

# 127 & 131 Ardagh Road

City Of Barrie

## Traffic Brief and Parking Study for: Fitchal Incorporated

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# 1 Introduction

## 1.1 Background

**Fitchal Incorporated Centre** [the Developer] is proposing a residential development located on the south side of Ardagh Road, between Patterson Road and Crawford Street, in the City of Barrie [City]. The proposed development is anticipated to include 19 townhouse units, 38 resident parking spaces (19 driveway spaces and 19 garage spaces) and 5 visitor parking spaces.

The proposed development will include a full-movement access driveway onto Ardagh Road [Lane 'A']

The Developer has retained **JD Northcote Engineering Inc.** [JD Engineering] to prepare this traffic brief and parking study in support of the proposed development.

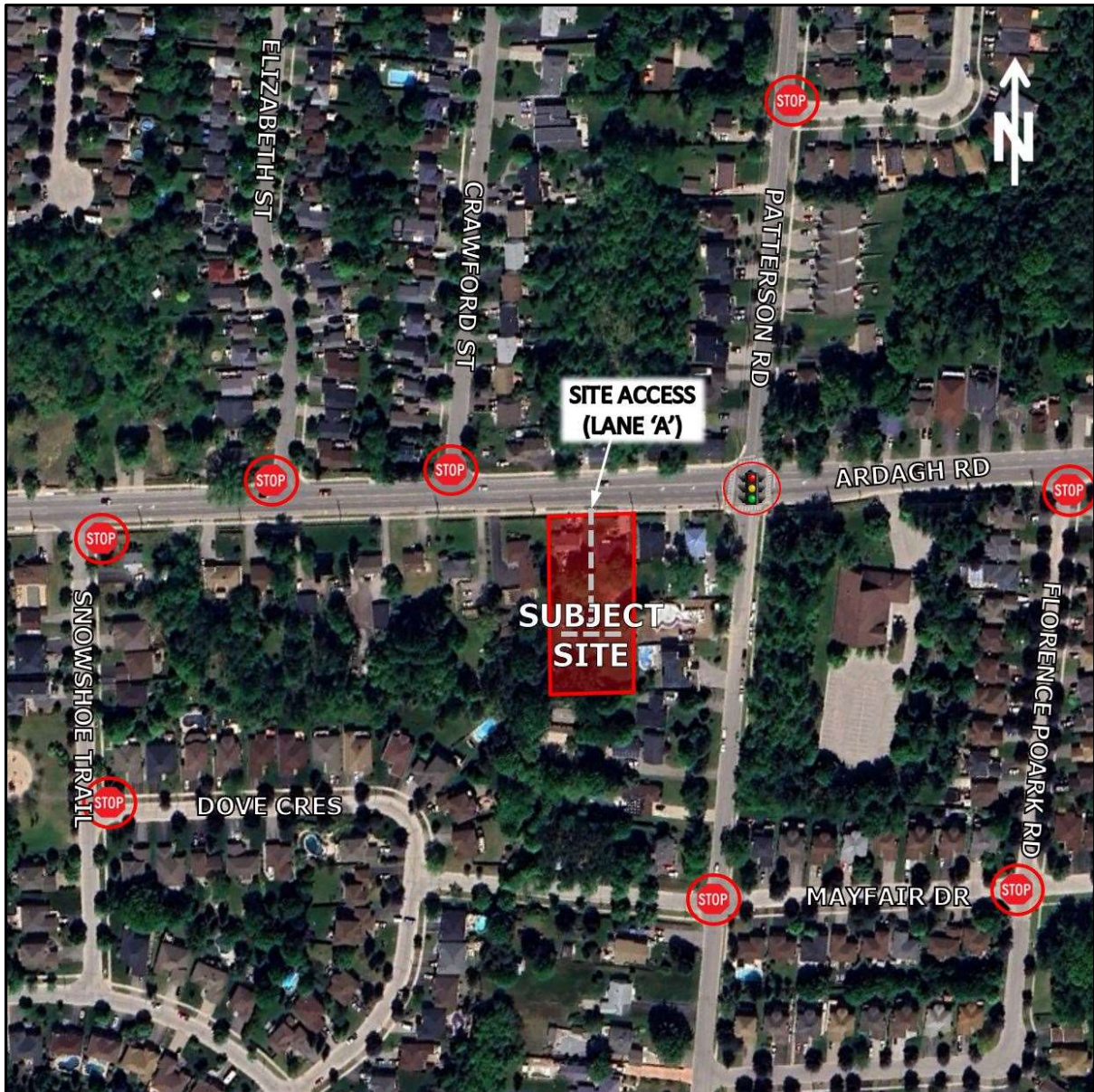
## 1.2 Study Area

**Figure 1** illustrates the location of the Subject Site and study area intersections in relation to the surrounding area. The Conceptual Site Plan by IPS Innovative Planning Solutions is provided in **Appendix A**. The Subject Site is bound by Ardagh Road to the north, existing residential lands to the east, west and south.

Based on correspondence with the City, the following intersection is included in the Traffic Brief and Parking Study:

- Ardagh Road / Site Access (functional review).

Figure 1 – Proposed Site Location and Study Area



### 1.3 Study Scope and Objectives

The purpose of this study is to identify the potential impacts to traffic flow at the site access and on the surrounding roadway network. The study analysis includes the following tasks:

- Consult with the City to address any traffic-related issues or concerns they have with the proposed development;
- Estimate the amount of traffic that would be generated by the proposed development and assign to the roadway network;
- Complete a functional review of the study intersection, including the impact of the proposed development;

- Identify improvement options to address operational deficiencies;
- Review the proposed intersection spacing;
- Review the available sight distance at the site access driveway;
- Review the proposed parking supply and assess the suitability for the proposed development; and
- Document findings and recommendations in a final report.

#### 1.4 Horizon Year and Analysis Periods

The traffic scenario for the existing year (2024) was selected for analysis of traffic operations in the study area. The weekday morning [AM] and weekday afternoon [PM] peak hours have been selected as the analysis periods for this study.

## 2 Information Gathering

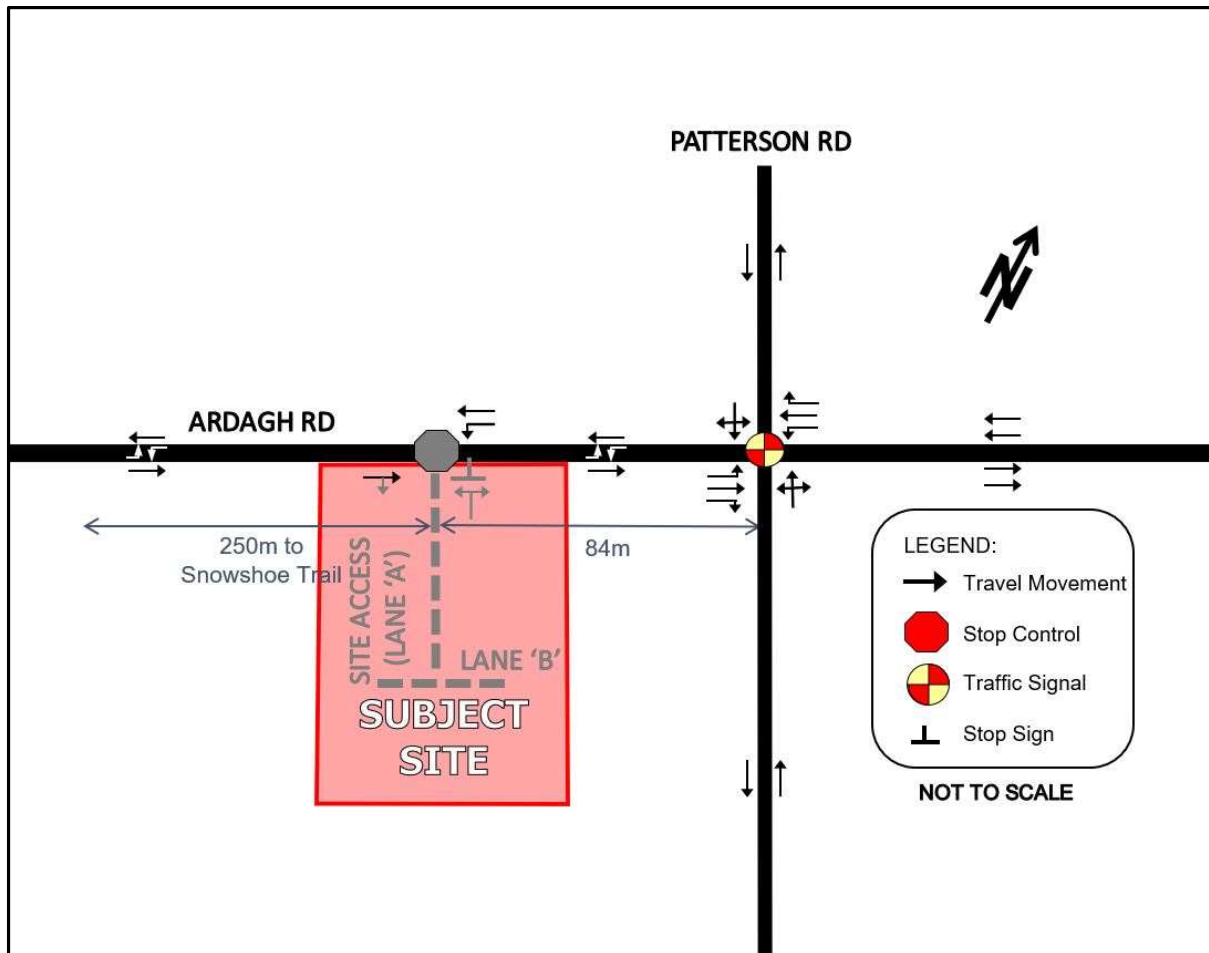
### 2.1 Street and Intersection Characteristics

**Ardagh Road** is a three-lane arterial road with an urban cross-section, a sidewalk and bike lane on both sides of the road, west of Patterson Road. East of Patterson Road, Ardagh Road is a four-lane arterial road with an urban cross-section, and a sidewalk on the south side of the road. Ardagh Road has a posted speed limit of 50 km/h and is under the jurisdiction of the City.

As an arterial road, Ardagh Road has an assumed planning capacity of 850 vehicles per hour per lane (vphpl).

The existing intersection spacing and lane configuration within the study area is illustrated in **Figure 2**.

Figure 2 – Existing (2024) Intersection Spacing and Lane Configuration within Study Area



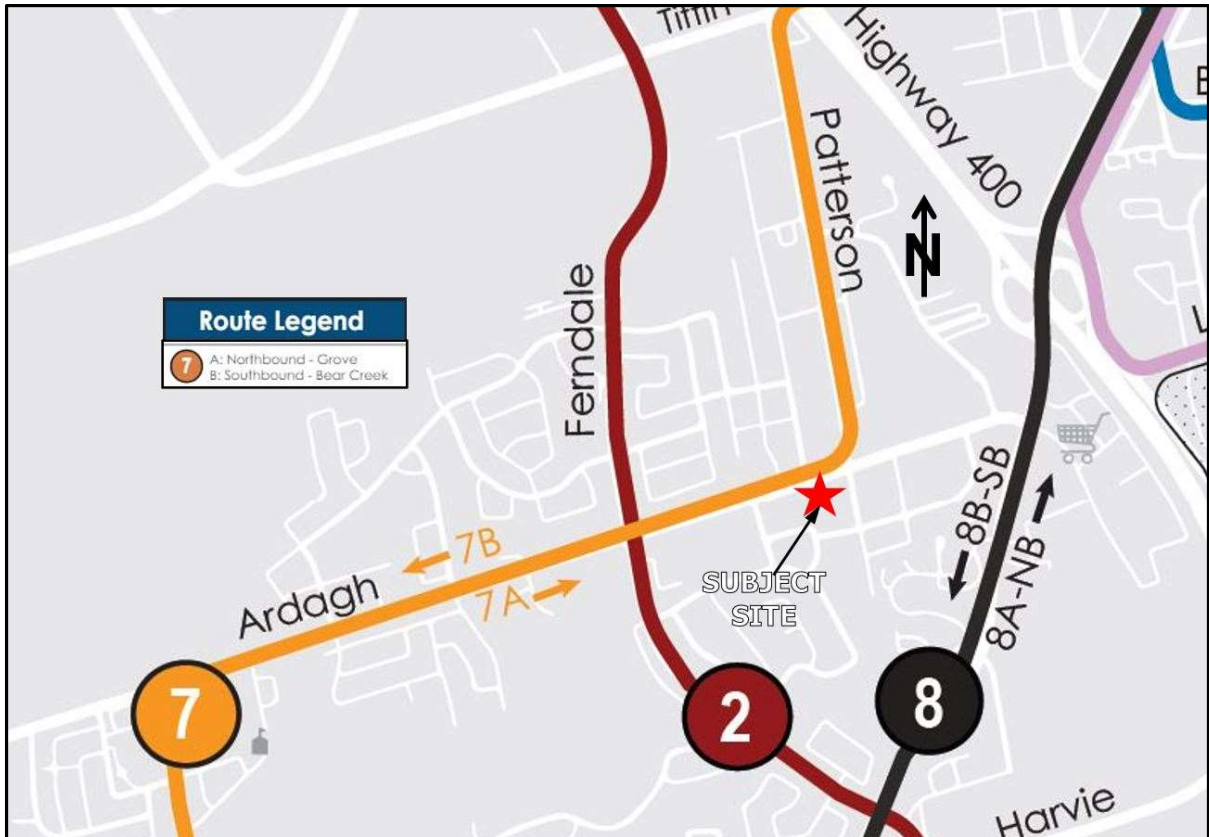
## 2.2 Transit Access

The City's transit provider, Barrie Transit [BT], provides one bus route within the study area.

The No.7A/B (Grove – Bear Creek) bus route operates between 05:30– 24:11 on weekdays with peak hour service approximately every 30 minutes, between 06:29 – 24:11 on Saturdays with service approximately every 30 minutes and between 09:29 – 20:11 on Sundays with service approximately every 60 minutes. The closest bus stop to the proposed development for the No.7A bus route, is located at the northeast corner of the Patterson Road / Ardagh Road intersection (approximately 110 meters east of the Subject Site). The closest bus stop to the proposed development for the No.7B bus route, is located on the north side of Ardagh road between Crawford Street and Elizabeth Street, (approximately 105 meters west of the Subject Site).

Figure 3 illustrates the transit service within the study area.

**Figure 3 – Study Area Transit Routes**



### 2.3 Existing Traffic Volumes

A review of the City's 2016 EMME model was completed to establish the existing 2024 volumes on Ardagh Road, adjacent the Site Access. In developing the existing year peak hour volumes on Ardagh Road, a conservative annual growth rate of 4% per annum has been utilized to consider background traffic growth (typically 2% per annum), in addition to development traffic.

The estimated existing 2024 peak hour traffic volumes on Ardagh Road are provided in **Table 1**.

**Table 1 – EMME Traffic Data & Existing Traffic Volumes**

| Road        | 2016 Peak Hour Volumes |               | Assumed Growth | 2024 Peak Hour Volumes |               |
|-------------|------------------------|---------------|----------------|------------------------|---------------|
|             | AM                     | PM            |                | AM                     | PM            |
| Ardagh Road | 340 E / 210 W          | 400 E / 205 W | 4% per annum   | 465 E / 287 W          | 342 E / 547 W |

As previously mentioned, Ardagh Road has an assumed capacity of 850 vphpl. Considering the estimated 2024 peak hour volumes, the road is operating at approximately 64% of capacity or less. Consequently, Ardagh Road is operating below capacity, with the ability to accommodate additional traffic growth.

### 3 Proposed Development

#### 3.1 Traffic Generation

The traffic generation for proposed development has been estimated based the type of land use, development size and data provided in the Institute of Transportation Engineers [ITE] *Trip Generation Manual*, 11<sup>th</sup> Edition. The following ITE land use has been applied to estimate the traffic for the proposed development:

- ITE land use 215 (Single-Family Attached Housing);

The utilized traffic rates and estimated trip generation of the proposed development is illustrated below in **Table 2** and **Table 3**.

**Table 2 – ITE Traffic Generation Trip Rates (Subject Site)**

| Land Use                                            | Trip Basis   | AM Peak Hour |      |       | PM Peak Hour |      |       |
|-----------------------------------------------------|--------------|--------------|------|-------|--------------|------|-------|
|                                                     |              | IN           | OUT  | TOTAL | IN           | OUT  | TOTAL |
| Single-Family Attached Housing<br>ITE Land Use: 215 | rate (units) | 0.12         | 0.36 | 0.48  | 0.33         | 0.24 | 0.57  |

**Table 3 – Estimated Trip Generation of the Proposed Development**

| Land Use                                            | Size     | AM Peak Hour |     |       | PM Peak Hour |     |       |
|-----------------------------------------------------|----------|--------------|-----|-------|--------------|-----|-------|
|                                                     |          | IN           | OUT | TOTAL | IN           | OUT | TOTAL |
| Single-Family Attached Housing<br>ITE Land Use: 215 | 19 units | 2            | 7   | 9     | 6            | 5   | 11    |

In order to be conservative, no transportation modal split reduction has been applied to the above-noted traffic generation calculation.

#### 3.2 Traffic Assignment

For the purposes of this study, it has been assumed that all traffic generated by the proposed development will be new traffic and would not be in the study area if the development was not constructed.

The distribution of traffic through the study area has been assumed based on projected traffic volume directional split on Ardagh Road, the site’s location within the City, and in relation to surrounding development areas and major transportation routes.

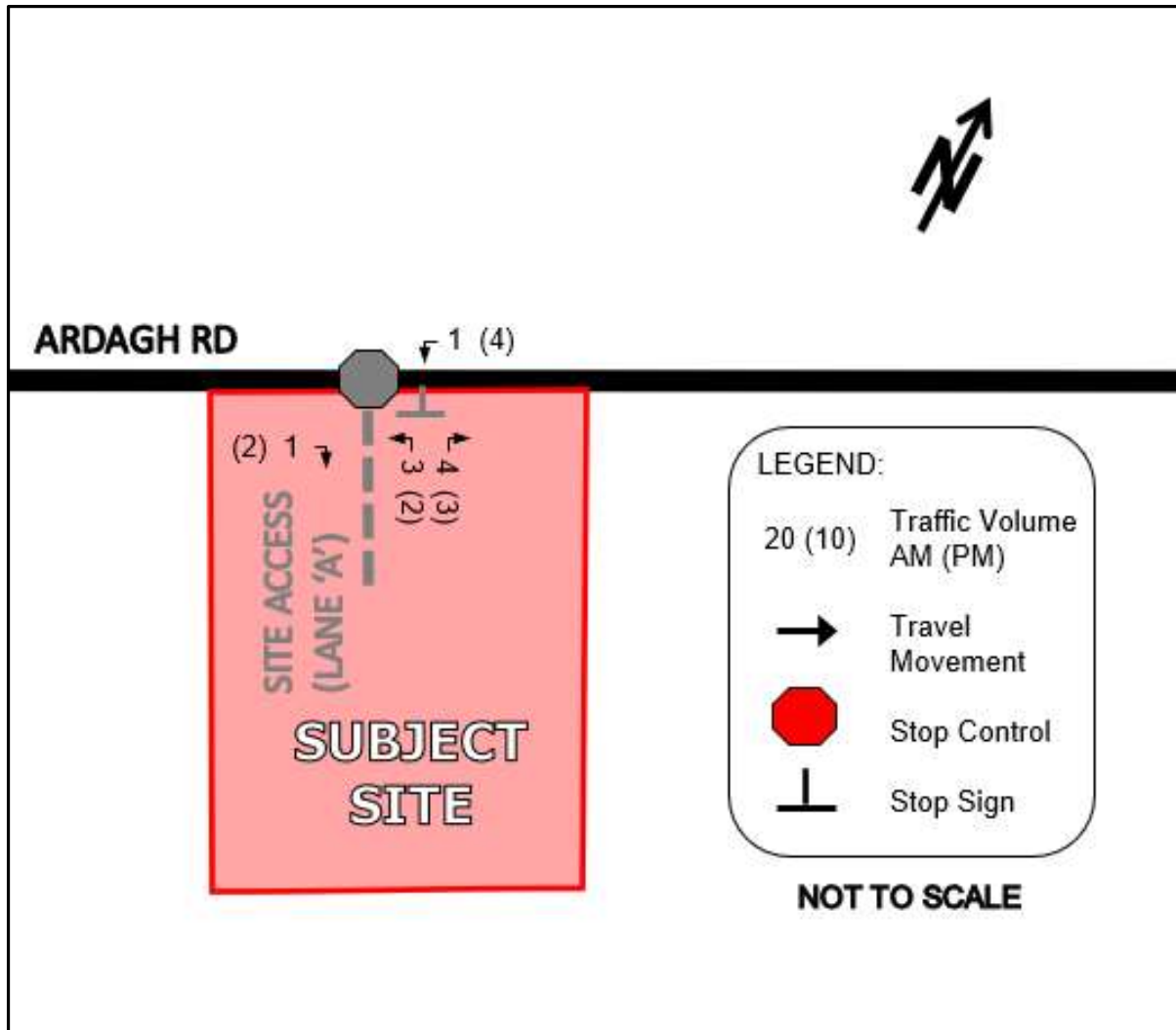
**Table 3** summarizes the trip distribution for the proposed development.

**Table 4 – Proposed Development Traffic Distribution**

| Travel Direction (to / from) | Percent of Total Traffic Generation |
|------------------------------|-------------------------------------|
| East via Ardagh Road         | 62%                                 |
| West via Ardagh Road         | 38%                                 |
| <b>TOTAL</b>                 | <b>100%</b>                         |

The site traffic assignment for the proposed development is illustrated in **Figure 4**.

**Figure 4 – Site Traffic Assignment**



## 4 Future Conditions

### 4.1 Traffic Impact Review

Based on our review of the projected traffic for the existing year (2024), noted in section 2.3, the critical peak hour traffic on Ardagh Road is 465 and 547 vehicles, in the eastbound and westbound directions, respectively.

As previously noted, a three-lane arterial road has a design capacity of approximately 850 vphpl.

Considering the design capacity, Ardagh Road the road is operating at 64% of capacity or less during the weekday peak hours. Consequently, Ardagh Road is operating below capacity, with the ability to

accommodate additional growth. The additional 9 AM and 11 PM peak hours generated by the proposed development will not adversely affect the traffic capacity on Ardagh Road or result in any traffic safety issues with the study area.

## 4.2 Site Access

The Site Access (Lane 'A') will operate efficiently as a full-movement driveway with one-way stop control for northbound traffic exiting the site. A single ingress and egress lane will provide the necessary capacity to service the proposed development.

The spacing between the proposed Site Access (Lane 'A'), the existing residential driveway to the west and the existing residential driveway to the east (approximately 38 meters in both directions, measured edge of driveway to edge of driveway) meets the minimum intersection spacing requirements as identified in the Transportation Association of Canada Design Guide for Canadian Roads (2017) [TAC Guidelines] – Figure 8.8.2 (Suggested Minimum Corner Clearance to Accesses at Major Intersections) – 35 meters for spacing to an unsignalized intersection on an arterial roads).

The spacing between the proposed Site Access (Lane 'A') and Patterson Road to the east (74 metres, measured edge of driveway to edge of road) meets the minimum private access spacing requirements as identified in the TAC Guidelines – Figure 8.8.2 (Suggested Minimum Corner Clearance to Accesses at Major Intersections) – 70 meters for spacing to a signalized intersection on an arterial road)

## 4.3 Sight Distance Review

A review of the available sight distance for the proposed Site Access (Lane 'A') was completed as part of this analysis.

The sight distance to the east (approximately 225 meters) and west (greater than 250 meters) on Ardagh Road exceeds both the minimum stopping and intersection sight distance requirements as per the TAC Guidelines for a design speed of 60 km/h (85 and 130 metres, respectively).

There are no issues with the sight distance available for the proposed Site Access.

## 4.4 Construction Staging

A review of the construction staging plan was completed as it relates to parking of trades people, delivery of construction material, maintenance of adjacent property access, pedestrian movements, City infrastructure, etc.

Access to the proposed development is anticipated to be provided via the proposed site access (Lane 'A') onto Ardagh Road. The proposed Site Access will be the primary access throughout the entire construction period (i.e., demolition, site preparation, servicing and erection etc.).

Delivers and trades parking can be accommodated on-site with any temporary overflow parking diverted off of Ardagh Road and onto a lower tier road (Patterson Road). The expected construction staging plan is not expected to impede or prevent access to the neighboring lots. Construction work will occur within the property limits and outside of the boulevard. Pedestrian movements adjacent to the Subject Site will be unaffected by the construction of the proposed development. No sidewalk closures are expected.

Construction activities within the site (including start-up and warm-up of equipment) will only occur between 07:00 and 19:00 on weekdays and Saturdays, per City of Barrie by-law. No construction activities will occur outside the above-noted periods without approval from the City.

Signage shall be posted at all work zone entrances as required, notifying visitors that check-in at the site office is mandatory. Signage will also be provided to identify the area as a 'construction site', requiring all visitors be equipped with personal protection equipment suitable for a construction zone (hard hat, footwear, high visibility gear). Signage will also be provided informing that access to the site is limited to authorized personnel only.

## 5 Parking Review

### 5.1 Scope

The purpose of this Section is to estimate the parking demand for the proposed development and provide a recommendation for a parking strategy that will accommodate the anticipated parking demand.

### 5.2 Municipal By-law

The City's current Zoning By-law 2009-141 [ZBL] provides parking requirements for a variety of building types and land uses. The City is currently undergoing the process of creating a new comprehensive Zoning By-law, which will be designed to implement the vision and policies of Barrie's recently approved Official Plan. The new Comprehensive Zoning By-law [Draft ZBL] is currently available in draft form, dated June 2023.

**Table 5** summarizes the parking requirement for the proposed development uses, according to both the current and future Zoning By-laws.

**Table 5 – City Zoning By-Law Requirement**

| Category                                                        | ZBL Section | Parking Standard                          | Size     | Required                        | Provided                        | Net Supply |
|-----------------------------------------------------------------|-------------|-------------------------------------------|----------|---------------------------------|---------------------------------|------------|
| <b>City's Zoning By-Law (2009-141)</b>                          |             |                                           |          |                                 |                                 |            |
| Townhouses                                                      | 4.6.1       | 1.5 spaces per dwelling unit              | 19 units | 29 spaces                       | 24 spaces                       | - 5 spaces |
| <b>City's Comprehensive Zoning By-Law – Draft 2 (June 2023)</b> |             |                                           |          |                                 |                                 |            |
| Townhouses                                                      | 16.2        | 1.0 spaces per dwelling unit              | 19 units | 19 Spaces                       | 19 Spaces                       | +1 space   |
| Visitor Parking                                                 |             | 0.2 spaces per dwelling unit              |          | 4 Spaces                        | 5 Spaces                        |            |
| <b>Total</b>                                                    |             |                                           |          | <b>23 spaces</b>                | <b>24 Spaces</b>                |            |
| <i>Accessible Parking</i>                                       | 4.6.4       | <i>1 space for 26 -50 required spaces</i> |          | 2 spaces<br>1 Type A<br>1Type B | 2 spaces<br>1 Type A<br>1Type B | -          |

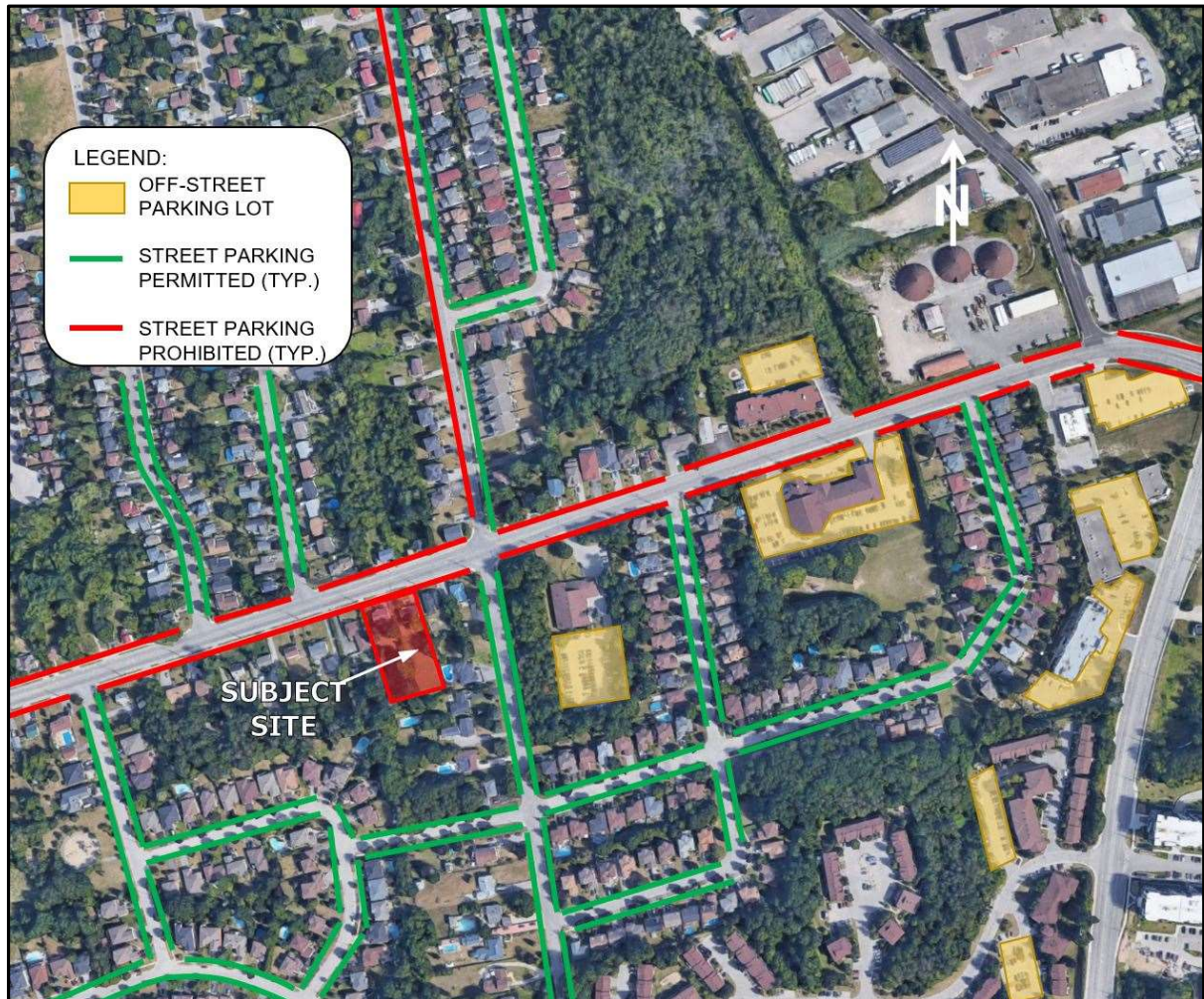
As indicated, the proposed parking supply falls short of the current ZBL requirement by 5 parking spaces, but exceeds the new Draft ZBL by one parking space. It should be noted that in addition to the 19 resident driveway spaces, the proposed development includes 19 garage spaces in tandem (one per unit). These tandem spaces have not been included in the above noted parking supply, per current ZBL restrictions.

### 5.3 Study Area Parking Infrastructure

There are a number of off-street parking lots located within the study area. There are also a variety of on-street parking restrictions.

As per the City's Overnight Parking By-law 2007-209, on-Street parking is prohibited on most of the City streets from 12:00 a.m. to 7:00 a.m. **Figure 5** illustrates the location of the above-noted existing parking in the study area.

**Figure 5 – Proposed Site Location and Study Area Parking Infrastructure**



### 5.4 Transit Infrastructure

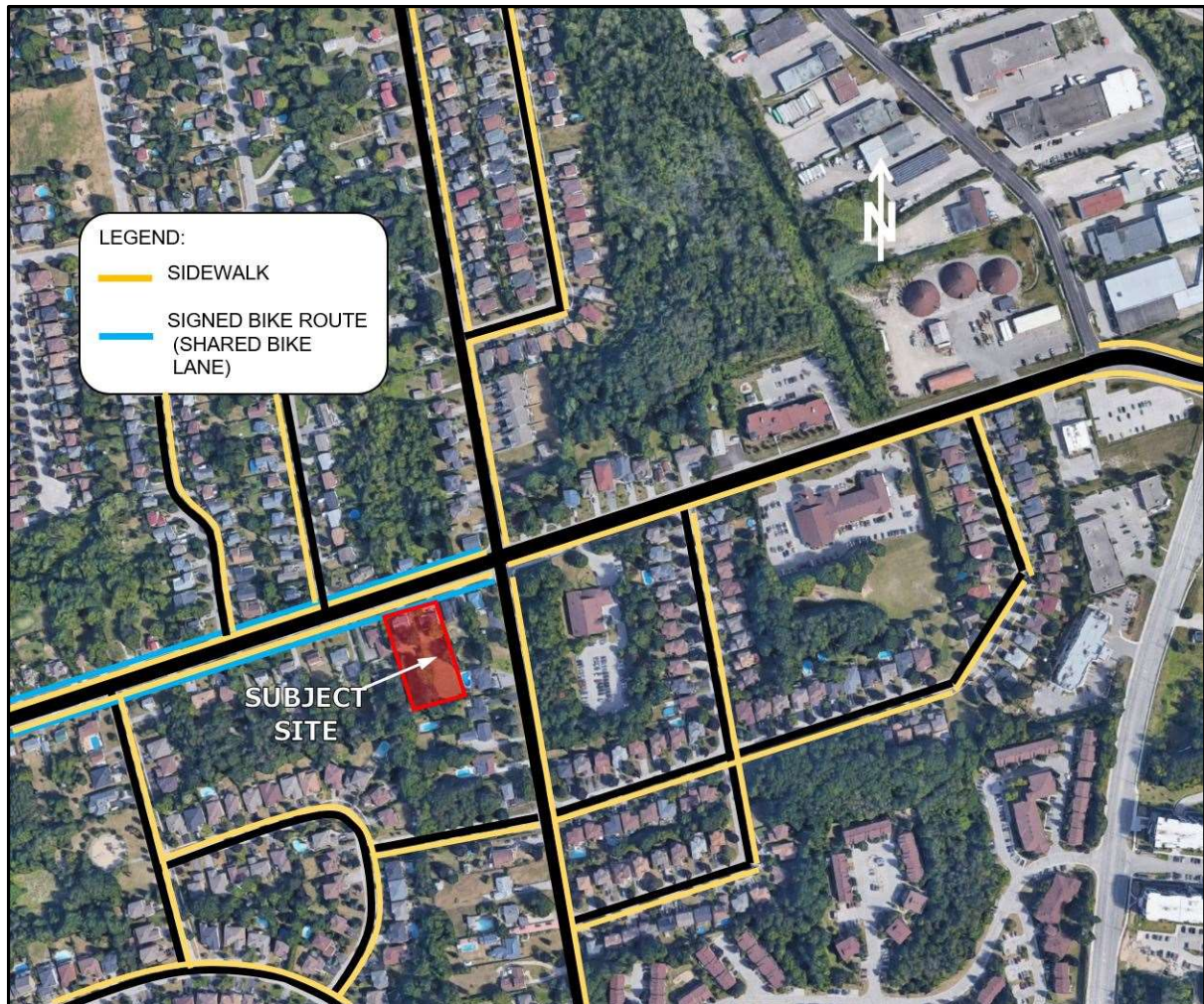
As noted in section 2.2, Barrie Transit provides bus No.7 within the study area. Bus No.7 stops are located in close proximity to the Subject Site which provides connectivity to major destinations within the City.

### 5.5 Active Transportation Infrastructure

The existing active transportation infrastructure within the study area is illustrated in **Figure 6**.

As illustrated, the Subject Site has direct access to the existing sidewalk and bike lanes on Ardagh Road, with continued connection to the surrounding area.

**Figure 6 – Study Area Active Transportation Infrastructure**



## 5.6 Local Developments and Amenities

The Subject Site is located within a 1.0-km radius of the following services and amenities:

- Convenience Store;
- Early education centre and public school; and
- Doctor, Dentist and various health care offices;
- Banks / Financial Institutions;
- Pharmacy;
- City Parks and Playgrounds;
- Early education centre and public school; and
- Numerous take-out and dine-in restaurants (Sicilian Pizza, Subway, etc.).

City has significant employment lands to the north and east of the Subject Site (Morrow Road industrial area, Bryne Drive/ Essa Road commercial area) within a 1.0-km radius.

## 5.7 Parking Analysis

### 5.7.1 Visitor Parking Supply

An additional review of visitor parking requirements for other similar municipalities was completed as part of our analysis. **Table 6** summarizes similar municipalities parking requirements for residential visitors.

**Table 6 – Similar Municipalities Visitor Parking Requirements**

| Municipality                      | Zoning By-law | Visitor Parking Requirements |
|-----------------------------------|---------------|------------------------------|
| Town of Innisfil                  | 080-13        | 0.25 spaces per unit         |
| Town of Newmarket                 | 2010-40       | 0.25 spaces per unit         |
| Town of Oakville                  | 2009-189      | 0.20 spaces per unit         |
| Town of New Tecumseth             | 2010-128      | 0.25 spaces per unit         |
| Town of Bradford West Gwillimbury | 2010-050      | 0.25 spaces per unit         |

The visitor parking requirement identified in the above noted municipal Zoning By-Laws provide a reasonable reference for the Subject Site as the above noted municipalities have similar parking-related characteristics to the City of Barrie, including population density, access to transit and access to active transportation infrastructure. Consequently, a visitor parking supply of 0.25 spaces / unit is consistent with the parking supply required in similar municipalities.

### 5.7.2 Resident Parking Supply

In the case of residential visitor parking, when the visitor parking demand exceeds the visitor parking supply, the additional parking demand may result in unauthorized parking in nearby parking lots or undesignated areas. Consequently, providing a sufficient visitor parking supply as outlined in Section 5.6, will ensure overflow visitor parking issues do not occur. Allocation of resident parking is different than visitor parking. Lowering the resident parking supply, in conjunction with clear communication during sales / rental process and ongoing parking enforcement, can increase development efficiency and provide a form of transportation demand management.

Historically, the cost to buy or rent an apartment or condominium unit has included one or more parking spaces, which provides an incentive for private vehicle ownership. The proposed development includes 19 units and 24 parking spaces, translating to 1.26 spaces per unit, in addition to 19 driveway parking spaces. Permitting a development of this nature provides an opportunity to fill a specific housing demand (individuals or families with one or two vehicles), while maintaining a sufficient supply of visitor parking.

The Developer is committed to providing clear messaging in the sales agreement, which will inform buyers / renters that additional resident parking is not available and regular enforcement by the property manager will occur to ensure there is no misuse of parking within the site.

As summarized in Section 5.4, 5.4 and 5.5 the Subject Site is well serviced by local transit, active transportation infrastructure and is in close proximity to numerous amenities and employment lands. Consequently, the proposed development is well suited for a reduced reliance on personal vehicles.

It is again noted that the proposed parking supply exceeds the parking requirements (without the inclusions of the tandem garage spaces) set out in the new Comprehensive Zoning By-law [Draft ZBL] is currently available in draft form, dated 2023.

## 5.8 Recommendations

**Table 7** illustrates the recommended parking supply for the Subject Site.

**Table 7 – Recommended Minimum Parking Summary**

| Category                                  | Parking Standard  | Size     | Recommended Parking Supply | Justification Criteria                       |
|-------------------------------------------|-------------------|----------|----------------------------|----------------------------------------------|
| Resident                                  | 1.0 spaces / unit | 19 units | 19 spaces                  | Draft ZBL                                    |
| Visitor                                   | 0.25 space / unit |          | 5 spaces                   | Proxy Municipalities<br>Proxy Parking Counts |
| <b>Recommended Minimum Parking Supply</b> |                   |          | <b>24 spaces</b>           |                                              |

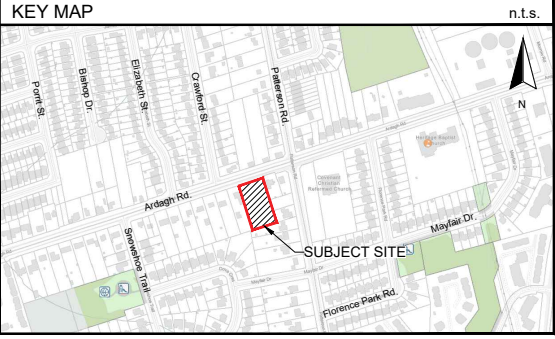
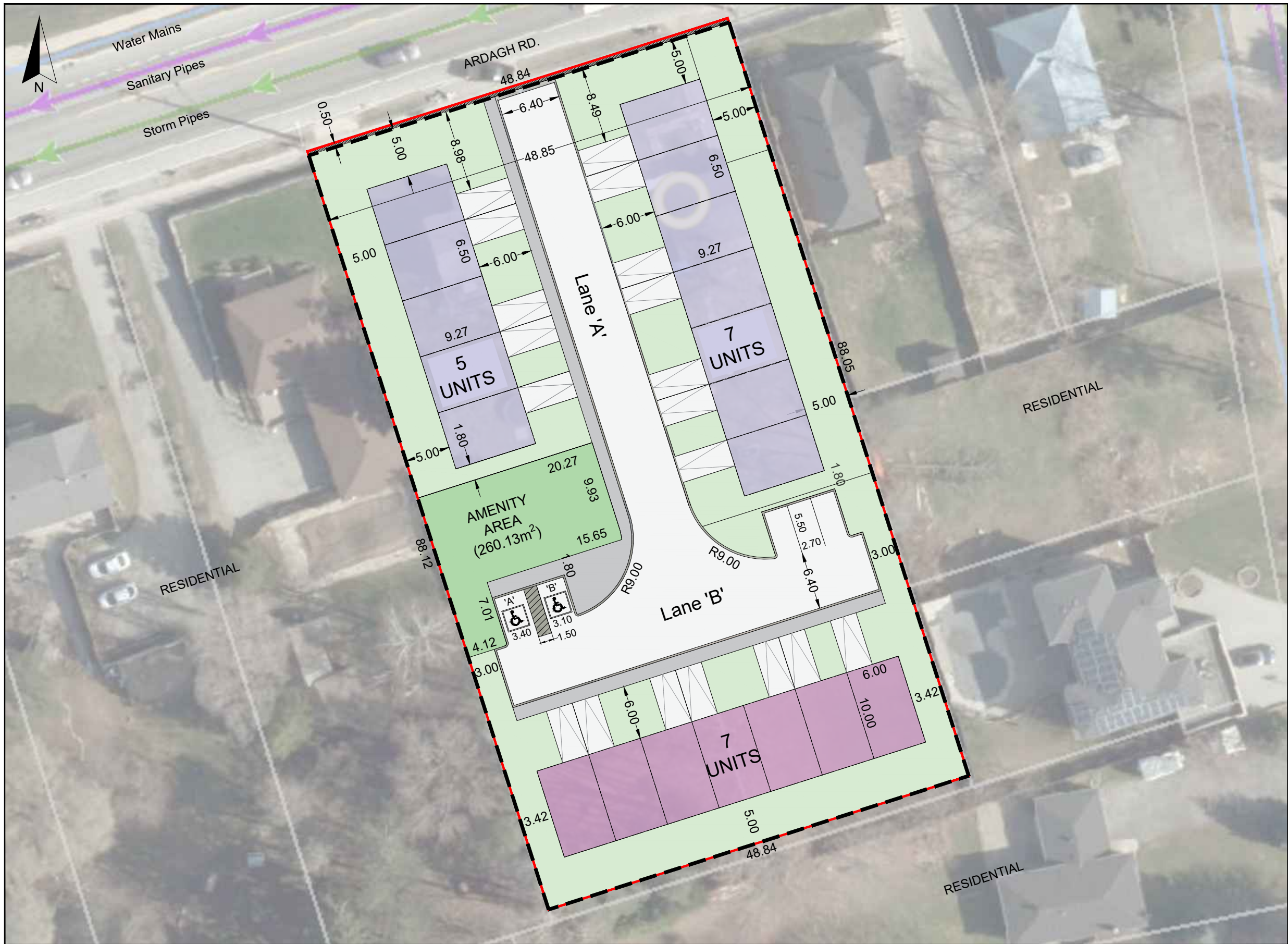
The above-noted parking supply is considered to be adequate to support the parking demand for the proposed development. Overflow parking onto adjacent on-street parking zones is expected to be minimal.

## 6 Summary

**Fitchal Incorporated** retained **JD Engineering** to prepare this traffic brief and parking study in support of the proposed development in the City of Barrie. The proposed Site Plan is shown in **Appendix A**. This chapter summarizes the conclusions and recommendations from the study.

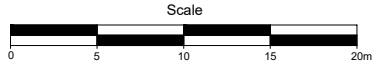
1. The proposed development is expected to generate a total of 9 AM and 11 PM peak hour trips.
2. An estimate of the amount of traffic that would be generated by the Subject Site was prepared and assigned to the study area road network.
3. The additional traffic generated by the proposed development is expected to have a negligible impact on the existing traffic operations in the study area.
4. The proposed site access driveway (Lane 'A') will operate efficiently with one-way stop control for northbound traffic exiting the subject site. A single lane for ingress and egress movements at the site accesses driveways will provide the necessary capacity to convey the traffic volume generated by the proposed development.
5. The sight distance available for the Site Access meets the minimum sight distance requirements.
6. The proposed parking supply is appropriate for the intended use.
7. In summary, the proposed development will not cause any operational issues to the local roadway network.

## Appendix A – Site Plan



# CONCEPTUAL SITE PLAN

127, 131 Ardagh Rd., Barrie



- LEGEND**
- Subject Site (4,301.58m<sup>2</sup> / 0.43ha)
  - Developable Area (4,277.55m<sup>2</sup> / 0.42ha)
  - Potential Road Widening 24.41m<sup>2</sup>
  - 3 Storey Townhouse Dwelling (12 units)
    - Bldg. Size: 6.50m x 9.27m
    - Bldg. Area: 60.25m<sup>2</sup>
    - Bldg. G.F.A.: 162.75m<sup>2</sup> (excl. private garage)
  - 3 Storey Townhouse Dwelling (07 units)
    - Bldg. Size: 6.00 x 10.00m
    - Bldg. Area: 60.00m<sup>2</sup>
    - Bldg. G.F.A.: 162.00m<sup>2</sup> (excl. private garage)
  - Amenity Area (260.13m<sup>2</sup>)

**RESIDENTIAL MULTIPLE DWELLING SECOND DENSITY**

| Provisions                                                                      | Required                                                                                                               | Provided                                                              |
|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| Densities (5.2.5.1a)                                                            | A max. of 40 units / ha of block/cluster townhouse development is permitted                                            | 45.2 units / ha                                                       |
| Outdoor Amenity Area (min.) (5.2.5.1.b)                                         | 228.00m <sup>2</sup><br>(A min. outdoor amenity area of 12.00m <sup>2</sup> / unit in a consolidated form is required) | 260.13m <sup>2</sup><br>(in a consolidated form)                      |
| Driveway Length (min.) (5.2.5.1.d)                                              | 6.00m                                                                                                                  | 6.00m                                                                 |
| Internal Private Roadway Width (min.) (5.2.5.1.e)                               | 6.4m                                                                                                                   | 6.40m                                                                 |
| Lot Area (min.)                                                                 | 720.00m <sup>2</sup>                                                                                                   | 4,277.55m <sup>2</sup>                                                |
| Lot Frontage (min.)                                                             | 21.00m                                                                                                                 | 48.85m                                                                |
| Front Yard to Dwelling Unit (min.)                                              | 7.00m                                                                                                                  | 5.00m                                                                 |
| Front Yard to Attached Garage (min.)                                            | 7.00m                                                                                                                  | 7.98m                                                                 |
| Side Yards (min.)                                                               | 1.80m                                                                                                                  | 3.42m                                                                 |
| Rear Yard (min.)                                                                | 7.00m                                                                                                                  | 5.00m                                                                 |
| Landscaped Open Space (min. % of lot area)                                      | 35%                                                                                                                    | 45.8% (1,949.78m <sup>2</sup> )                                       |
| Lot Coverage (max. % of lot area)                                               | 35%                                                                                                                    | 26.7% (1,143.35m <sup>2</sup> )                                       |
| Height of Main Bldg. (max.)                                                     | 10.00m                                                                                                                 | < 10.00m                                                              |
| Required Parking: Residential building containing more than 3 residential units | 29 spaces<br>(1.5 spaces / unit - tandem parking not permitted)                                                        | 24 spaces incl. 2 B.F. - not incl. private garage (1.26 space / unit) |
| Required B.F. parking spaces                                                    | 1 Type 'A' B.F. space / 1 Type 'B' B.F. Space                                                                          | 1 Type 'A' B.F. space / 1 Type 'B' B.F. Space                         |
| Gross floor area (max. % of lot area)                                           | 60%                                                                                                                    | 72.58%                                                                |

Source: Barrie, Discover More, 2022 Imagery  
 Note: Information shown is approximate and subject to change.

## CONCEPTUAL SITE PLAN - 19 UNITS

### 127, 131 ARDAGH RD.

| SCHEDULE OF REVISIONS |            |                                         |      |
|-----------------------|------------|-----------------------------------------|------|
| No.                   | Date       | Description                             | By   |
| 01                    | 2024-07-08 | Updates - amenity area and zoning table | A.G. |
|                       |            |                                         |      |
|                       |            |                                         |      |

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Date: July 08, 2024      Drawn By: A.G.  
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