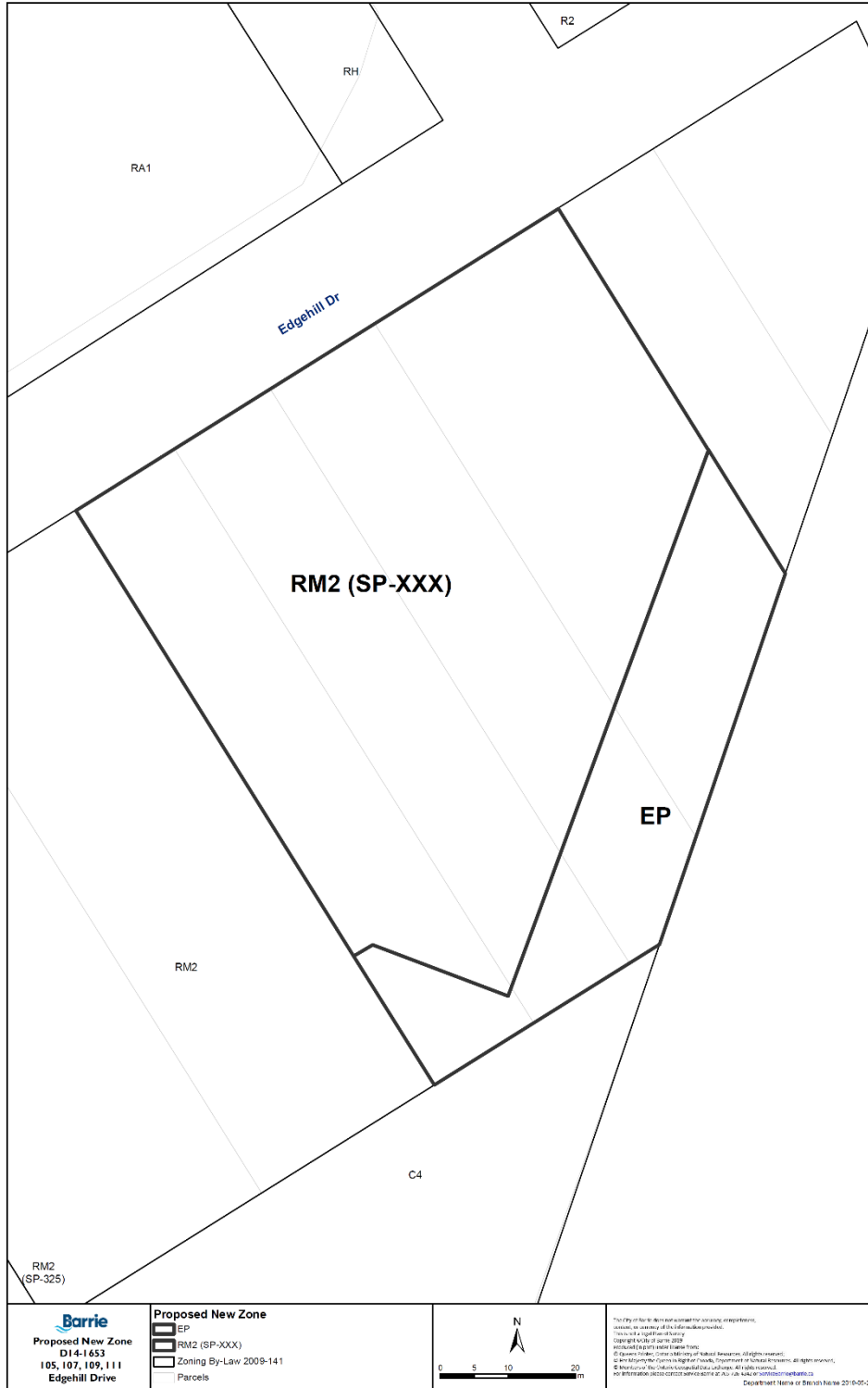
READ a third time and finally passed this this **date** day of **month**, 2019.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

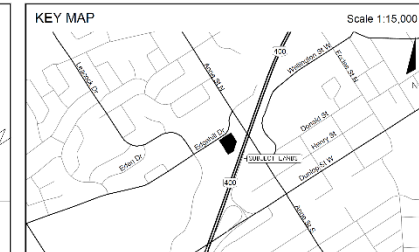
CITY CLERK – WENDY COOKE

Schedule "A" attached to Bylaw 2019-XXX



APPENDIX "B"

Proposed Development Concept



CONCEPTUAL SITE PLAN

105, 107, 109, 111 EDGEHILL DRIVE
N.E.C.
CITY OF BARRIE
COUNTY OF SIMCOE

Scale 1:10



LEGEND

- SUBJECT LANDS
- BACK-TO-BACK TOWNHOUSES
- POTENTIAL ROAD WIDENING
- COMMON AMENITY AREAS
- MULTI-MODAL PROTECTION ZONE (3.5m)
- RETAINING WALL

ZONING TABLE - RM2

PROVISION	REQUIRED	PROVIDED
LOT AREA	720m ² (min)	7,596.95m ² (1.88ac)
DEVELOPABLE AREA	n/a	6,112.67m ² (1.51ac)
LOT FRONTAGE	21m (min)	84.36m
SETBACKS		
FRONT YARD	7.0m (min)	5.50m
INTERIOR SIDE YARD	1.8m (min)	3.00m
EXTERIOR SIDE YARD	3.0m (min)	n/a
REAR YARD	7.0m (min)	8.59m
LANDSCAPED OPEN SPACE	35% (min)	45%
DWELLING UNIT FLOOR AREA	45m ² / 1 BDRM 55m ² / 2 BDRM (min)	±75.00m ²
LOT COVERAGE	35% (max)	50%
GROSS FLOOR AREA	60% of lot area (max)	130%
BUILDING HEIGHT	10m (max)	12.0m
PARKING SPACES	95 (1.5/unit min)	79 (1.25/unit)
AMENITY AREA	756m ² (12m ² /unit min)	841m ² (unconsolidated)
DENSITY (townhouses)	40 u/ha (max)	104 u/ha

Source: Simcoe County Interactive Mapping, 2017
Discover Barrie Interactive Mapping, 2017.
Note: Information shown in approximate and subject to change.

CONCEPTUAL SITE PLAN - 63 UNITS
EDGEHILL DRIVE & ANNE ST N, BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By
1	March 21, 2019	Issued for submission	BH
2	May 7, 2019	Issued for submission	A.S.
3	May 9, 2019	Issued for submission	A.S.

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

Date: May 7, 2019
File: 14-499

Drawn By: A.S.
Checked: T.S.

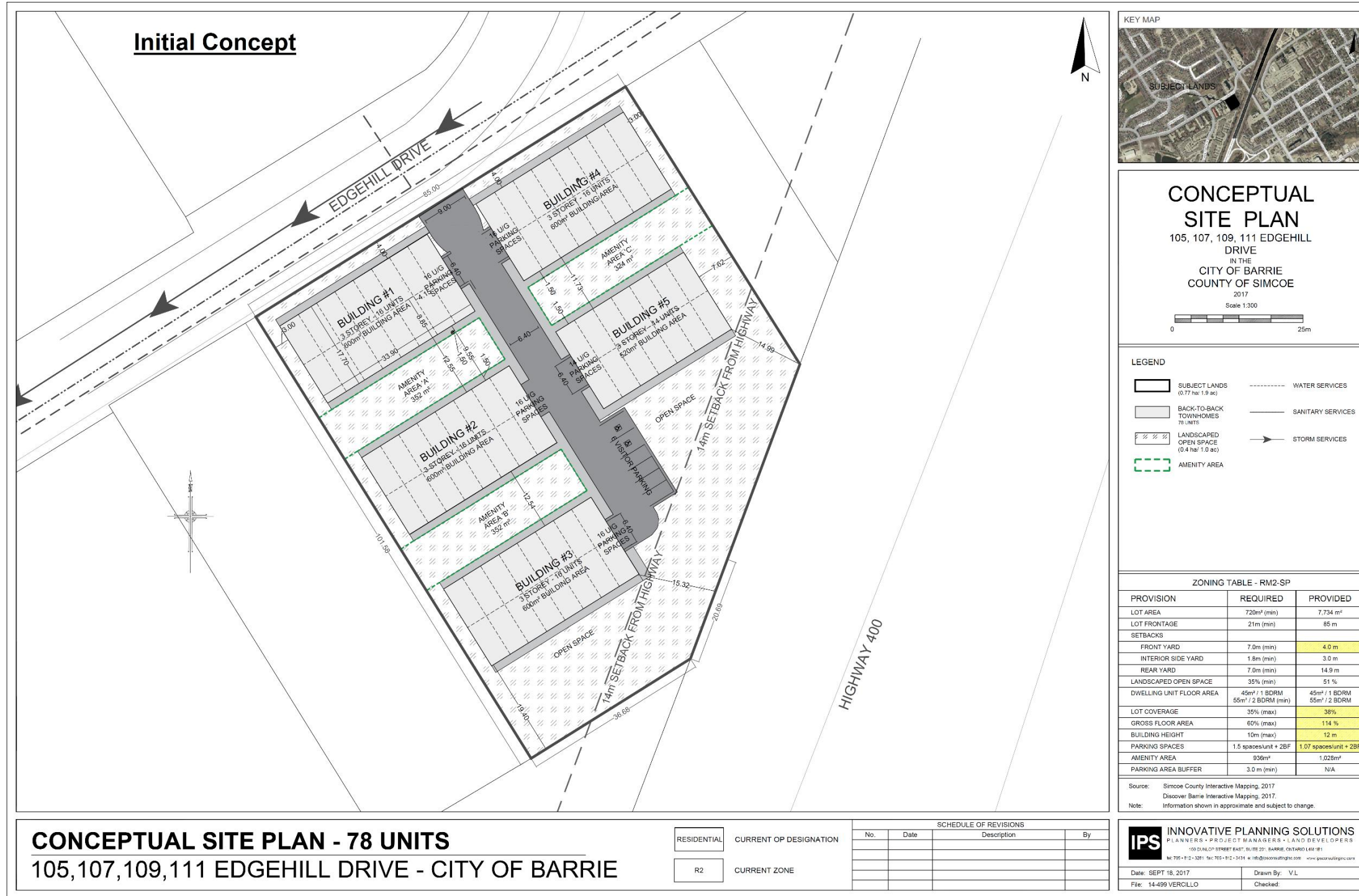
APPENDIX "C"

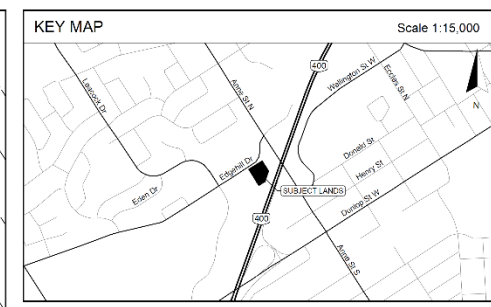
Technical Study Descriptions

- i. **Planning Justification Report** (Innovative Planning Solutions Inc., June 2018 amended January 29, 2019 and March 29, 2019) provided a review of the property characteristics and surrounding lands, description of the proposed development as well as the planning policy basis and opinion of Innovative Planning Solutions Inc. that the proposal is an appropriate form of development and is in accordance with both Provincial and Municipal Policy.
- ii. **Urban Design Brief** (Innovative Planning Solutions Inc., June 2018) provided an overview of the policies and guidelines that direct urban design within the City of Barrie. The study confirmed that the proposed development is generally consistent with the Urban Design Guidelines of the Official Plan and the Urban Design Manual.
- iii. **Hydrogeological Investigation** (Toronto Inspection Ltd., May 30, 2018 amended January 14, 2019) analyzed the water levels, hydraulic conductivity, and water quality to determine the need for dewatering and the dewatering rate.
- iv. **Parking Study** (Tatham Engineering Ltd., January 16, 2019 amended March 29, 2019) reviewed parking standards in similar municipalities in Ontario and utilized two local proxy sites to demonstrate that a parking rate of 1.25 parking spaces per unit were sufficient for this form of development.
- v. **Geotechnical Investigation** (Toronto Inspection Ltd., May 3, 2018) reviewed subsurface conditions, included groundwater, to identify recommendations for the earthworks and construction of the proposed development.
- vi. **Environmental Noise Feasibility Study** (Valcoustics Canada Ltd, June 26, 2018 amended January 15, 2019) identified noise sources and recommended required mitigation measures. The study concluded that the development satisfies the transportation noise requirements of Ministry guideline NPC-300 so long as the recommendations of the report are followed.
- vii. **Functional Servicing & Stormwater Management Report** (Pinestone Engineering Ltd., June 21, 2018 amended January 14, 2018) reviewed sanitary servicing, water servicing and distribution, water system, stormwater management, erosion and sediment control, and secondary utilities. The study concluded the lands can be appropriately serviced with existing municipal infrastructure.
- viii. **Traffic Impact Brief** (CC Tatham & Associates Ltd., June 26, 2018) assessed the impact of traffic related to the development on the adjacent roadway and concluded that traffic can be accommodated in a safe and efficient manner with the existing infrastructure.
- ix. **Scoped Environmental Impact Study** (Beacon Environmental Ltd., June 2018) analyzed the existing conditions and the proposed development to establish the extent of the natural feature, determine the effects of the proposed development, and identified any required mitigation measures. It included a tree preservation and inventory assessment, identifying which trees would be removed and which would be retained. The study concluded that no negative impacts are expected if the required mitigation measures are followed.

APPENDIX "D"

Concept Evolution





CONCEPTUAL SITE PLAN

105, 107, 109, 111 EDGEHILL DRIVE
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE

Scale 1:300

LEGEND

- SUBJECT LANDS
- BACK-TO-BACK TOWNHOUSES
- POTENTIAL ROAD WIDENING
- COMMON AMENITY AREAS
- MULTI-MODAL PROTECTION ZONE (3.5m)
- RETAINING WALL
- EXISTING WATERCOURSE
- PROPOSED TRIBUTARY RE-ALIGNMENT

ZONING TABLE - RM2

PROVISION	REQUIRED	PROVIDED
LOT AREA	720m ² (min)	7,596.95m ² (1.88ac)
DEVELOPABLE AREA	n/a	7,406.25m ² (1.83ac)
LOT FRONTAGE	21m (min)	84.36m
SETBACKS		
FRONT YARD	7.0m (min)	5.50m
INTERIOR SIDE YARD	1.8m (min)	3.00m
EXTERIOR SIDE YARD	3.0m (min)	n/a
REAR YARD	7.0m (min)	8.59m
LANDSCAPED OPEN SPACE	35% (min)	45.4%
DWELLING UNIT FLOOR AREA	45m ² / 1 BDRM 55m ² / 2 BDRM (min)	±75m ²
LOT COVERAGE	35% (max)	40%
GROSS FLOOR AREA	60% of lot area (max)	100%
BUILDING HEIGHT	10m (max)	11.6m
PARKING SPACES	95 (1.5/unit min)	79 (1.25/unit)
AMENITY AREA	75m ² (12m ² /unit min)	841m ² (unconsolidated)
DENSITY (townhouses)	40 u/ha (max)	85.1 u/ha

Source: Simcoe County Interactive Mapping, 2017
Discover Barrie Interactive Mapping, 2017.
Note: Information shown in approximate and subject to change.

CONCEPTUAL SITE PLAN - 63 UNITS
EDGEHILL DRIVE & ANNE ST N, BARRIE

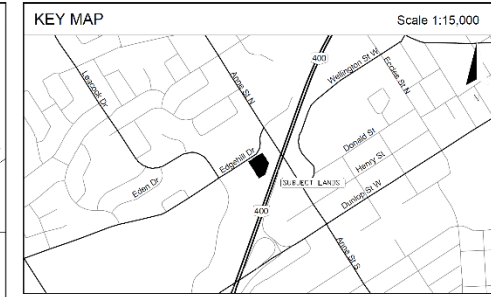
SCHEDULE OF REVISIONS

No.	Date	Description	By
1	March 21, 2019	Issued for submission	BH

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

180 DUNDAS STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1S1
Tel: 705-812-3381 Fax: 705-812-3438 e: info@ipsosolutions.com www.ipsosolutions.com

Date: September 18, 2017 Drawn By: A.M. J.C.
File: 14-499 Checked: T.S.



CONCEPTUAL SITE PLAN
105, 107, 109, 111 EDGEHILL DRIVE
IN THE CITY OF BARRIE
COUNTY OF SIMCOE
Scale 1:10

LEGEND

- SUBJECT LANDS
- BACK-TO-BACK TOWNHOUSES
- POTENTIAL ROAD WIDENING
- COMMON AMENITY AREAS
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REAR YARD	7.0m (min)	8.59m
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LOT COVERAGE	35% (max)	50%
GROSS FLOOR AREA	60% of lot area (max)	130%
BUILDING HEIGHT	10m (max)	12.0m
PARKING SPACES	95 (1.5/unit min)	79 (1.25/unit)
AMENITY AREA	756m ² (12m ² /unit min)	841m ² (unconsolidated)
DENSITY (townhouses)	40 u/ha (max)	104 u/ha

Source: Simcoe County Interactive Mapping, 2017
Discover Barrie Interactive Mapping, 2017.
Note: Information shown in approximate and subject to change.

CONCEPTUAL SITE PLAN - 63 UNITS
EDGEHILL DRIVE & ANNE ST N, BARRIE

SCHEDULE OF REVISIONS

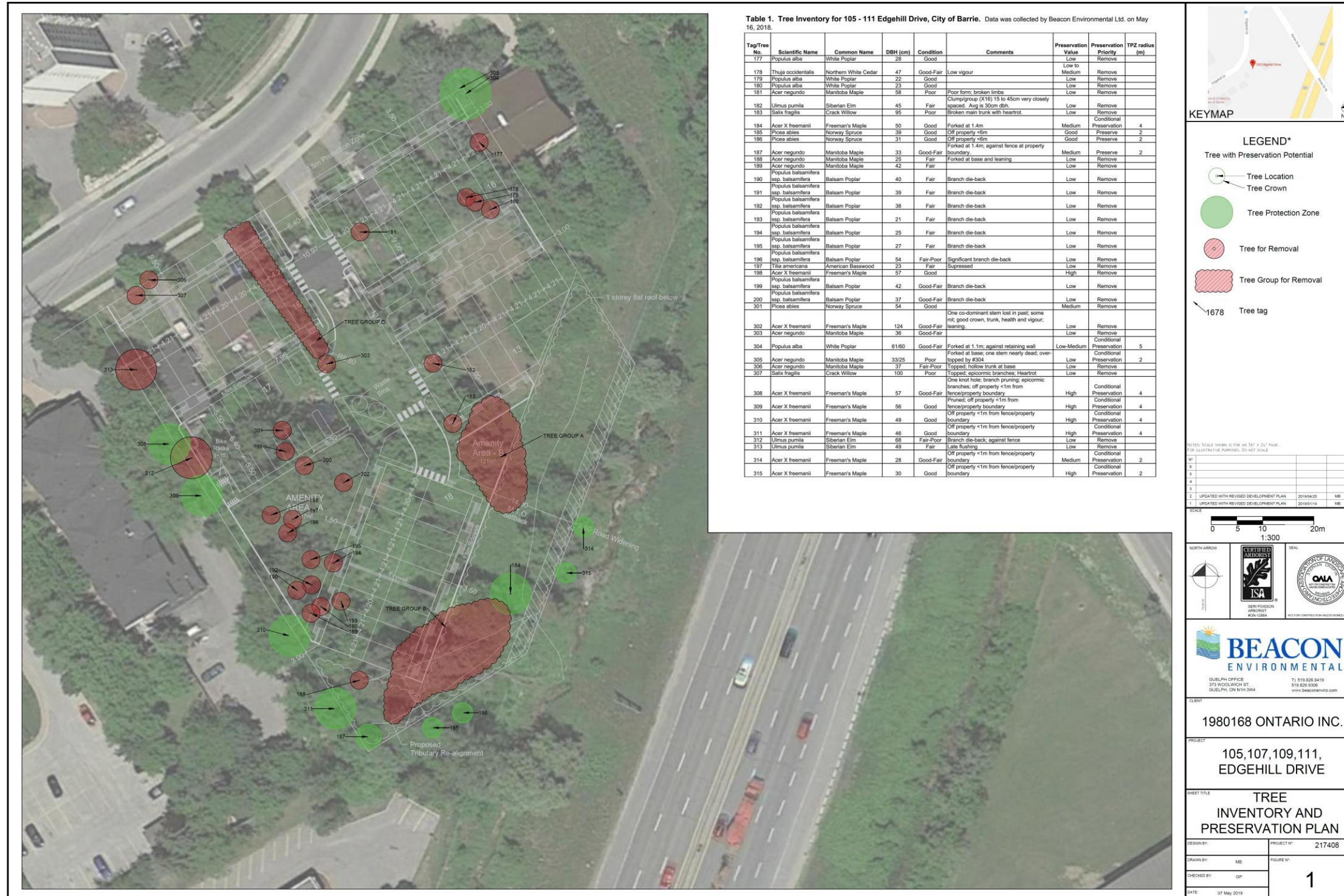
No.	Date	Description	By
1	March 21, 2019	Issued for submission	BH
2	May 7, 2019	Issued for submission	A.S.
3	May 9, 2019	Issued for submission	A.S.

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
Tel: 705-612-3381 Fax: 705-612-3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: May 7, 2019 Drawn By: A.S.
File: 14-499 Checked: T.S.

APPENDIX "E"

Tree Inventory and Preservation Plan



APPENDIX "F"

Boundary Tree Letter



GUIDING SOLUTIONS IN THE NATURAL ENVIRONMENT

May 5, 2019

BEL 217408

1980168 Ontario Inc.

Re: Boundary Trees with 115 Edgehill Drive, City of Barrie.

To whom it may concern:

Beacon Environmental Limited (Beacon) has been retained by 1980168 Ontario Inc. to undertake a Tree Inventory and Preservation Plan in support of a site plan application for the proposed condominium development of 105-111 Edgehill Drive, within the City of Barrie. Based on the findings of our inventory and the proposed development, there are four Freeman's Maple trees (Silver Maple hybrids) located on the neighbouring property (115 Edgehill Dr.) next to the property boundary. There is the potential for impacts to the roots of three of these trees.

The development plan is not to remove these trees, but to keep the development and associated excavation as far from the trees' root system as is feasible, which in these cases ranges approximately 2.5 m to 3.0 m. In order to mitigate any potential damage and provide the best opportunity for these trees to remain healthy, several measures are proposed:

- Install tree preservation fencing prior to construction to protect the remaining roots from damage;
- Prune the roots cleanly, and covering the exposed roots immediately to prevent from drying;
- Work is to be done by, or supervised by, an arborist certified by the International Society of Arboriculture (ISA);
- The root zones will be watered in advance of the root pruning and kept watered during the growing season to assist the tree in recovering from any root loss.

Despite these mitigation techniques there is a chance that the tree(s) may not survive or deteriorate over time. A Beacon ISA-Certified will monitor these trees' health and stability during construction and for three years following construction. During the three year period, should any of the trees decline in health or stability due to the construction, the arborist will determine if corrective measures, such as pruning, are required, or if the tree should be removed. At the end of the three-year post-development monitoring period, if the trees remain in good health and condition, they will be deemed to not have been negatively affected by the development. Should tree removal and replacement be required, this will be at the cost of the developer of 105-111 Edgehill Drive.

MARKHAM
80 Main Street North
Markham, ON L3P 1X5
T) 905.201.7622 • F) 905.201.0639

BRACEBRIDGE
126 Kimberley Avenue
Bracebridge, ON P1L 1Z9
T) 705.645.1050

GUELPH
373 Woolwich Street
Guelph, ON N1H 3W4
T) 519.826.0419

PETERBOROUGH
305 Reid Street
Peterborough, ON K9J 3R2
T) 705.243.7251

BARRIE
6 Cumberland Street
Barrie, ON L4N 2P4
T) 705.999.4935



May 5, 2019

A range of native tree species would be suitable as replacements in these locations including, such as Sugar Maple (*Acer saccharum*), Hackberry (*Celtis occidentalis*), Bur Oak (*Quercus macrocarpa*), Red Oak (*Q. rubra*), Eastern White Pine (*Pinus strobus*) and Eastern White Cedar (*Thuja occidentalis*).

I trust that this letter meets your needs. If you have any further questions or comments, please contact me at gpoisson@beaconenviro.com or at 705-999-4935 ext. 249.

Prepared by:
Beacon Environmental



Geri Poisson, B.A. (Hon), CAN-CISEC
Terrestrial Ecologist, ISA-Certified Arborist ON-1288A

By signing, both parties indicate their understanding of the process outlined above and agree that development of 105-111 Edgehill Dr should continue as planned.

May 6, 2019