



PLANNING JUSTIFICATION REPORT

159 HURONIA ROAD
CON 14 PLAN 1088 LOT 5

CITY OF BARRIE

PREPARED FOR:
N.J. ELECTRIC GENERAL CONTRACTING

MARCH 2023



INNOVATIVE PLANNING SOLUTIONS
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159 HURONIA ROAD

CON 14, PLAN 1088, LOT 5

CITY OF BARRIE

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

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ON BEHALF OF

N.J. ELECTRIC GENERAL CONTRACTING

MARCH 2023

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1.0 INTRODUCTION

Innovative Planning Solutions (IPS) has been retained by the N.J. Electric General Contracting (Applicant) to complete a Planning Justification Report in support of a Zoning By-Law Amendment (ZBA) application for lands located at 159 Huronia Road in the City of Barrie.

The intent of the application is to permit the development of four (4) residential townhouse units on the subject lands.

To permit the townhouse development, a Zoning By-law Amendment is required to rezone the lands from '**Residential Single Detached Dwelling First Density (R1)**' to '**Residential Multiple Dwelling Second Density – Townhouse (RM2-TH)**'.

This Report will review the subject applications in the context of applicable Provincial and Municipal policies to provide necessary rationale for the approval of the proposed development.

The Report will review the following documents to demonstrate consistency:

- Planning Act
- Provincial Policy Statement (2020)
- Places to Grow - Growth Plan for the Greater Golden Horseshoe (2020)
- City of Barrie Official Plan (2018 Consolidation)
- City of Barrie Official Plan (Adopted February 2022)
- City of Barrie Zoning By-Law 2009-141
- Lake Simcoe Protection Plan

2.0 SUBJECT LANDS

The subject lands are located at 159 Huronia Road, within the Painswick North planning area of the City of Barrie, situated at the intersection of Huronia Road and Little Ave. The lands contain a flat topography, are rectangular in shape, and have a lot area of 1,400 m² (0.1 ha. / 0.35 ac). The property contains dual frontage with 52.4 metres along Huronia Road and 28.7 metres along Little Avenue. The property currently contains one (1) centrally located detached dwelling, with a U-shaped gravel driveway and two (2) access points to Huronia Road. Landscaped open space and trees are dispersed throughout the property.

The subject lands are designated '**Residential**' by Schedule A (Land Use) of the City of Barrie Official Plan (2018 Consolidation), as illustrated on **Figure 2**. The lands are further located within the '**Built-up Area**' of the city, as identified on Schedule I (Intensification Areas).

The lands are currently zoned '**Residential Single Detached Dwelling First Density (R1)**' per the City of Barrie Zoning By-Law 2009-141 (**Figure 3**), reflecting the existing land use.

Schedule D (Road Plan) and Schedule E (Road Widening Plan) of the City of Barrie Official Plan classify Huronia Road and Little Avenue as '**Arterial**' roads, with an existing 20-metre right-of-way. Huronia Road and Little Avenue have a planned right-of-way of 27 m., therefore, road widenings of 3.5 m. are required by the City along Little Avenue and Huronia Road. After implementation, this will result in the subject lands retaining a lot area of approximately 1,130 m².

The property is fully serviced by municipal water and sewer services.

The subject lands are conveniently located near multiple Barrie Transit routes. The 1A/B route operates along Huronia Road and Little Avenue with stops at the Huronia Road/Little Avenue intersection (~40m southwest). These transit routes provide convenient access to downtown Barrie and throughout the city. The 8A/B route also operates in close proximity to the property along Yonge Street. Stops for this route are located at the intersections of Little Avenue/Yonge Street (~465m east) and Huronia Road/Yonge Street (~538m north).



Subject Lands

Figure 1
Subject Lands



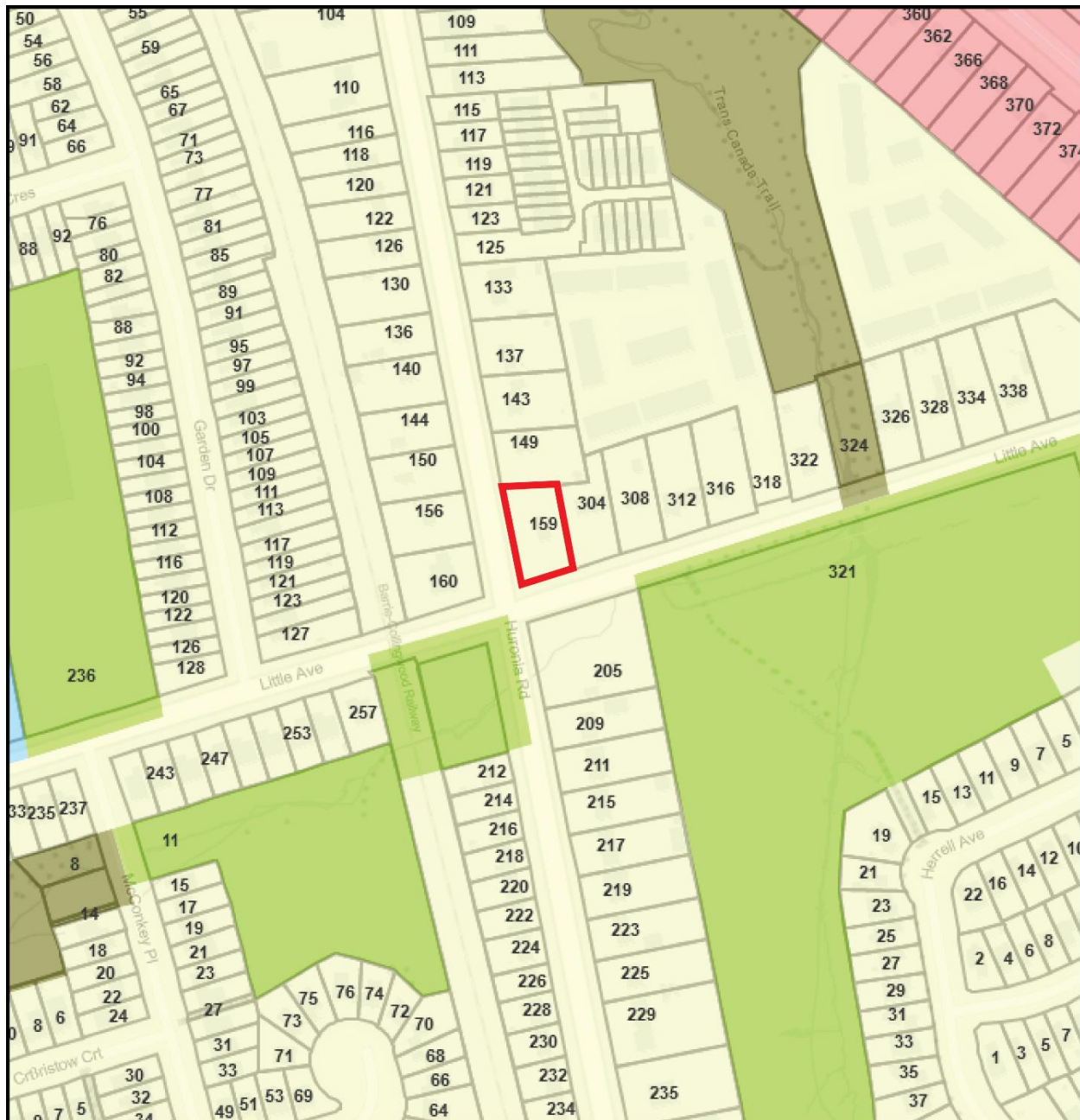
Source: Google Satellite Basemap, 2022

Drawn By: IH

File: 21-1152



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- Subject Lands
- Residential
- Open Space
- Environmental Protection Area
- General Commercial
- Educational Institutional

Figure 2

Land Use Designation



Source: City of Barrie Official Plan (Schedule A)

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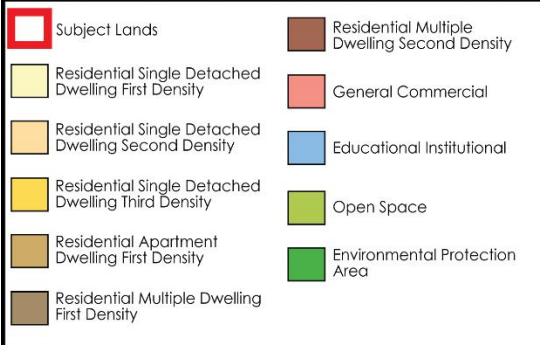
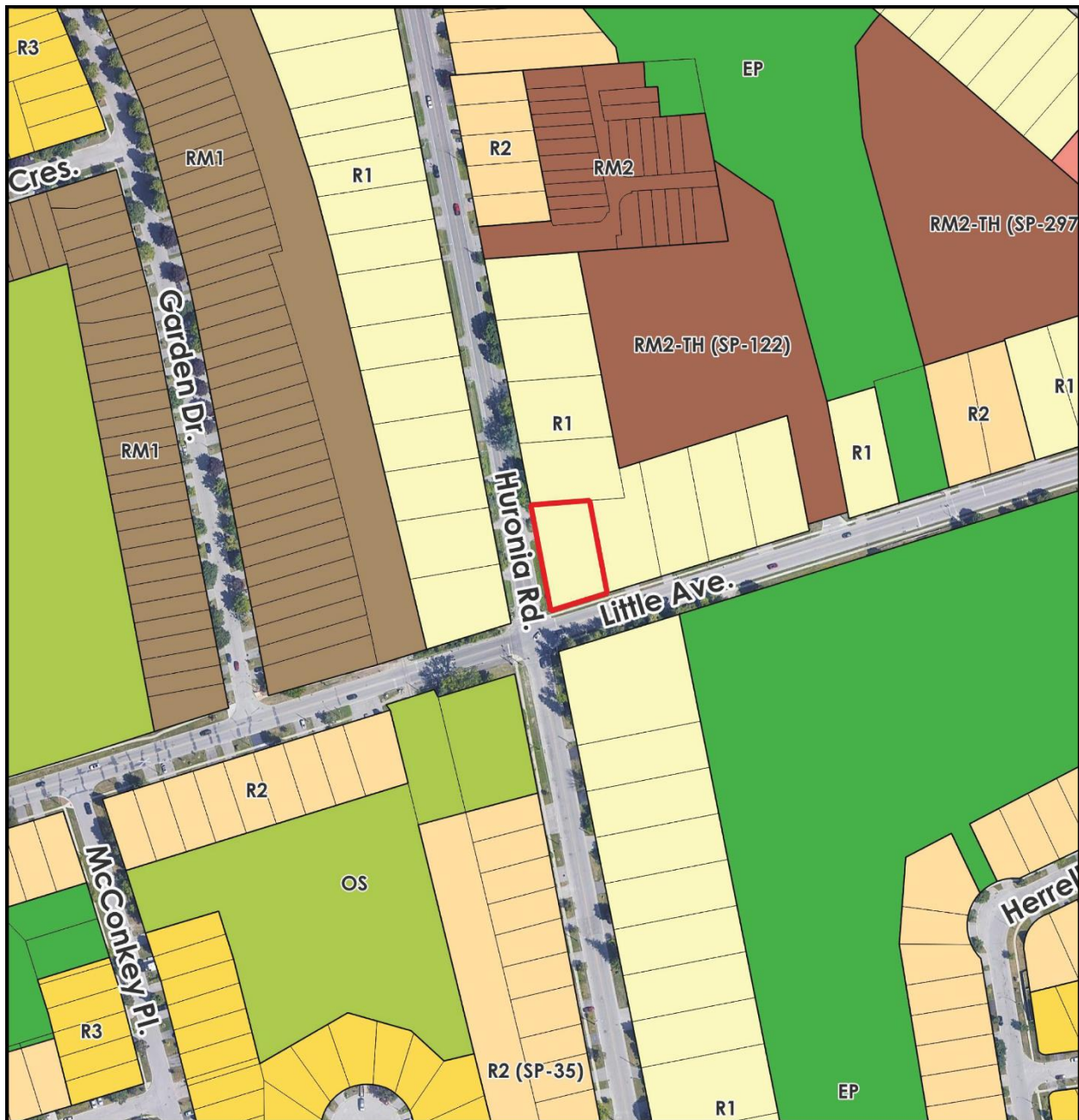


Figure 3
Zoning

Source: City of Barrie Zoning By-Law 2009-141

Drawn By: IH

File: 21-1152



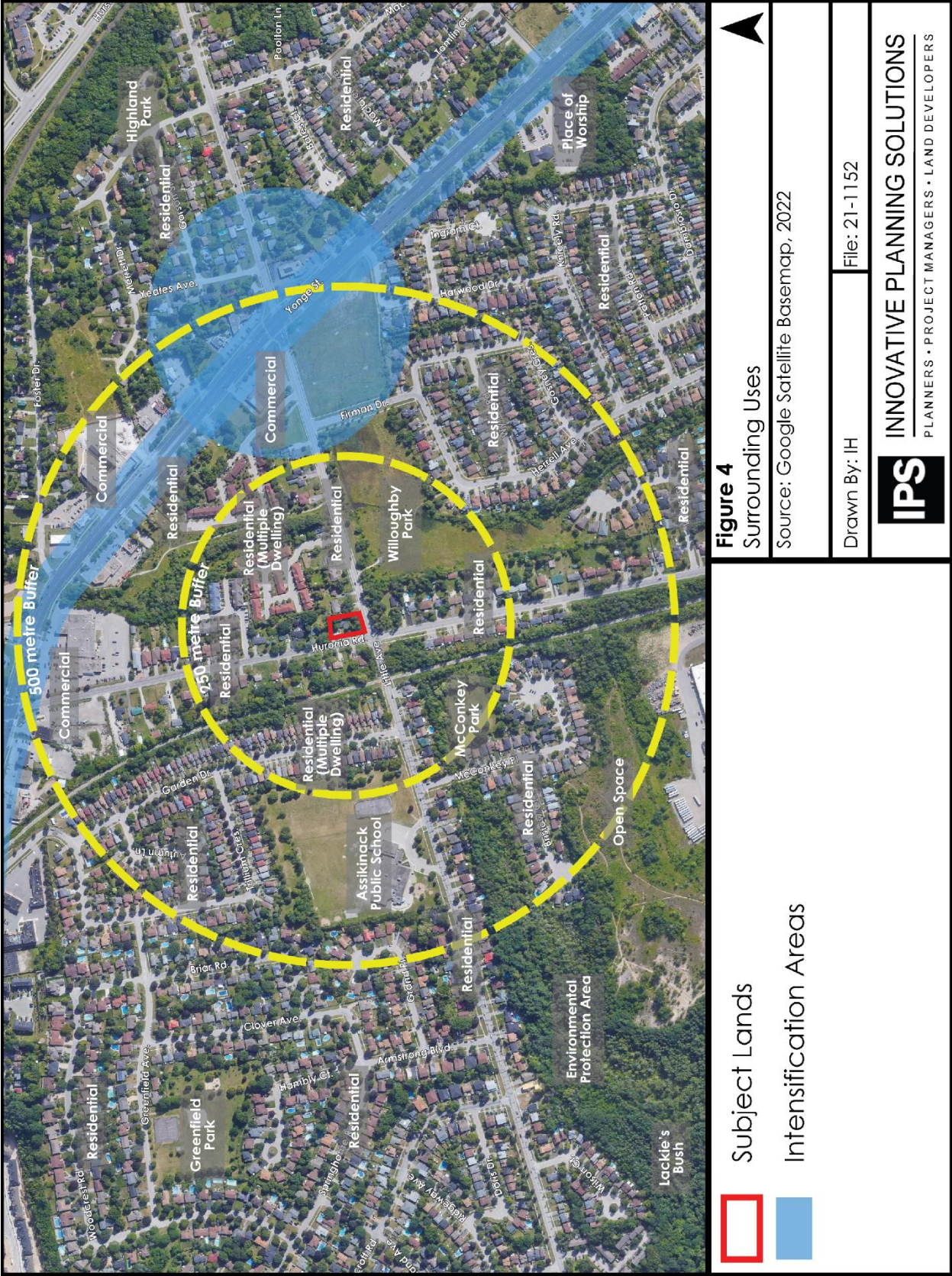
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3.0 SURROUNDING LAND USES

The subject lands are surrounded by a mix of land uses including the following:

- North:** Residential uses in the form of single-detached residential dwellings and townhomes are located to the north of the subject lands. These properties are zoned '*Residential Single Detached Dwelling First Density (R1)*', '*Residential Single Detached Dwelling Second Density (R2)*', and '*Residential Multiple Dwelling Second Density (RM2)*'. Beyond the residential areas are commercial properties along the Yonge Street Primary Intensification Corridor (~500m. north), at the intersection of Huronia Road.
- East:** Residential uses in the form of single-detached residential dwellings and townhomes are located to the east of the subject lands. These properties are zoned '*Residential Single Detached Dwelling First Density (R1)*', '*Residential Single Detached Dwelling Second Density (R2)*', and '*Residential Multiple Dwelling Second Density (RM2-TH)*'. Beyond the residential areas are lands zoned '*Environmental Protection Area (EP)*' containing Willoughby Park (~140m. east), Whiskey Creek and an adjacent recreational trail (~202m east). Further to the east are commercial properties within the Yonge Street / Little Avenue '*Primary Intensification Node*' (~500m. east).
- West:** The subject lands are bordered by Huronia Road to the west. To the west of Huronia Road are residential uses primarily comprised of single-detached dwellings, located along Huronia Road and Garden Drive. These properties are zoned '*Residential Single Detached Dwelling First Density (R1)*' and '*Residential Multiple Dwelling First Density (RM1)*'. McConkey Park (~200m southwest) and Assikinack Public School (~350m west) are also located to the west of the subject lands.
- South:** The subject lands are bordered by Little Avenue to the south. Beyond the road are residential properties along Huronia Road, zoned '*Residential Single Detached Dwelling First Density (R1)*' and '*Residential Single Detached Dwelling Second Density (R2)*'. '*Open Space (OS)*' zoned lands and '*Environmental Protection Area (EP)*' zoned lands associated with Willoughby Park are also located to the south of Little Avenue.

Figure 4 provides an aerial illustration of the subject lands and the surrounding land uses.



4.0 PROPOSED DEVELOPMENT

The proposed development consists of four (4) residential townhouse units, designed with a three (3) storey-built form. A slab-on-grade design is proposed, however, the lands can also accommodate one (1) level of basements, should this be desired through the Building Permit design process.

The proposed lot frontages range from 8.4 m. to 18.2 metres along Huronia Road, with lot areas in the range of 209 m² to 440 m². Each townhouse units contains a conceptual design width of 8.4 m. and a depth of approximately 12.1 m., which offers a parking ratio of two (2) spaces per unit (1 driveway + 1 garage). Driveways have been consolidated to improve sight lines and movements onto the arterial road, as well as appropriate separation distance to the intersection of Huronia Road and Little Avenue.

A 4.5 m. front yard setback and 8.3 m. rear setback are provided for each unit, suitable to accommodate setbacks for the desired built form. Further, landscaped open spaces have been preserved around the perimeter of the site to encourage and implement enhanced landscaping measures, such as street trees, plantings, and other forms of landscaping to enhance curb appeal and support an improved public streetscape.

A 10 metre-by-10 metre daylight triangle is included to accommodate the future right-of-way identified by the city, as well as the 3.5 m. road widenings required along both frontages. These have been accommodated through the proposed development plan.

At a corner location, Lot 4 (exterior) has been designed to frame both streets and define the street corner, providing an enhanced curbside appeal and improved public realm. Further, increased setbacks to the street offers increased landscaped open space and visual separation, assisting with site design and visual aid for vehicles at the intersection (sight lines).

Subject to design through the Building Permit process, the townhouse units seek to complement the existing architectural elements and form of the surrounding residential properties, while providing an interesting and pronounced design. Design elements such as high-quality and long-lasting building materials, large windows, covered and defined entryways, and general façade design will be implemented to enhance the streetscape.

The proposed development intends to complement nearby medium density townhouse developments (such as Allandale Villas, 318 Little Avenue; Whiskey Creek Gardens, 358 Little

Avenue; Huronia Landing, 125 Huronia Road), and contribute to the diversification of available housing stock within an area that largely consists of single-detached dwelling units. The proposed townhouse units will provide greater accessibility into the housing market for young families, first-time home buyers, or those desiring a townhouse unit.

The proposed development is also surrounded by compatible land uses that will enhance the living quality of future residents. The subject lands are conveniently located near abundant outdoor spaces that will provide future residents ample opportunity to access recreational spaces, parks, and walking trails. Additionally, several amenities and services are located nearby, including schools, and the Yonge Street / Huronia Road node located approximately 350 m. to the north, with everyday commercial needs (including banks, service centres, grocery and restaurants).

The conceptual Site Plan for the development is shown on **Figure 5**.



- Subject Lands
- Subject Lands after Road Widening
- Proposed 3-Storey Townhouses
- Landscaped Open Space

Figure 5
Proposed Site Plan

Source: Innovative Planning Solutions

Drawn By: IH

File: 21-1152



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5.0 APPLICATION: ZONING BY-LAW AMENDMENT

The subject lands are currently zoned '**Residential Single Detached Dwelling First Density (R1)**' by the City of Barrie Zoning By-law 2009-141. The R1 zone provides for the development of single detached dwellings in fully municipally serviced areas or for privately serviced lots.

To permit a townhouse development, an Amendment is required to rezone the lands to the '**Residential Multiple Dwelling Second Density – Townhouse (RM2-TH)**' zone. The 'RM2-TH' zone provides for a range of residential dwelling types, including street townhouses as proposed by the subject development.

Site-specific special provisions are requested; therefore, the amendment is proposed to the '**Residential Multiple Dwelling Second Density – Townhouse with Special Provisions (RM2-TH) (SP-XXX)**' zone.

A detailed zoning analysis is included under Section 8.6 of this report, which also provides a rationale for the proposed special provisions.

A Draft Zoning By-law Amendment and Schedule are included as Appendix 2 of this report.

6.0 SUPPORTING ITEMS

To support the subject application, a number of technical items have been prepared for submission. A list of key supporting items are outlined below in **Table 1**.

TABLE 1. REQUIRED STUDIES AND REPORTS

Studies / Reports Provided	Professional Consultant
Geotechnical Investigation	GEI Consultants
Hydrogeological Investigation	GEI Consultants
Functional Servicing & Stormwater Management Report	Gerrits Engineering
Traffic Letter	JD Engineering
Legal & Topographic Survey	Krcmar
Landscape Concept Plan	Landmark Environmental
Tree Preservation Plan/Inventory	Landmark Environmental
Environmental Impact Study	Roots Environmental
Hydraulic Analysis and Floodplain Analysis	Waters Edge

7.0 CONSULTATION

A Pre-consultation Application was submitted to the City of Barrie in December of 2021, followed by a technical review meeting with City staff in February of 2022 to review circulation comments. The requirements established through this process are included with the subject application.

IPS connected further with Lake Simcoe Region Conservation Authority in February of 2022 to review the application and obtain preliminary comments to further scope the required studies.

A Pre-consultation Technical Review Comment & Response Matrix is included with the application.

7.1 PUBLIC CONSULTATION: NEIGHBOURHOOD MEETING

As part of the application process, the City of Barrie requires a Neighbourhood Meeting be held prior to a formal application. The Neighbourhood Meeting provides the public with an opportunity to hear details regarding the proposal and ask questions or provide comments about the development. The Neighbourhood Meeting was held on June 16th, 2021, by virtual format.

The comments received during the Neighbourhood Meeting followed a number of occurring themes, which are outlined below with a response provided.

Proposal

Residents were interested in seeing what form of development was proposed on the subject lands. Initial concerns were geared towards an apartment building or a built form that would mass over the adjacent properties, however, the intent of the proposed townhouse-built form is to blend into the surrounding neighbourhood, while introducing gentle infill and intensification on underutilized lands.

Traffic

Initial concerns were raised with vehicular traffic along Huronia Road. Comments were not specifically related to the proposal, as it was more outlined by members of the public that there are concerns of speeding vehicles along Huronia Road and Little Avenue. To aid with any

concerns, the development includes a 10x10 m. daylight triangle and significant distance separation to the intersection; ensuring there are no concerns with sight lines.

Amenity Space

Residents generally inquired about amenity space for the proposal. Large rear yards have been provided which will be desired by young families or those looking for private amenity space in the rear yard.

Submission Enhancements

Since the Neighbourhood Meeting, IPS has worked with the Applicant on several other key items to improve the development proposal:

- The townhouse units will have a high standard of design, contributing to an improved urban landscaped in the area. The conceptual Site Plan has been designed to facilitate this. Through the Building Permit process, this will be formally evaluated.
- The proposal has reduced the number of units from five (5) to four (4) units, improving sight lines for traffic and increasing landscaped open space on the site.
- The proposed driveways have been consolidated to minimize the number of access points along Huronia Road; supported by JD Engineering and the City's transportation department.
- Subject to detailed design through the permit process, large unit sizes are conceptually provided to accommodate for a diverse range of residents. This will support a diversity and variety of unit types in the neighbourhood.
- Front yard, exterior, and rear yard setbacks have been increased to provide more opportunities for buffering to adjacent uses, and to offer improvements to the lands, such as street trees, plantings, and other features to enhance the future built form.

Collectively, there has been general support from the public on the development proposal.

8.0 PLANNING POLICY & ANALYSIS

This Section will outline the applicable policies guiding the development of the subject lands. Each section will outline applicable plans and policies with a planning rationale on conformity and development principles.

8.1 THE PLANNING ACT – PROVINCIAL INTEREST

The Planning Act (The Act) is provincial legislation that establishes the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment and the creation of healthy communities, within a provincial framework focused on provincial interests and fairness.

The policies as set out in Section 2 of the Planning Act, inform the Provincial Policy Statement (PPS), Growth Plan, and other matters of provincial interest, ensuring consistency with the Act.

Under Section 2 of the Planning Act, key matters of provincial interest includes:

- *The protection of ecological systems, including natural areas, features and functions.*
- *The supply, efficient use and conservation of energy and water.*
- *The orderly development of safe and healthy communities.*
- *The adequate provision of a full range of housing, including affordable housing.*
- *The protection of public health and safety.*
- *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 a 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.*

The proposed development is located within the City of Barrie, which is identified as the principal Primary Settlement Area within the Simcoe Sub-area. Settlements are directed to accommodate for and support concentrated levels of growth and development. The proposed townhouse

development would contribute to the housing stock within the city, providing a more attainable unit type and offering a variety to housing options. The development further aims to provide a high-quality, attractive built form, supporting the creation of vibrant and complete communities.

The proposed development is further capable of utilizing existing infrastructure and municipal services, without uneconomical need for expansion. Additionally, public transit is available adjacent to the subject lands, offering transit supportive development, reduced automobile reliance, and contributing to energy efficiency and climate change impacts.

In our professional opinion, the proposed development aligns with the Province's Interest in land use planning.

8.2 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) (May 2020) is a vital part of Ontario's policy-led planning system. The PPS provides the policy foundation that regulates development in order to protect resources, public health and safety, and the quality of the natural and built environment. The PPS contains policies that fall under three overarching sections, with the goal of fostering an effective and efficient land use planning system:

1. *Building Strong Healthy Communities*
2. *The Wise Use and Management of Resources*
3. *Protecting Public Health and Safety*

Section 1.1.1 of the PPS supports various strategies to manage and direct land use to achieve efficient and resilient development and land use patterns. Healthy, liveable, and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and Municipalities over the long term. To meet the long-term needs of residents, the Plan supports the accommodation of an affordable and market-based range and mix of residential types. More specifically, the PPS promotes intensification to achieve cost-effective developments patterns, minimized land consumption, and reduced servicing costs. Within Settlement Areas (City of Barrie), the Plan directs sufficient land to be available through intensification and redevelopment to support the achievement of these objectives (1.1.2).

Settlement Areas are identified as the focus for growth and development. Land use patterns within Settlement Areas are directed to be based on a range of uses and opportunities for intensification and redevelopment. Further, land use patterns are aimed to be based on densities and a mix of

land uses which efficiently utilize land, services, and resources, with support for public transit and active transportation. Settlements are targeted for accommodating a significant supply and range of housing options through intensification and redevelopment. This is reiterated for development within designated growth areas, such as *Primary Settlement Areas*, to support a mix of uses and densities that collectively support the efficient use of lands, infrastructure, and public service facilities (1.1.3).

The housing policies of the PPS encourage the development of an appropriate range and mix of housing options and densities. At all times, Municipalities are directed to accommodate for and maintain lands to support residential growth through residential intensification and redevelopment; including lands designated, zoned, and available for residential development (1.4.1). Further, emphasis is placed on permitting and facilitating all types of residential intensification and redevelopment, providing housing required to provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents (1.4.3).

Section 1.5 of the PPS support planning and providing for publicly accessible built and natural settings for recreation, including public spaces, trails, and linkages. The subject development is uniquely positioned with convenient access to abundant open spaces, including Willoughby Park and McConkey Park, and public trails which will provide ample opportunities for recreation and relaxation.

Section 1.6.6 of the PPS plans to accommodate forecasted growth in a manner that promotes the efficient use and optimization of municipal services (water/sewage). Within Settlement Areas, intensification and redevelopment is promoted, wherever feasible, to optimize the use of municipal services. As demonstrated by the Functional Servicing Report (FSR) with the application, full municipal services are available within the City of Barrie.

Long-term economic prosperity is encouraged by providing residential uses to respond to dynamic market based needs and providing necessary housing supply and range of housing options for a diverse workforce. In addition, prosperity is supported by promoting opportunities for economic development and community investment readiness, optimized use of land, infrastructure and public service facilities, and a well-designed built form to reinforce a sense of place (1.7).

Development and land use patterns that consider the impacts of climate change are strongly supported by the PPS. This includes a compact built form and transit-supportive development

and intensification to improve the mix of employment and housing uses, to shorten commute journeys and decrease transportation congestion. Further, maximized vegetation is encouraged within Settlement Areas, where feasible (1.7/1.8).

Section 3.1 of the PPS speaks to natural hazards. Development is generally directed away from areas with natural hazards, which may include lands adjacent to a stream or lands impacted by flooding. A ‘*watercourse*’ (Whiskey Creek) is mapped on the south side of Little Avenue by the LSRCA. This feature is a natural drainage system, separated by the existing 20 metre right-of-way. The subject lands are located within the associated creek floodplain and floodplain setback. Subsequently, a Scoped Environmental Impact Study (SEIS) was completed as part of the application which determined that no negative impacts were anticipated provided that development occurs in accordance with the proposed plans. In addition, a Floodplain Analysis was completed in support of the development proposal, ensuring that the development can proceed without any impacts. Ultimately, there are no environmental concerns with developing the subject lands (as proposed).

In accordance with the direction provided by the PPS, the proposed development would offer compact housing options within the City of Barrie, supporting intensification and redevelopment goals of the Plan.

The subject application is consistent with the policies and objectives of the PPS.

8.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe (August 2020) has been prepared and approved under the Places to Grow Act. The Plan builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management, environmental protection, and other planning principles particular to the Greater Horseshoe. As the Region continues to grow, the Plan provides policy direction to address the challenges of growth.

The City of Barrie is designated a ‘**Settlement Area**’ and recognized as the principal ‘**Primary Settlement Area**’ in the Simcoe sub-area (Schedule 8).

The guiding principles of the Growth Plan (1.2.1) acknowledge that different approaches are required to manage growth that recognizes the diversity of communities in the Greater Golden Horseshoe. The principles support developments that contribute to the achievement of complete

communities with a range and mix of housing options to serve all sizes, incomes, and ages of households. Further, intensification and higher densities are encouraged in strategic growth areas (such as Primary Settlement Areas) to make efficient use of land, infrastructure, and support transit viability.

The Growth Plan places further emphasis on intensification and redevelopment through the guiding principles under section 2.1. With the pace of growth forecasted and targeted for the Greater Golden Horseshoe, the Plan places significance on building healthy and balanced communities. Better use of land and infrastructure can be made by directing growth to Settlement Areas. The Growth Plan takes an “intensification first” approach to focus on making better use of the existing infrastructure and public service facilities, with the goal of avoiding the continuous expansion or sprawl of the urban area.

Section 2.2.1 of the Growth Plan establishes policies to manage growth. Forecasted growth is directed to Settlement Areas that have a delineated built boundary, have existing or planned municipal services and public services facilities, and can support the achievement of complete communities. Reflecting the guiding principles of the Growth Plan, the growth management policies support the achievement of complete communities with a diverse mix of land uses and a range of housing options, including more attainable options to accommodate people at all stages of life. In addition, the policies guide developments to achieve a more compact built form; such as townhomes.

Section 2.2.6 (housing) of the Growth Plan supports the achievement of complete communities by planning for forecasted growth through a range and mix of housing options, in efforts to diversify the overall housing stock across municipalities. This includes more affordable housing options to meet the needs of all residents, and multi-unit developments to accommodate for a diversity of households.

Section 6 of the Growth Plan applies to the Simcoe Sub-area. The Plan identifies the City of Barrie as a ‘*Primary Settlement Area*’, where growth and development is focused. A significant portion of growth is directed to Settlements where developments can most effectively be serviced, and where growth improves the range of opportunities for people to live, play, and work in their communities. Development within the Primary Settlement Areas are to follow standards and policy to ensure that it results in high quality urban form and urban design standards that create attractive and vibrant places.

The Growth Plan provides direction for ambitious population and density targets for the Primary Settlement Areas, to facilitate a more compact urban for a growing population. Collectively, the proposed development is reflective of the land uses and housing options supported by the Growth Plan.

For the above stated reasons, the application conforms to the direction and policies provided in the Growth Plan for the Greater Golden Horseshoe.

8.4 CITY OF BARRIE OFFICIAL PLAN (2018)

The City of Barrie Official Plan (January 2018) provides general policy direction and establishes a long-term vision for land use planning and resource management for the municipality.

The Official Plan designates the subject lands as the following:

- Schedule A – Land Use: **'Residential'**
- Schedule B – Planning Areas: *Residential, Painswick North*
- Schedule D – Road Plan: **'Arterial'** (Huronion and Little)
- Schedule E – Road Widening Plan: 27 metres (widening required)
- Schedule F – Conservation Authority Regulation Limits & Watercourses: partially within the LSRCA *'Regulation Limits'* (southern boundary)
- Schedule H – Natural Heritage Resources: *'Level 1'* (southern boundary)
- Schedule I – Intensification Areas: **'Built-Up Area'**

The City of Barrie Official Plan land use designation is previously shown on **Figure 2**.

There is no Official Plan Amendment (OPA) required for the proposed development.

8.4.1 RESIDENTIAL LAND USE DESIGNATION

The subject lands are designated as '**Residential**' by the City of Barrie Official Plan.

Permitted uses under the designation includes all forms and tenure of housing (4.2.2.1.a).

The proposed development is supported by the goals of the land use designation, which includes the following (4.2.1):

- *To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents.*
- *To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.*
- *To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets.*
- *To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.*

The proposed development falls under the '*medium density residential*' category, which includes street townhouse developments in the range of 45 and 53 units per net hectare (4.2.2.2.d).

The proposed density of the development is however 35 units per net hectare, reflective of the larger unit sizes and generous landscaped open space.

In accordance with the Locational Criteria of the City's Official Plan, medium density developments are encouraged to locate towards areas that meet three criteria (4.2.2.3.b):

- i. The subject lands include frontage along Huronia Road and Little Avenue, which are both identified as an '*Arterial*' road by Schedule D (Roads Plan) of the Official Plan.
- ii. The development is adjacent to public transit, and in close proximity to facilities (hospital, churches, schools) and various commercial uses to the north at the Huronia Road / Yonge Street intersection (approx. 350 m.).
- iii. Existing municipal services are provided, sufficient for accommodating the development.

Intensification and redevelopment are encouraged to promote an increase in planned and built densities, and to achieve a desirable compact urban form. Applications that propose residential intensification outside of a designated Intensification Area are to be considered on their merits to demonstrate consistency with a number of criteria (4.2.2.6.d):

- i. The scale and physical character of the proposed development is compatible with the surrounding neighbourhood, as the area contains a wide diversity and density of land uses, similar to the proposed development.
- ii. The lands contain the appropriate infrastructure, and access to transportation facilities, and community facilities and services, without significantly impacting the operation and capacity of these existing systems.
- iii. Public transit is available and accessible, as demonstrated later in this report on **Figure 7**.
- iv. The proposed development would contribute to and support the City's intensification targets. The proposed density is supported for the subject lands, where less impacts are anticipated on an established residential neighbourhood, while high-density land uses can be directed to the Nodes/Corridor and downtown growth area (UGC).
- v. The conceptual Site Plan design proposed will facilitate high quality urban design. Detailed design considerations will be evaluated through the Building Permit process.
- vi. There are no heritage resources concerns with developing the lands. This is supported by the EIS included with the application.

The subject application is supported by the *Residential* land use designation.

8.4.2 HOUSING

The City of Barrie Official Plan reflects the policies of Provincial legislation relating to housing, recognizing that population growth will need to be accommodated for through a mix of new development, redevelopment, and intensification. The growth management goals of the Official Plan aim to accommodate growth of housing through development and intensification, to meet the projected needs for residential lands (Section 3.1.1). Similarly, housing goals provided in the Official Plan aim to provide for an appropriate range of housing unit types, sizes, and densities, with a range of affordability and tenure arrangements to meet the needs and income levels of

current and future residents. These goals also encourage housing developments in locations with sufficient access to open spaces, services, and retail to meet the daily needs of residents (Section 3.3.1).

The Official Plan provides that the Zoning By-Law will be amended to allow for innovative housing in accordance with good land use planning principles in order to meet the housing goals established (Section 3.3.2.1 a). Further, residential intensification, which includes conversion of existing housing into multiple unit forms, is encouraged to provide opportunities for a variety of housing types (Section 3.3.2.1 c).

The Official Plan encourages the City to maintain a 10-year supply of designated land and a 3-year supply of draft approved and registered lots through residential intensification and redevelopment sufficient to provide an appropriate range of housing types and densities to meet projected requirements of current and future residents (3.3.2.1.h). The proposed development will contribute to the housing supply in the city through sensible residential intensification and redevelopment.

The subject lands are located within the '*Built-up Area*' of the City, where the Official Plan directs at least 40% of residential dwelling unit development to be within these areas annually (3.1.2.3.b). The City's Growth Management Strategy identifies that the Built-up Area can accommodate an additional 13,500 housing units, of which 61% are located outside the Urban Growth Centre (3.1.2.3.d).

The proposed development supports the housing goals and policies of the Official Plan.

8.4.3 NATURAL HERITAGE

The City of Barrie Official Plan aligns with Provincial planning policies as it relates to natural hazards and the protection of natural heritage features. The City Official Plan highlights that new development shall be directed such that the natural shape and definition of existing watershed drainage patterns are maintained (Section 3.5.2.3.a). Specifically pertaining to floodplains, the Official Plan prohibits new development and site alteration within floodplains except where acceptable flood proofing action and measures are provided, subject to the City and the appropriate Conservation Authority (3.5.2.3.1.d/e). While the subject lands are located within parts of the Whiskey Creek floodplain and associated setback area, the findings of the Floodplain Analysis highlight the mitigation measures that will support the proposed developed, and all

development of the built form is located in an area outside of concern. This is further elaborated on under Section 6.6 of this report.

Section 3.5.2.4 of the Official Plan outlines policies relating to natural heritage resources, which includes 'Level 1' features, as mapped along the southern boundary of the subject lands. The feature identified is a 'watercourse' (Whiskey Creek) which is located on the south side of Little Avenue, approximately located 28 m. from the boundary of the subject lands. This feature is not located on the subject lands and is separated by the existing 20 m. right-of-way for Little Avenue. Through the evaluation completed by an Environmental Impact Study (EIS), there are no negative impacts to the natural heritage features and related ecological functions.

8.4.4 SERVICING & TRANSPORTATION

Section 5.0 of the Official Plan speaks to servicing and transportation. The Plan seeks to ensure that adequate water supply, sewage collection and treatment, electrical supply, and stormwater management systems are provided to the residents of the city. Development is supported on full municipal services, to ensure that infrastructure is provided in a coordinated, efficient, and cost-effective manner (5.1.1/5.1.2).

The efficient and sustainable use of water is encouraged by the Official Plan, including conservation practices for development, and capable stormwater management practices to control the quantity and quality of water (5.2/5.3). A Functional Servicing Report has been prepared with the application to demonstrate servicing considerations and infrastructure required to support the development proposal, along with a Stormwater Management Plan to evaluate the effects of the proposed development against the stormwater drainage system, and recommendations to manage the rainwater/snowmelt.

Section 5.4 of the Official Plan provides policies related to transportation and outline the intentions of the City to provide a safe, efficient, and convenient transportation system that promotes healthy communities, active living, and energy efficiency. The plan encourages the use of modes of transportation alternative to private vehicle use including public transit and active transportation and requires that new developments provide convenient and direct access to such modes. The proposed development aligns with the transportation intentions of the Official Plan as its location provides future residents convenient access to a number of transit routes, open spaces, and public trails.

For the above stated reasons, the subject application is in conformity with the City of Barrie Official Plan (2018).

8.5 CITY OF BARRIE OFFICIAL PLAN (ADOPTED FEBRUARY 2022)

The City of Barrie adopted a new Official Plan at the February 14, 2022, City Council meeting. The new Official Plan is with the Province of Ontario's Ministry of Municipal Affairs and Housing for approval; therefore the 2018 Plan is in force and effect, but the approved plan is imperative to consider.

The subject lands are designated '**Neighbourhood Area**' (Map 2 – Land Use).

The designation permits all forms of residential uses, and encourages the creation of complete communities. New development and intensification are supported that is compatible with the existing and planned function of the neighbourhood. An underlying goal of the Plan is to promote and create new housing options in the city, as proposed by the subject development.

Lands along the '*Arterial*' streets are encouraged for intensification, where it maintains the general character, built form and scale of the neighbourhood. Intensification is further promoted by permitting additional residential units, including detached ancillary dwelling units, second suites, shared accommodations, and other forms of low impact intensification, which can provide affordable housing options.

With support for more attainable housing options and a diversity of units, the proposal is supported by the approved Official Plan.

8.6 CITY OF BARRIE ZONING BY-LAW

The subject lands are currently zoned '**Residential Single Detached Dwelling First Density (R1)**' by the City of Barrie Zoning By-law 2009-141.

The subject application requests an amendment to '**Residential Multiple Dwelling Second Density – Townhouses with Special Provisions (RM2-TH)(SP-XXX)**' zone.

Table 2 provides a zoning comparison of the '*RM2-TH*' zone in relation to the proposed development.

The site-specific special provisions requested with the Amendment are highlighted. An overview and analysis of the site-specific special provision's is included in the following section.

TABLE 2. ZONING COMPLIANCE MATRIX

RESIDENTIAL MULTIPLE DWELLING SECOND DENSITY – TOWNHOUSE (RM2-TH) ZONE					
PROVISION	REQUIRED	PROVIDED			
		LOT 1	LOT 2	LOT 3	LOT 4
Permitted Uses (4.1)	Block/Cluster/Street/Stacked Townhouse	Street Townhouse	Street Townhouse	Street Townhouse	Street Townhouse
Lot Area (min.)	200 m ²	270.62 m ²	209.88 m ²	209.86 m ²	440.13 m ²
Lot Frontage (min.)	6.0 m	11.4 m	8.4 m	8.4 m	18.2 m
Front Yard Setback to Dwelling Unit (min.)	4.5 m	4.5 m	4.5 m	4.5 m	4.5 m
Front Yard Setback to Attached Garage (min.)	7.0 m	7.0 m (garage within unit)	7.0 m (garage within unit)	7.0 m (garage within unit)	7.0 m (garage within unit)
Interior Side Yard Setback (min.)	1.8 m	1.9 m	N/A	N/A	N/A
Exterior Side Yard Setback (min.)	3.0 m	N/A	N/A	N/A	8.7 m
Rear Yard Setback (min.)	7.0 m	8.3 m	8.3 m	8.3 m	8.3 m
Landscaped Open Space (min.)	35%	57.1% (154.5m ²)	44.7% (93.9m ²)	44.7% (93.8m ²)	74.5% (328.0m ²)
Lot Coverage (max.)	45%	34.8% (94.3m ²)	44.9% (94.3m ²)	44.9% (94.3m ²)	21.4% (94.3m ²)
Gross Floor Area (max.)	60%	83.7% (226.5m ²)	107.9% (154.5m ²)	107.9% (226.5m ²)	51.5% (226.5m ²)
Building Height (max.)	10.0 m	<10.0 m	<10.0 m	<10.0 m	<10.0 m
Parking Spaces	1.5 spaces per dwelling unit. Tandem permitted.	2 parking spaces	2 parking spaces	2 parking spaces	2 parking spaces
Driveway Length (5.2.5.2.c)	11.0 m (RM2-TH zone)	7.0 m.	7.0 m.	7.0 m.	7.0 m.
Front Yard Parking Coverage (5.3.6.1.1)	Max. 50%	30%	38%	38%	20%
Units Per Row	Max. 8	4 Units			

8.6.1 SITE SPECIFIC PROVISIONS

1. Gross Floor Area – Maximum of 110%

Under the 'RM2-TH' zone, a maximum gross floor area (GFA) of 60% is permitted, where the proposed development is seeking a maximum GFA of 110%.

The increase in GFA requested provides for an efficient use of land and resources, consistent with Provincial policy, as well as the City's Official Plan and design guidelines. The City's Official Plan acknowledges that the population and employment growth forecasted for the City will continue to grow above the Provincial average.

Growth and intensification targets assigned to the City require residential densities which are higher, more cost effective, energy efficient, and environmentally sustainable than historical development in the City. To meet population projections and the goals, a growing percentage of developments at medium and high densities are necessary in order to provide sustainable housing options for the City's residents. The minor increases in GFA support these objectives by providing efficient utilization of the subject lands while maintaining an entirely functional development.

In addition, GFA is a direct correlation to the form of units desired. Lot 1 and Lot 4 provide a lower ratio at 51% and 84%, however, the interior lots ask for a GFA of 108%. As an interior lot, the GFA increase is expected with a reduced lot area (209 m²).

Supporting the increase in GFA will facilitate the development of more attainable units, and add to the housing stock within the city.

2. Driveway Length – Minimum of 7.0 m.

A driveway length of 7.0 m. is proposed for the development, where the By-law requires 11.0 m. for street townhomes (5.2.5.2.c).

A standard parking space in the City of Barrie is required by the By-law to contain a minimum width of 2.7 m. and 5.5 m. minimum length (4.6.2.5). The intent of the 11.0 m. requirement is to ensure that two (2) cars can park in the driveway, in a tandem fashion, to meet the minimum By-law requirement of 1.5 spaces per unit (Table 4.6).

The proposed development offers two (2) parking spaces (1 driveway + 1 garage), exceeding the By-law requirements. With larger unit sizes provided, this will provide sufficient space at the permit stage to design large garages, capable of accommodating a vehicle plus storage for each unit. Collectively, the development will exceed the ratio required by the By-law, therefore, the intent of this provision is met.

Further, it can be noted that the conceptual units may be able to accommodate a two car garage, or a double-wide driveway, should it meet zoning and building code requirements. The conceptual design for rezoning has been designed based on the driveway placement recommended.

The request site-specific variances are viewed as reasonable and appropriate for the development.

8.7 LAKE SIMCOE PROTECTION PLAN

The Lake Simcoe Protection Plan (LSPP) is a comprehensive plan to protect and restore the ecological health of Lake Simcoe and its watershed. The subject lands are located within the Lake Simcoe Region Conservation Authority (LSRCA) watershed boundary, and the southern portion of the property is located within the LSRCA '**Regulated Area**'. This area consists of the Whiskey Creek floodplain and 15 metre floodplain setback area. Whiskey Creek is located adjacent to the subject lands, south of Little Avenue.

Key policies as outlined in the City of Barrie Official Plan include:

- *“To protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions” (3.9.1.a).*
- *“To promote environmentally sustainable land and water uses, activities and development practices” (3.9.1.b).*

The LSPP states that development must occur through a sustainable approach.

Economies and communities in the Lake Simcoe watershed will need to continue to grow, but must do so in conformity with provincial plans including this Plan, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, as well as in keeping with the Provincial Policy Statement, so that

growth is managed in a manner that sustains a healthy ecosystem, healthy communities and healthy economies.

The Lake Simcoe Protection Plan (LSPP) policies call for comprehensive plans and initiatives to improve the management of stormwater for planned developments, as the Plan outlines that a primary source of excess phosphorous to the Lake Simcoe watershed includes stormwater runoff from urban areas. For new major developments, a requirement is to demonstrate how phosphorus loadings and changes in water balance will be minimized (4.5.sa).

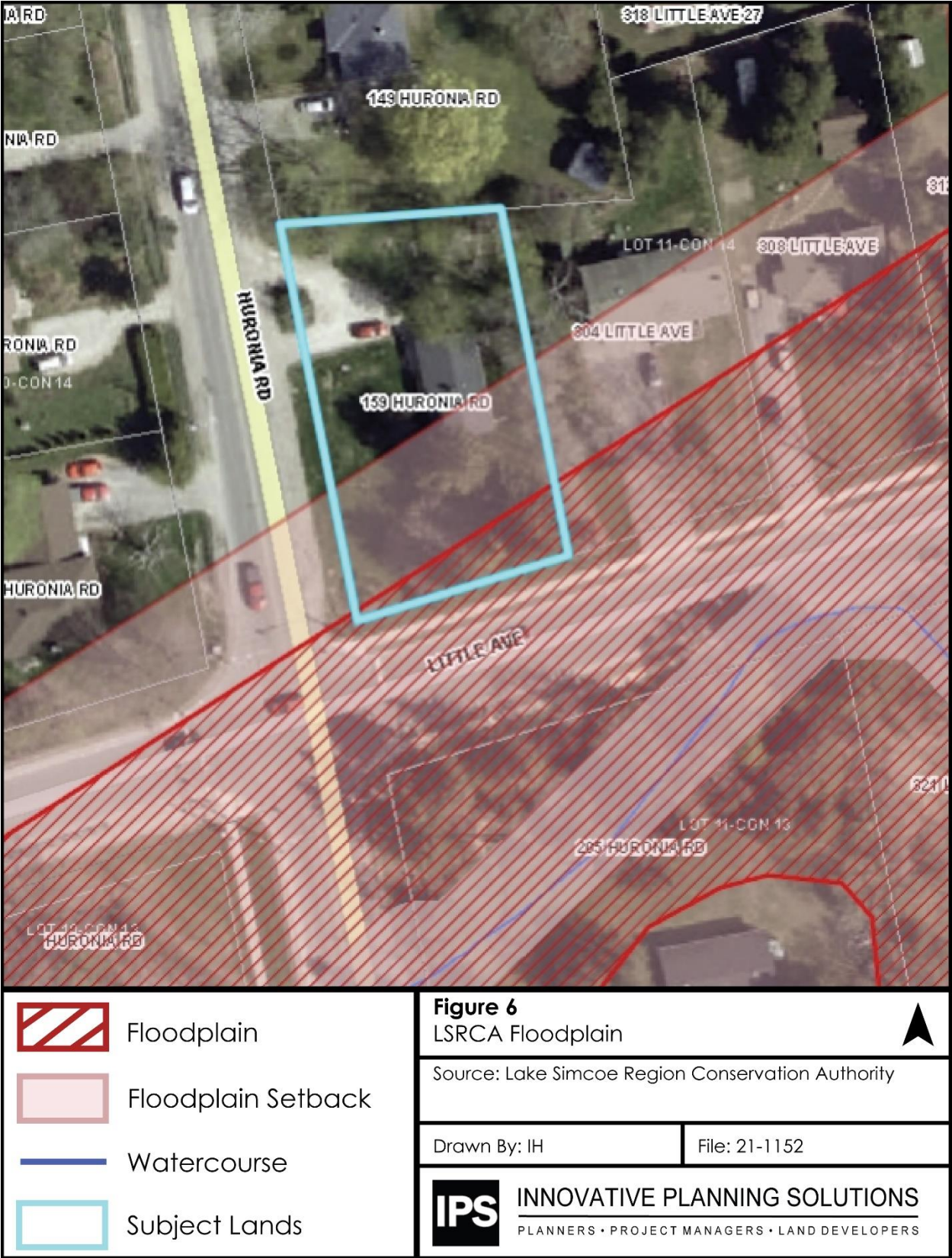
The proposed development is considered '*major development*' by the Lake Simcoe Protection Plan (LSPP), as well as the Lake Simcoe Phosphorus Offsetting Policy (LSPOP). The proposed development is evaluated through a Stormwater Management Plan and Functional Servicing Report, to ensure the watershed is protected (4.8.dp). Stormwater quality and quantity control measures are required in accordance with the Lake Simcoe Regional Conservation Authority (LSRCA).

The site is within a WHPA Zone Q2, is within an HVA, and is not within an SGRA. A Hydrogeological Investigation has been completed to support the subject application. As a component of this report, groundwater level monitoring, preliminary water balance, and preliminary phosphorous budget has been completed to address all hydrologic matters.

As the lands are partially covered by floodplain, a detailed Hydraulic Analysis & Floodplain Analysis was completed by Water's Edge to support the development of the subject lands. Through the assessment, floodlines were established using the LSRCA models and a detail site topographic survey. The floodline was then utilized to review the lands and design the built form, resulting in all new development being located outside of the floodline. Provided this, the development concept has no anticipated concerns from a floodplain perspective.

An Environmental Impact Study (EIS) was further completed by Roots Environmental to support the application, as the southern boundary of the lands are identified by Schedule H of the Official Plan for a '*Level 1*' natural heritage resource. Provided that development occurs in accordance with the proposed plans, the study concludes that there are no negative impacts associated by the development to the natural heritage features and related ecological functions.

Technical reports will be reviewed by the LSRCA through the application process. The subject application maintains the policies and intent of the LSPP.



9.0 URBAN DESIGN BRIEF

This Urban Design Brief addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development located at 159 Huronia Road. The following applicable documents have been reviewed against the proposed development to demonstrate consistency with the objectives of the City's design directives:

- City of Barrie Official Plan (January 2018)
- City of Barrie Urban Design Manual (October 2014)

9.1 CITY OF BARRIE OFFICIAL PLAN: URBAN DESIGN GUIDELINES

The City of Barrie Official Plan (January 2018) includes policy provisions related to urban design under Section 6.5. The Urban Design Guidelines of the Official Plan identifies that the goal of the guidelines is to *provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment.*

The policies of the Official Plan's guidelines are reviewed in reference to the proposed development concept for the subject lands.

The proposed townhomes will be designed to compliment and contribute to a desirable community character through massing and architectural design considerations. The site will frame both streetside frontages to create a stronger street presence and enhanced public realm. The proposed development intends to maximize the lands in a medium density built form while maintaining the attributes of the surrounding residential neighbourhood, providing a transitional development.

Each townhouse unit will be designed to create architectural interest and avoid large, exposed blank walls. All sides of the built form will feature consistent finished and treatments and promote a high level of design standards. At a corner location, the site will frame Huronia Road and Little Avenue, placing emphasis on the built form as the dominant feature of the site and not the car. The architectural design of the built form will animate the streetscape and achieve a desired focal point at the intersection. The development will incorporate design elements amenity spaces along the unit frontages that will enhance the tenant presence along the public roads and provide space for the residents in a private, yet publicly connected setting.

As encouraged by the City, the visual character and unity of the neighbourhood will be enhanced through the subject development, with a considerable improvement on current site conditions.

9.2 CITY OF BARRIE URBAN DESIGN MANUAL

The City of Barrie's Urban Design Manual (Revised 2014) provides direction for design elements within urban developments. The Guidelines have been established to implement the existing urban design policies contained within the Official Plan, to provide a framework for establishing Barrie's future urban form, and to ensure that new development is consistent with the City's vision for urban design. The guidelines are intended to be flexible, aimed to achieve the overall design objectives of the City's plans. The plan states that a successful development will achieve the City's vision while meeting the individual needs of the proponent.

Landscape Design

Landscaping will be designed to encourage positive functional relationships between the residents and their surroundings. Landscaping and tree planting strips/buffers will be provided around the exterior of the site to soften the visual impact of hard surfaces on the streetscape. The use of landscaping around the exterior of the units will further enhance the vegetation cover and provide natural shading. Additional landscaped areas are available adjacent to the street to enhance the public realm street side, to create an attractive streetscape, and heighten visual interest.

A conceptual Landscape Plan has been provided with the rezoning application and detailed Landscape Plans will be prepared for Building Permit Approval. Appropriate plant species will be selected based on their hardiness and capability to tolerate urban conditions and seasonal effects.

Lighting, Signage & Fencing

Subject to detailed design through Building Permit Approval procedures, exterior lighting fixtures will complement the building and feature lighting will be applied to highlight architectural design. The use of lighting will further be utilized to enhance the ability for surveillance and safety of the residents. The use of cut-off light fixtures will be explored for exterior spaces such as the driveways and exterior yards, to eliminate glare and light spillage on the neighbouring properties or street.

No signage is expected for the townhouse development, with the exception of location/unit identification.

A 2.0 metre tight board fence will frame the perimeter of the site to further provide privacy and visual screening to adjacent residential uses.

Vehicle Circulation & Parking

All townhouse lots will offer two (2) parking spaces per unit with one (1) space provided in the garage and one (1) in the driveway. This offers a generous parking ratio for the development with minimum of two (2) spaces per unit, where 1.5 spaces per unit is required.

Lot 1 and 4 are provided by single driveways, while the driveways for Lot 2 and Lot 3 have been consolidated to reduce the number of access points along Huronia Road. This supports safe and efficient traffic movements.

Energy Efficiency

The policies of the Urban Design Manual and Official Plan encourage energy efficient urban design. The proposed built form will aim to incorporate designs that promote energy saving by maximizing sunlight and shading opportunities. As a new build, energy efficiency measures can be explored, including construction methods to improve insulation, reduce heat loss during the colder months, and overall reduced monthly servicing costs. The use of directional and downcast lighting can also be applied to reduce wasted energy.

Tree retention and re-planting, along with other landscaping improvements provides natural shade, contributes to the urban tree cover, and reduces the urban heat island effect. Additionally, trees contribute to measures of reducing climate change by removing carbon dioxide from the air, storing carbon in the trees and soil, and releasing oxygen into the atmosphere.

Energy efficiency is promoted through the development of a compact urban form, encouraging the use of transit, active transportation, and a mix of housing and employment uses. This contributes to shortened commuting trips, reduced reliance on the automobile and supported use of transit routes.

Transit

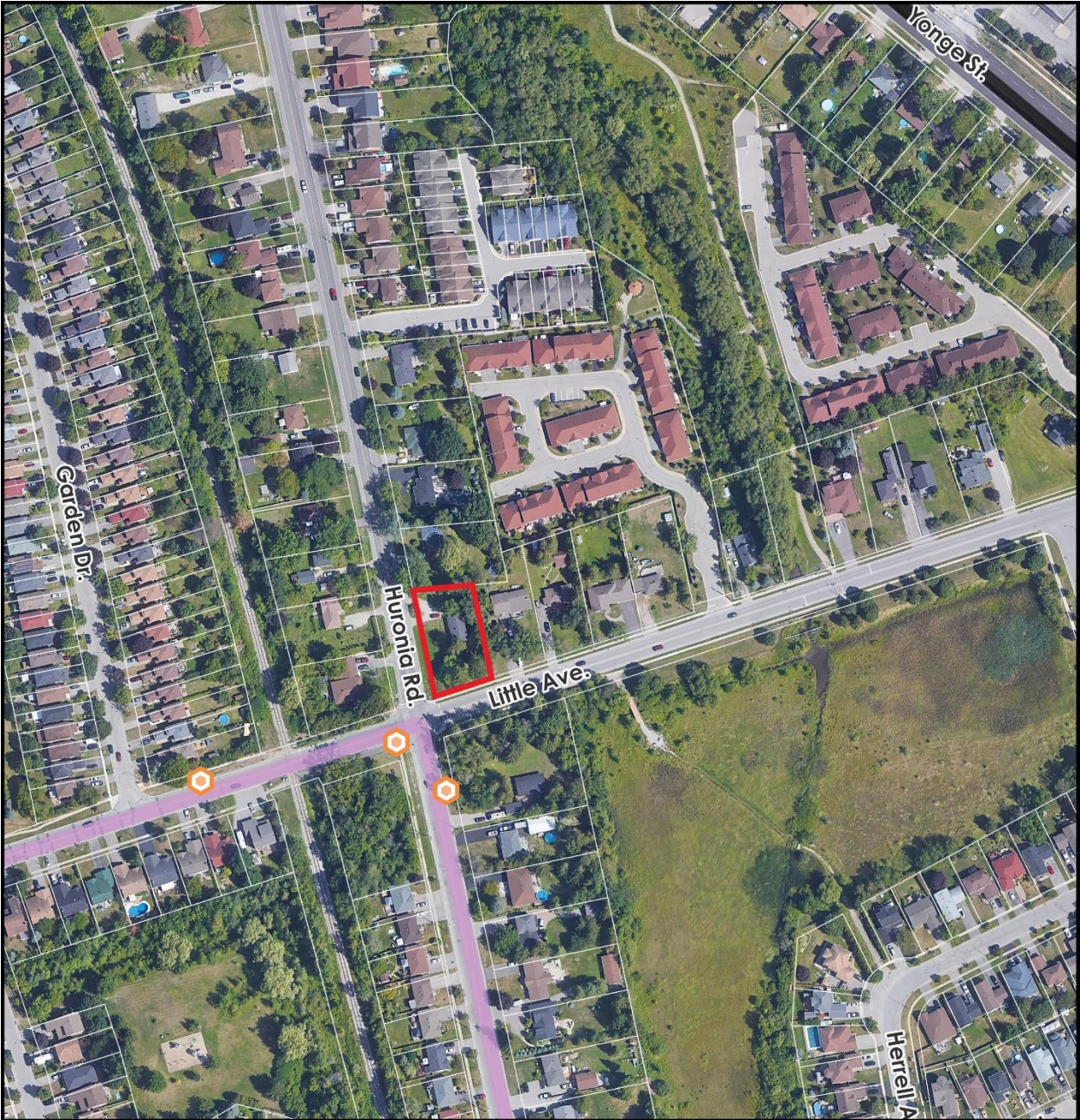
The site is located close to existing to public transit, providing access to areas throughout the City of Barrie. The transit connections provide regional transit linkages as well, including the Barrie Bus and Transit Terminal, and the Allandale Waterfront GO train station.

Public transit routes run near the subject lands, east-west along Little Avenue, north-south along Huronia Road, as well as along Yonge Street. This provides connection to transit routes 1 and 8.

Transit stops are located south of the subject lands along the east side of Huronia Road, and west along the south and north sides of Little Avenue (**Figure 7**). Residents will have access to public transit steps away from their front door; offering convenience and encouraged usage, improved accessibility, and safety for the user.

The subject lands will support active transportation given its close location to the Great Trail located along Whiskey Creek to the east, and several park trails located through Willoughby Park and leading towards Lackie's Bush. Residents will be encouraged to bike, run or walk to various amenities and services in a safe and accessible manner, encouraging healthy and active lifestyles.

Collectively, the subject application meets the policy intent and objectives of the Urban Design Guidelines and design policies of the City. Detailed evaluation will be provided through the Building Permit process.



-  Subject Lands
-  Barrie Transit - Route 1
-  Barrie Transit - Route 8
-  Transit Stop

Figure 7
Barrie Transit Map



Source: City of Barrie - Barrie Transit

Drawn By: IH

File: 21-1152



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10.0 CONCLUSION

The proposed Zoning By-law Amendment will facilitate the development of four (4) townhouse units located at 159 Huronia Street in the City of Barrie. This report explores the merits of the proposed development as it relates to all levels of applicable planning policy.

The application would amend the City of Barrie Zoning By-law 2009-141, to rezone the subject lands from '**Residential Single Detached Dwelling First Density (R1)**' to '**Residential Multiple Dwelling Second Density – Townhouse with Special Provisions (RM2-TH)(SP-XXX)**'.

Through the Pre-consultation and public engagement process, there was a common consensus of support for the development proposal, as it provides moderate intensification that respects the general character and would blend in with the built form of the neighbourhood. In addition, the proposal offers high-quality housing opportunities and diversity in the area, which would improve the existing conditions of the lands.

As demonstrated through the assessment completed in this report, the proposed development aligns with both the Province and City's policies and guidelines, seeking evolution into a more complete community. In support of diversified housing options and improved housing attainability within the City of Barrie, the proposed development introduces new options to the City's housing stock, while assisting the city in achieving mandated housing and density targets. The proposed development provides compact housing types by way of redevelopment and intensification to efficiently utilize land, infrastructure, and reduce servicing costs.

It is our professional planning opinion that the subject Zoning By-law Amendment application is consistent with and conforms to applicable Provincial and Municipal planning policy; collectively representing good planning.

Respectfully submitted,

Innovative Planning Solutions



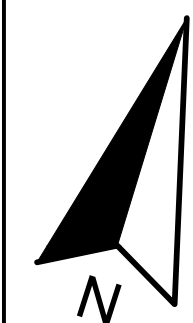
Darren Vella, MCIP, RPP
President & Director of Planning



James Hunter, BURPI.
Associate

APPENDICES

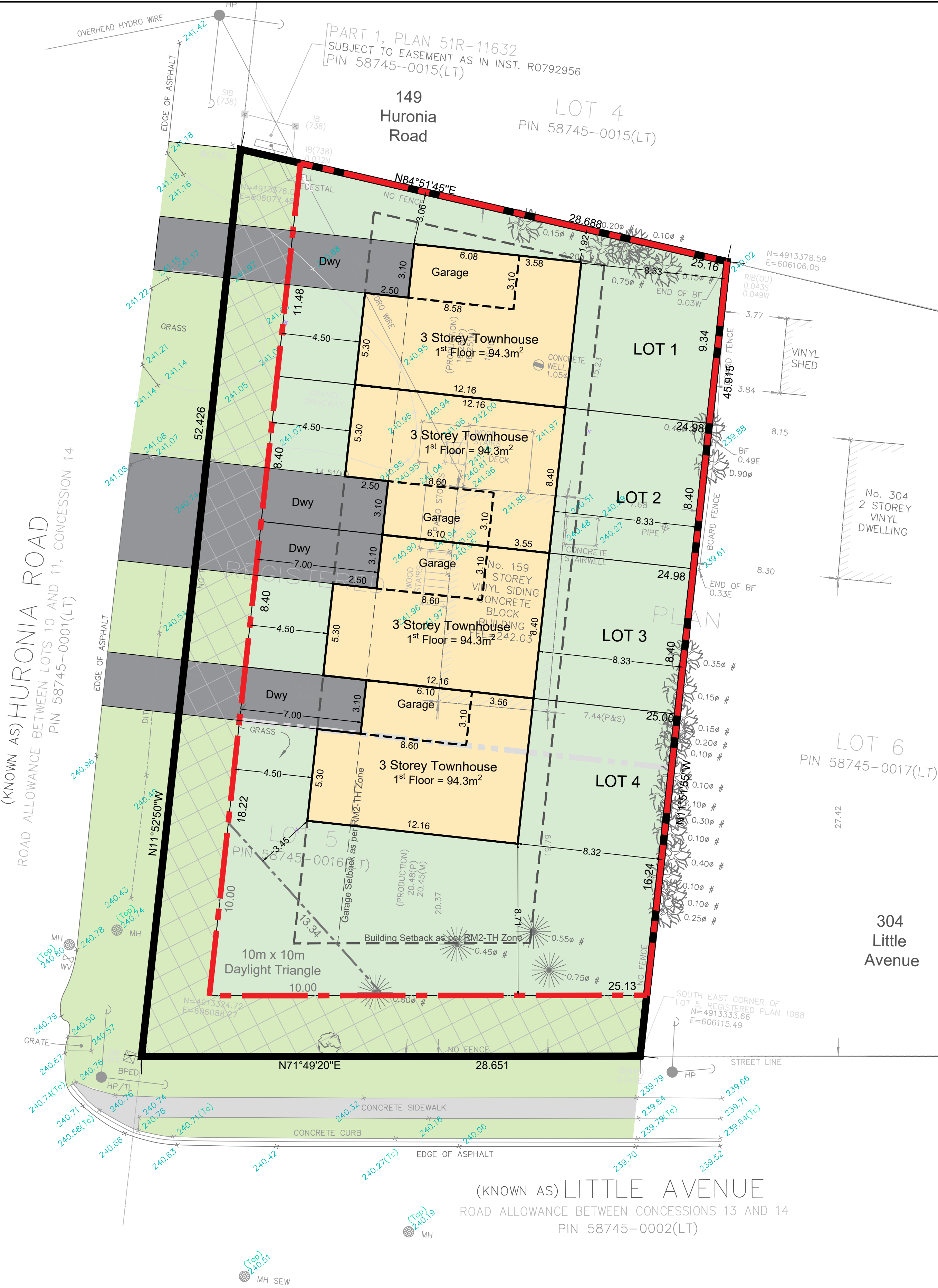
APPENDIX 1: CONCEPTUAL SITE PLAN



156
Huronia Road

160
Huronia Road

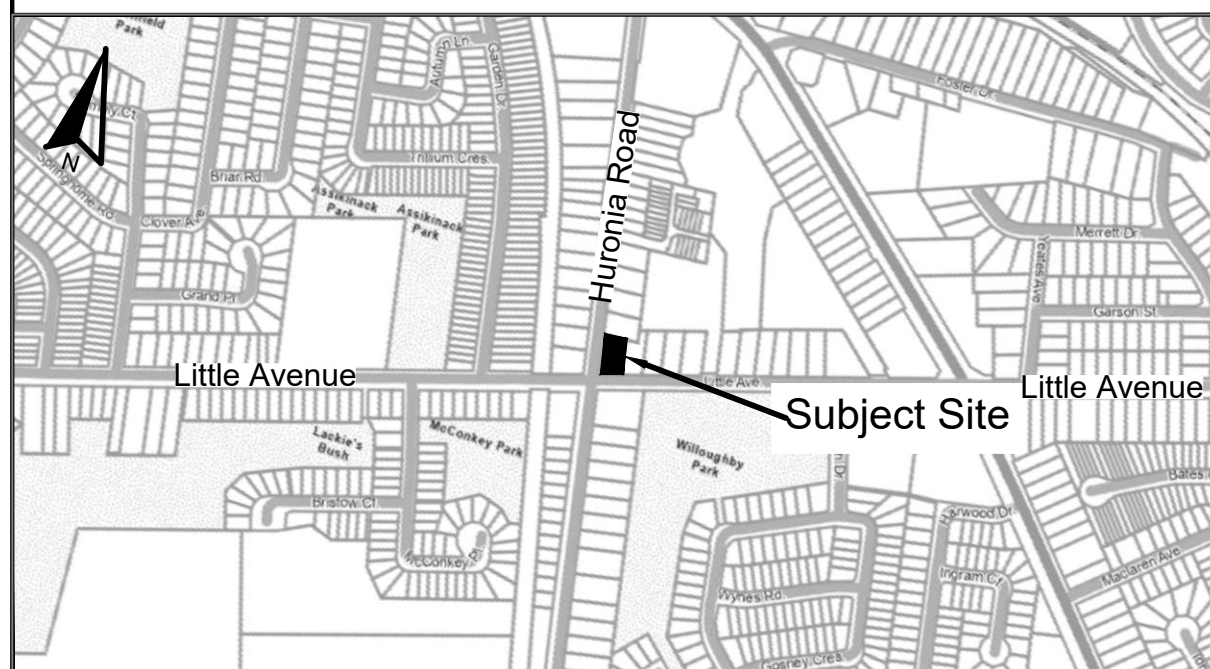
(KNOWN AS) HURONIA ROAD
ROAD ALLOWANCE BETWEEN LOTS 10 AND 11, CONCESSION 14
PIN 58745-0001(LT)



(KNOWN AS) LITTLE AVENUE
ROAD ALLOWANCE BETWEEN CONCESSIONS 13 AND 14
PIN 58745-0002(LT)

KEY MAP

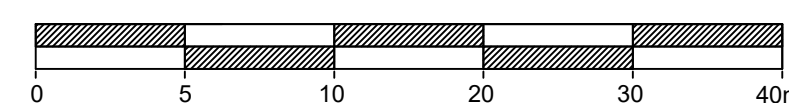
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CONCEPTUAL SITE PLAN

Part 1 of Lot 5, Registered Plan 1088
City of Barrie
County of Simcoe

Scale



LEGEND

- Subject Lands
(±1,400.5m²/ 0.346 ac.)
- Site Boundary after Road Widening
(±1,130.5m²/ 0.279 ac.)
- Minimum Driveway distance from Little Avenue
(25m)
- Proposed Road Widening
(3.5m on both Huronia Rd. & Little Ave. - 270.0m²)
- Proposed 3 Storey Townhouses
8.4m(27.5') x 12.1m(39.5')
- Landscaped Open Space
(Lots)
- Landscaped Open Space
(Municipal Boulevard)
- Driveways
(3.1m(10') wide)
- Existing Sidewalks

RESIDENTIAL (RM2-TH) ZONE					
Provisions	Required	Provided Lot 1	Provided Lot 2	Provided Lot 3	Provided Lot 4
Lot Area (min.)	200.0m ² (per individual lot)	270.62m ²	209.88m ²	209.86m ²	440.13m ²
Lot Frontage (min.)	6.0m (per individual lot)	11.4m	8.4m	8.4m	18.2m
Front Yard Setback to Dwelling Unit (min.)	4.5m (per individual lot)	4.5m	4.5m	4.5m	4.5m
Front Yard Setback to Attached Garage (min.)	7.0m (per individual lot)	7.0m	7.0m	7.0m	7.0m
Interior Side Yard Setback (min.)	1.8m - End unit (per individual lot)	1.9m	n/a	n/a	n/a
Exterior Side Yard Setback (min.)	3.0m (per individual lot)	n/a	n/a	n/a	8.5m
Rear Yard Setback (min.)	7.0m (per individual lot)	8.3m	8.3m	8.3m	8.3m
Landscaped Open Space (min.)	35.0% (per individual lot)	57.1% (194.5m ²)	44.7% (93.9m ²)	44.7% (93.8m ²)	74.5% (328.0m ²)
Lot Coverage (max.)	45.0% (per individual lot)	34.8% (94.3m ²)	44.9% (94.3m ²)	44.9% (94.3m ²)	21.4% (94.3m ²)
Gross Floor Area (max.)	60.0% (per individual lot)	83.7% (226.5m ²)	107.9% (226.5m ²)	107.9% (226.5m ²)	51.5% (226.5m ²)
Building Height (max.)	10.0m	<10.0m	<10.0m	<10.0m	<10.0m
Front Yard Parking Coverage (max.) (5.3.6.1.a)	50%	30.0% (13.94m ²)	37.9% (13.94m ²)	37.9% (13.94m ²)	19.7% (13.94m ²)
Parking Required (min.) 1.5 Spaces per unit	1.5 spaces (per individual lot)	2 spaces	2 spaces	2 spaces	2 spaces

Source: Survey Plan

OMFRA - AG Maps, 2023

Note: Information shown is approximate and subject to change.

CONCEPTUAL SITE PLAN

159 HURONIA ROAD, BARRIE

SCHEDULE OF REVISIONS

No.	Date	Description	By



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Date: March 29, 2023

Drawn By: B.H.

File: 21-1152

Reviewed by: J.H.

APPENDIX 2:
DRAFT ZONING BY-LAW AMENDMENT & SCHEDULE

BY-LAW NUMBER 2023-XXX

A By-law of the Corporation of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands known municipally as 159 Huronia Road, shown on Schedule "A" to this By-Law, from '*Residential Single Detached Dwelling First Density (R1)*' to '*Residential Multiple Dwelling Second Density – Townhouse with Special Provisions (RM2-TH)(SP-XXX)*'.

WHEREAS the Council of the Corporation of the City of Barrie adopted Motion 23-X-XXX.

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone lands known municipally as 159 Huronia Road.

AND WHEREAS the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

NOW THEREFORE be it enacted as a By-law of the Corporation of the City of Barrie the following:

1. **THAT** the following Special Provisions (SP) be added to Zoning By-law 2009-141 for the subject lands.
 - i. Maximum gross floor area per lot shall be 110%.
 - ii. Minimum driveway length shall be 7.0 m.
2. **THAT** the zoning map is amended to change the zoning of 159 Huronia Road from '*Residential Single Detached Dwelling First Density (R1)*' to '*Residential Multiple Dwelling Second Density – Townhouse with Special Provisions (RM2-TH)(SP-XXX)*' in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
3. **THAT** the remaining provisions 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.
4. **THAT** this By-law shall take force and come into force and effect immediately upon the final passing thereof and pursuant to the provisions and regulations made under the Planning Act, R.S.I. 1990, c.P.13.

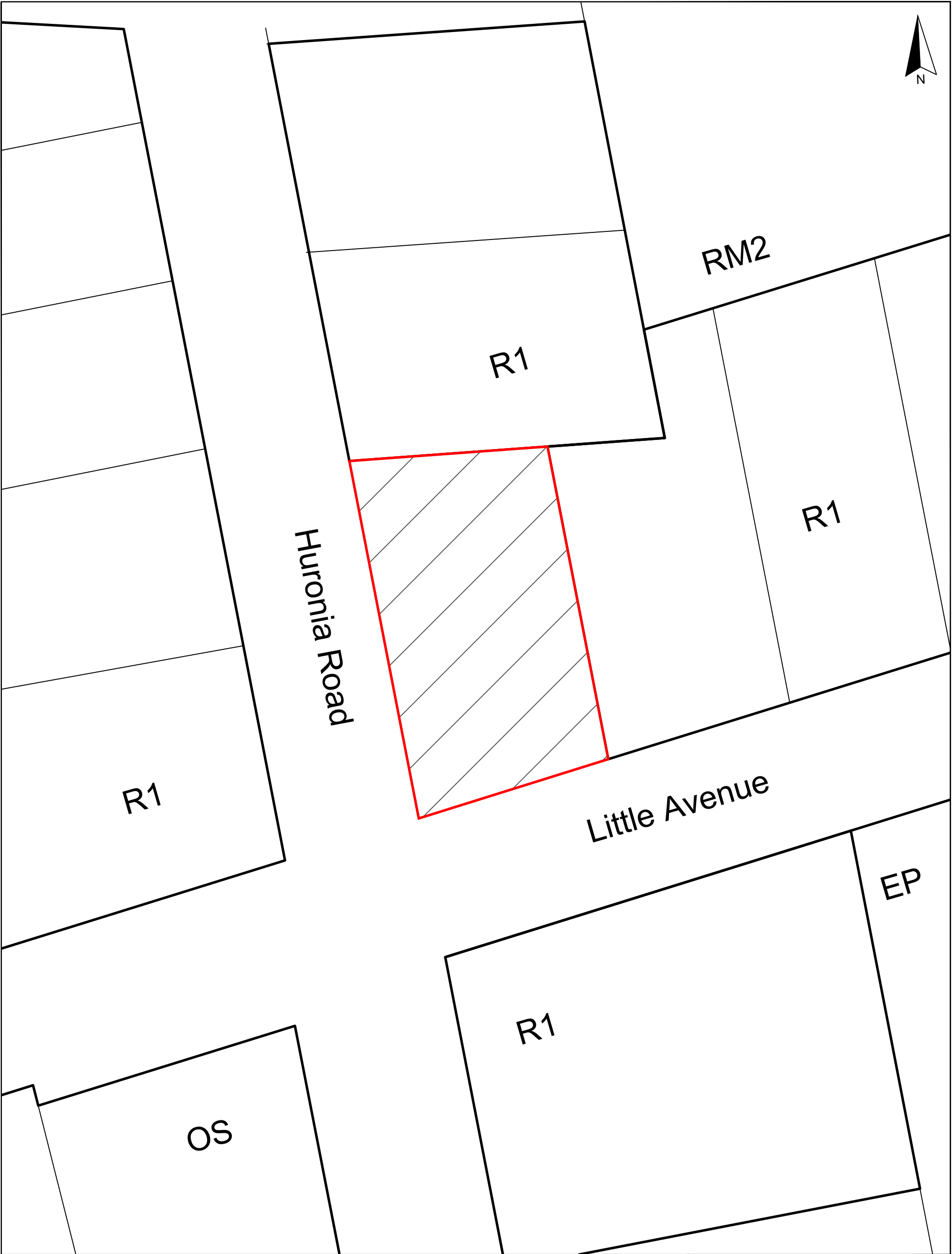
READ a first and second time this _____ day of _____ 2023.

READ a third time and finally passed this _____ day of _____ 2023.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CLERK



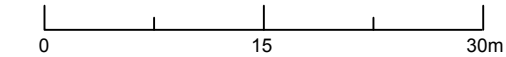
LEGEND

- Subject Lands (1387.14m²)
- Lands to be rezoned from the 'Residential Single Detached Dwelling First Density' (R1) zone to the 'Residential Multiple Dwelling Second Density - Townhouse' (RM2-TH) zone

SCHEDULE "A"

ZONING BY-LAW AMENDMENT

159 HURONIA ROAD, BARRIE, ON



Source: City of Barrie Comprehensive Zoning By-Law 2009-141

Note: Information shown is approximate and subject to change.

IPS	INNOVATIVE PLANNING SOLUTIONS	
	PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS	
	647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7	
tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com		
Date: February 22, 2022		Drawn By: JV
File: 21-1152		Checked By: JH

An aerial photograph of a suburban neighborhood. The image shows a mix of residential properties with varying roof colors (red, grey, brown) and lush green trees. A multi-lane road runs horizontally across the lower half of the image, with a crosswalk visible. Several cars are parked or driving on the road. The overall scene is bright and clear, suggesting a sunny day.

IPS

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