

Planning Justification Report

in support of
**Applications for
Zoning By-Law Amendment and Draft Plan of Subdivision**

**334 and 340 Ardagh Road
City of Barrie**

October 2024



Groundswell Urban Planners Inc.
95 Mural Street, Suite 402
Richmond Hill, ON L4B 3G2
(905) 597-8204
www.groundswellplan.com
GS File 24-29

Table of Contents

1.0 Introduction	3
1.1 Subject Lands and Surrounding Area Description	3
1.2 Application History	7
1.3 Proposed Development of the Subject Lands	8
1.4 Development Statistics	9
1.5 Area Development Activity	9
1.6 Community & Stakeholder Consultation	10
2.0 Proposed Planning Applications	11
2.1 Zoning By-Law Amendment	11
2.2 Draft Plan of Subdivision	11
3.0 Supporting Studies	13
3.1 Environmental Site Assessment – Sirati & Partners Consultants Ltd	13
3.2 Geotechnical Report - Sirati & Partners Consultants Ltd	13
3.3 Hydrogeological Investigation Report - Sirati & Partners Consultants Ltd	14
3.4 Tree Inventory and Preservation Plan - Kuntz Forestry Consulting	14
3.5 Traffic Impact Study - TraffMobility	15
3.6 Functional Servicing and Stormwater Management Report – Aplin Martin Consultants	15
3.7 Statement Regarding Supporting Reports	16
4.0 Planning Policy Overview	17
4.1 Provincial Planning Statement, 2024	17
4.4 City of Barrie Official Plan, 2024	17
4.5 City of Barrie Zoning By-law 2009-141	19
5.0 Land Use Planning Principles	20
5.1 Complete Communities	20
5.2 Contextually Appropriate and Compatible Intensification	20
5.3 Housing Variety	20
5.4 Efficient Use Land, Infrastructure and Community Services	21
5.5 Appropriateness of Proposed Zoning Category and Development Standards	21
6.0 Conclusions & Recommendations	24
7.0 Appendices: Detailed Policy Analysis	25
Appendix 1 Provincial Planning Statement, 2024	25
Appendix 2 City of Barrie Official Plan, 2024	25
Appendix 3 City of Barrie Zoning By-law 2009-141	25
Appendix 4 Draft Zoning By-law Amendment	25

1.0 Introduction

Groundswell Urban Planners (Groundswell) has been retained by King Rich Homes Group, (“Developer”) to prepare a Planning Justification Report in support of Applications for Zoning By-law Amendment and Draft Plan of Subdivision for the lands municipally known as 334 and 340 Ardagh Road, City of Barrie (the “subject lands”). The Developer proposes to redevelop the subject lands with twenty (20) street townhouse dwellings fronting onto Neva Road.

This report is in support of the proposed development at 334 and 340 Ardagh Road through a review of the relevant Provincial and Municipal planning documents and policies. The report provides planning context, identifies any necessary amendments to policies or regulations, and allows for continued conversation with municipal staff and stakeholders throughout the municipal approvals process.

1.1 Subject Lands and Surrounding Area Description

The subject lands exist on the traditional territories of the Anishinaabeg people, which include the Odawa, Ojibwe, and Pottawatomi Nations collectively known as the Three Fires Confederacy. It is also the traditional territory of the Wendat Nation (Huron) who occupied the lands prior to the middle of the 17th century.

The subject properties are located at the north east and north west corners at the intersection of Ardagh Road and Neva Road. The properties are municipally described as 334 and 340 Ardagh Road and legally described as ‘Part of Lots 5 & 6, Registered Plan 1192’. The total landholding has an approximate area of 0.30 hectares (0.74 acres). The properties consist of two individual lots of record, which each contain an existing single detached dwelling.

The site is immediately surrounded by low-rise residential detached dwellings. Community amenities located in close proximity include Ardagh Bluffs Public School, Saint Catherine of Siena Catholic Elementary School and Barrie Fire Station 4.



Figure 1: Aerial Context view of Subject Site



Figure 2: Aerial View of Subject Properties



Figure 3: Street View Image of 334 Ardagh Road Looking North from Ardagh Road



Figure 4: Street View Image of 340 Ardagh Road Looking North from Ardagh Road

Public transit is located in close proximity to the subject properties. Barrie Transit operates Route 7A (Grove) and 7B (Bear Creek) which run along Ardagh Road, directly in front of the subject site. The closest bus stop to the subject lands is Bus Stop 42 at the corner of Ardagh Road and Wright Street.

Barrie Transit Routes 2A (Dunlop) and 2B (Park Place) operate along Ferndale Drive. Both the 7A/B and 2A/B routes provide any connections to other transit routes within the City.



Figure 5: Street View Image of Barrie Transit Bus Stop 42

Last Updated:
October 7th, 2024

Route Legend

- 400** Express
- 100** Red
- 101** Blue
- 2** A: Dunlop
B: Park Place
- 7** A: Grove
B: Bear Creek
- 8** A-NB: RVH
A-SB: Yonge
B-NB: Crossstown
B-SB: Essa
- 10** North Loop
- 11** North Loop
- 12** A: Georgian Mall
B: Barrie South GO

ONDemand Zones

A B C D G

CAN TRAVEL

- Within same colour/letter
- Between zone and connection stop of same colour/letter

CANNOT TRAVEL

- Between colour/letter zones
- Between connection points

LEGEND

- Hub
- Transfer Point
- Connection Point

Hubs

- RVH Royal Victoria Hospital
- GC Georgian College
- GM Georgian Mall
- DT Downtown Terminal
- AWG Allandale Waterfront GO
- PP Park Place
- BSG Barrie South GO

1.3 Proposed Development of the Subject Lands

The applications propose the construction of twenty (20), three-storey townhouse dwellings fronting onto Neva Road. Each townhouse will be accessed directly from Neva Road by a residential driveway. One parking space is proposed on the driveway, and one parking space is proposed in the garage. Through the redevelopment of the site, Neva Road is proposed to be urbanized to include sidewalks along both sides of the street.

The proposed dwellings are designed with a traditional style, with a gable roof. Each unit will have a private rear yard amenity space.

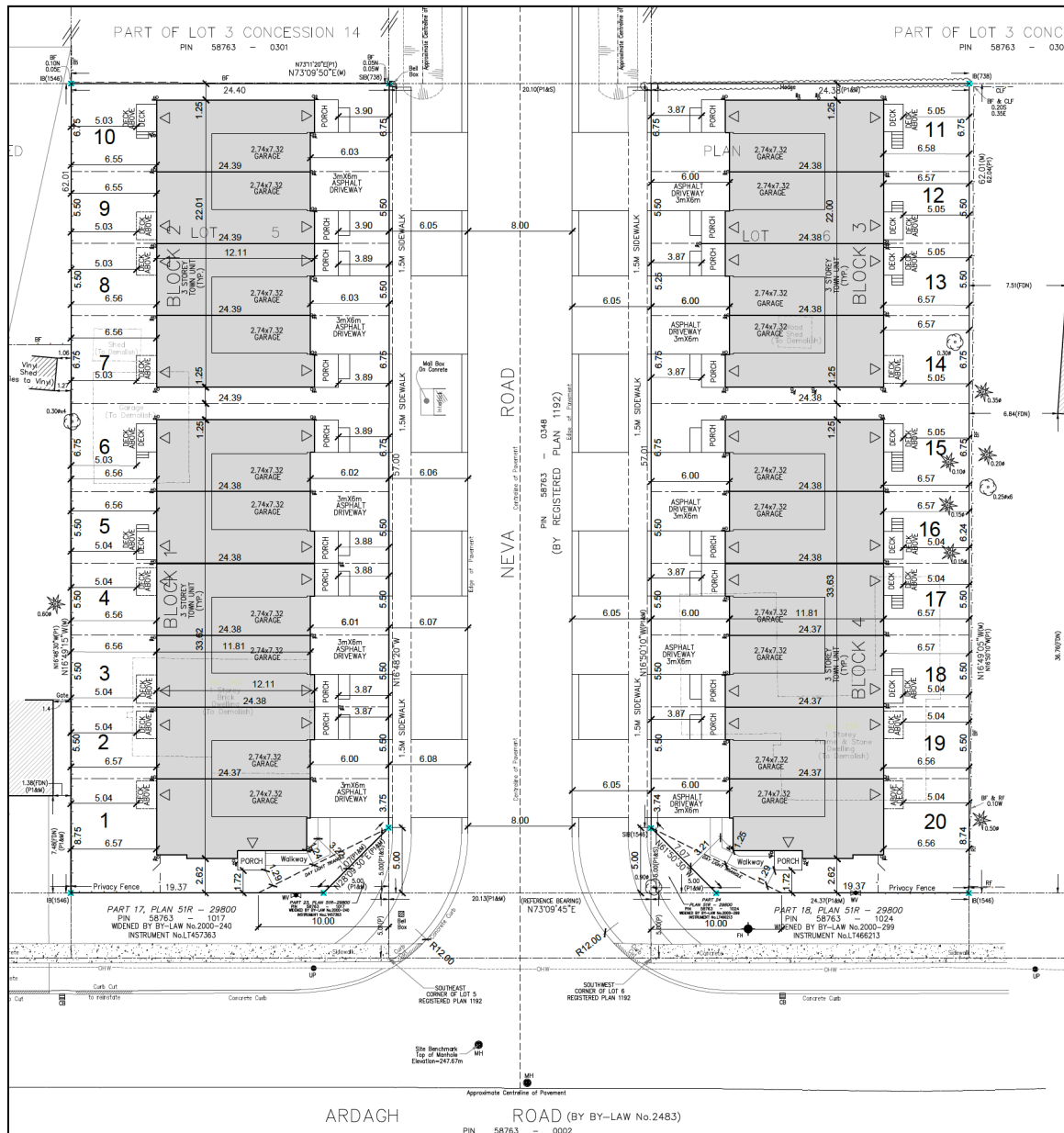


Figure 7: Site Plan



Figure 8: Front Elevations

1.4 Development Statistics

Development Statistic	
Minimum Lot Area	134 square metres
Minimum Lot Frontage	5.5m
Maximum Lot Coverage	55%
Number of Units	20
Number of Bedrooms per unit	3
Maximum Height	9.95 m to mid-point of roof
Parking Spaces per unit	2 (1 garage; 1 driveway)

1.5 Area Development Activity

The subject properties are within an area of the City which is experiencing infill and redevelopment. Recent redevelopment projects in the vicinity include:

189 Summerset Drive

Applications to amend the City's Zoning By-law, Official Plan along with a Draft Plan of Subdivision and Site Plan Approval were submitted to the City in 2021. These applications were in support of the proposed 313 townhouse units: 60 back-to-back townhouses, 156 back-to-back townhouse units, 64 cluster townhouse units and a 93-unit apartment building. The Zoning By-law application was approved, rezoning the site to the Residential Multiple Dwelling (RM2) and the Residential Apartment (RA1-1) zone.

344, 350 Ardagh Road & 2, 4, 6 and 8 Teck Road

Applications to amend the City's Zoning By-law and a Draft Plan of Subdivision were submitted to the City in 2017 and 2021 respectively. These applications were in support of permitting the creation of three blocks to construct 17 residential condo units. The applications have been approved and units are under construction.

224 Ardagh Road and part of 250 Ardagh Road

Applications to rezone the subject properties and for Site Plan Approval were submitted to the City to permit the development of a 16-storey mixed use building with commercial space, 50 apartment units and 31 townhouses. The applications have been approved.

286 Ardagh Road

The proposed development is a six-storey residential tower with a total of 72 units within a Plan of Condominium. The proposed Amendment to the Zoning By-law seeks to modify the current historical Agricultural Zoning (A) to a 'Residential Apartment Second Density (RA2-1)' within the City of Barrie Comprehensive Zoning By-law 2009-141. Special provisions are proposed to reduce the required building setbacks, landscape buffers and to allow for a reduced number of parking spaces.

1.6 Community & Stakeholder Consultation

A Neighbourhood Meeting was held on May 11, 2023 to provide the community with details of the proposal. Further conversations with neighbouring property owners occurred in 2023 to request permission for injury or removal of boundary or neighbouring trees impacted by the proposed development.

Community and stakeholder consultation is expected to continue throughout the development application approvals process.

2.0 Proposed Planning Applications

2.1 Zoning By-Law Amendment

The proposed development requires a Zoning By-law Amendment to permit the townhouse built form and associated site specific development standards. The application rezones the subject property from R1 to RM2-TH with site-specific provisions to permit the development of the twenty (20) townhouses. A copy of the draft Zoning By-law Amendment text and schedules has been included with this submission and can be found in the Appendices.

The following table demonstrates the standards of the *RM2-TH* Zone compared to the standards that are being proposed for the development:

Zone Requirements	RM2-TH	RM2-TH (###)
Min Lot Area	720 m ²	130 m ²
Min Lot Frontage	21 m	5.5m
Min Front Yard to dwelling Unit	7 m	3.5m (to porch)
Min Front Yard to attached garage	7 m	6.0m
Min Side Yard	1.8 m	1.2m (int) and 2.5(ext)
Min Interior Side Yard to Attached Garage	0.6 m	1.2m
Min Rear Yard	7 m	6.5m
Landscape Open Space (Min %)	35%	30%
Max Lot Coverage	35%	55%
Max Gross Floor Area	60%	134%
Max Height of Main Building	10 m	11.5m (peak) 10m (mid-point)

A further review of the proposed Zoning By-law Amendment is included in Section 5.5 of this report.

2.2 Draft Plan of Subdivision

A draft plan of subdivision has been prepared in order to create the townhouse blocks. The plan proposes four (4) residential blocks and two daylight triangle blocks. Each block will be further subdivided through a future part lot control process to create the individual townhouse lots.

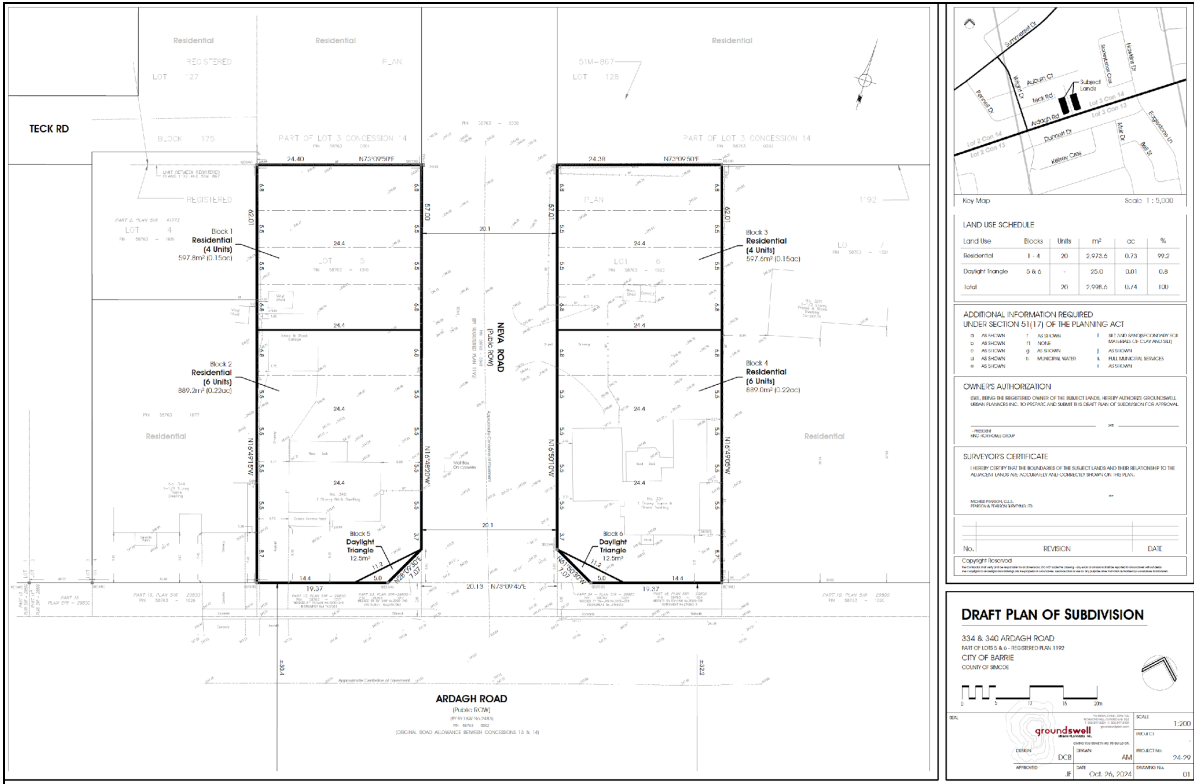


Figure 9: Draft Plan of Subdivision

3.0 Supporting Studies

As part of the preparation of this Planning Justification Report, Groundswell completed a review of the other reports and submission materials that are in support of the proposed community. The summaries, conclusions and recommendations have been used to form the final rationale. Please consult the original reports for additional, more detailed information.

3.1 Environmental Site Assessment – Sirati & Partners Consultants Ltd

A Phase One Environmental Assessment (ESA) was prepared by Sirati & Partners Consultants Ltd in May 2023 to investigate soil and groundwater quality at the site.

A Phase One ESA was conducted to identify the presence or absence of potentially contaminating activities (PCAs) on the Phase One Property or within the Phase One Study Area and determining areas of potential environmental concern and potential contaminants of concern caused by the PCAs within the Phase One Property. The Phase One ESA identified areas of potential environmental concern (APECs) associated with historical potentially contaminating activities (PCAs) within the Phase One Study Area and recommended a Phase Two ESA investigation for the APECs.

The analytical results of the Phase Two ESA soil samples indicated that all tested samples met the MECP Table 2 RPI (course) Standards for the tested parameters.

The analytical results indicated that the concentrations of the tested parameters for the analyzed groundwater samples were below the MECP Table 2 RPI (course) Standards with the exception of Bromodichloromethane, Chloroform and Trichloroethylene.

Chloroform and Trichloroethylene are parameters of VOCs, found in groundwater wells onsite. The Bromodichloromethane parameter (of VOCs) was also found in groundwater well BH/MW-03.

The Phase Two ESAs for 334 and 340 Ardagh Road recommended that the groundwater wells be monitored and resampled after sufficient purging and charging before sampling. The samples will be tested for these VOC parameters and the test results will confirm if the groundwater has been contaminated.

3.2 Geotechnical Report - Sirati & Partners Consultants Ltd

A Geotechnical Investigation was undertaken by Sirati & Partners Consultants Ltd in April 2023 to determine the subsurface conditions at four (4) borehole locations. The findings in the boreholes were used to make engineering recommendations as follows for design of the proposed development.

Engineering recommendations regarding the geotechnical design aspects of the proposed development include conventional Spread/ Strip Footing at or below minimum the depth below the existing ground water level. Furthermore, the floor slab can be supported on grade provided any disturbed native soils are removed and the base thoroughly proof rolled. A moisture barrier consisting of at least 200 mm of 19 mm clear crushed stone should be installed under the floor slab. A perimeter

drainage system will be required around the exterior basement walls. Positive dewatering such as well points or educators will be required prior to any excavations in the cohesive soils below the groundwater table.

3.3 Hydrogeological Investigation Report - Sirati & Partners Consultants Ltd

A Hydrogeological Investigation Report was prepared by Sirati & Partners Consultants Ltd in April 2023. The Assessment made the following conclusions:

- The soils encountered in the boreholes at the Site generally consisted of an upper layer of sandy fill material (1.8 m to a maximum depth of 2.7 m at BH/MW-04) over native soils. Native soils consisted of sand deposits with varied amounts of silt and varied amounts of gravel underlain by lean clay deposits interbedded with silt and sand. No bedrock was encountered at the maximum explored depth of 9.5 mbgs.
- The groundwater levels measured in the monitoring wells across the Site ranged from 4.45 mbgs at BH/MW-01 to 5.70 mbgs at BH/MW-02A, while groundwater elevations ranged from 240.74 mAMSL at BH/MW-02A to 242.75 mAMSL at BH/MW-03, with an inferred groundwater flow direction to the north.
- The stormwater volume estimated to accumulate inside the excavation for 334 and 340 Ardagh Road would be approximately 16,520 L/day for each construction area and total 33,040 L/day. EASR registration may not be required for construction dewatering.
- The average estimated hydraulic conductivity of the screened soils would be 1.66×10^{-5} m/s.
- Based on the preliminary water balance assessment for 334 Ardagh Road, an infiltration deficit of about 208 m³/year and a runoff increase of 463 m³/year will be anticipated due to the proposed development.
- Based on the preliminary water balance assessment for 340 Ardagh Road, an infiltration deficit of about 184 m³/year and a runoff increase of 410 m³/year will be anticipated due to the proposed development.
- Given that the Site is located in WHPA-D and WHPA-Q1/Q2 areas, the dewatering activities and the infiltration deficit would be a threat to the groundwater recharge and influence the municipal wells. To mitigate the infiltration deficit, it is recommended that infiltration facilities or low-impact development (LID) measures would be incorporated into the design.
- As the Site is located in WHPA-D and WHPA-Q1/Q2 area, a source protection plan may be prepared to address or discuss the activities occurring on the Site.
- One (1) domestic type, metal cased potable groundwater well was identified at the Site (at 340 Ardagh Road). No well tag was observed to be attached to the well and no MECP water well record was located for this well. This well is recommended to be decommissioned in accordance with O.Reg. 903 and local Municipal guidelines.

3.4 Tree Inventory and Preservation Plan - Kuntz Forestry Consulting

A Tree Inventory and Preservation Plan Report was prepared by Kuntz Forestry Consulting to provide an inventory of all tree resources and evaluate the potential tree saving opportunities. The study found that there are 23 trees located on the subject property and 1 polygon shared between the subject property and the adjacent. The removal of 17 trees and 1 polygon will be required to be removed to accommodate the proposed development.

The report provides recommendations to minimize the impacts to trees that are identified to be preserved. These recommendations include tree protection barriers and fencing that are to be erected prior to the demolition phase.

3.5 Traffic Impact Study - TraffMobility

A Traffic Impact Study was prepared by TraffMobility in June 2023 in order to review the various traffic and transportation related impacts of the proposed development on area roads and intersections.

The study provides that the development is expected to generate a total of 10 new bi-directional auto trips during the weekday AM peak hour and 14 new bi-directional auto trips during the weekday PM peak hour. Given the low trips generated by the proposed development, the impact of site traffic on the adjacent road network is expected to be minimal.

A single full-move access will be provided for the subject site fronting on Ardagh Road. However, it is noted that Neva Road may potentially be extended further to the north to connect with Auburn Court in the future. The swept path analysis results indicate that the aerial fire can be accommodated at the proposed site accesses and internally through the site. However, the fire truck will need to reverse to exit the site. With the potential extension of Neva Road further to the north in the future, the emergency vehicle will be able to exit the site via Auburn Court.

The proposed development requires 30 parking spaces per the City's Zoning by-law 2009-141 and 40 spaces are being proposed by the development. The parking supply provided for the proposed development meets the City's By-law requirement and has a surplus of 10 parking units.

Construction related traffic and equipment will be contained within the subject site during construction. Neva Road will be used as "Construction Access Only" with local traffic permitted. Existing sidewalks on Ardagh Road will be maintained and no other impacts to Ardagh Road (i.e., parking overflow etc.) are expected due to construction works.

3.6 Functional Servicing and Stormwater Management Report – Aplin Martin Consultants

A Functional Servicing and Stormwater Management Report was prepared by Aplin Martin Consultants in October 2024 and made the following conclusions and recommendations:

- Proposed townhouse blocks to connect to the proposed 200mm sanitary sewer within Neva Road, which connects to the existing 250mm capped connection at Auburn Court.
- Proposed townhouse blocks to connect to the proposed 150mm watermain within Neva Road, which connects to the existing 150mm capped watermain at Auburn Court and to the existing 300mm watermain within Ardagh Road.
- As per the City's requirements, the site must control the post-to-pre quantity control rate calculated using a maximum pre-development runoff coefficient of 0.50.
- Enhanced level protection achieving 80% Total Suspended Solids (TSS) removal is provided by downstream existing pond.



- The Site is located within the Nottawasaga Valley S.P.A. (Source Protection Area). The Site is found in an area identified as a Quantity Wellhead Protection Area WHPAQ1 and WHPA-Q2 (low stress). The Site is located in a Groundwater Quality Vulnerable Area. Water balance will be provided by infiltration trenches located along the west and east boundaries of the site.

3.7 Statement Regarding Supporting Reports

The intent of the reports and studies prepared for the proposed development is to ensure that the project is technically feasible and to provide the municipality with sufficient information to evaluate the merits of the development.

Based on the findings of the submitted reports, the project has been demonstrated to be technically achievable and appropriate.



4.0 Planning Policy Overview

4.1 Provincial Planning Statement, 2024

The Provincial Planning Statement (2024) is a streamlined province-wide land use planning policy framework that replaced both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. The PPS (2024) provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- Plan for and support development, and increase the housing supply across the province
- Align development with infrastructure to build a strong and competitive economy that is investment-ready
- Foster the long-term viability of rural areas
- Protect agricultural lands, the environment, public health and safety

The proposed development supports the City’s projected population by adding diverse housing options on an underutilized lot. It promotes gentle density and residential intensification, enhancing access to services and parks. The project aligns with the City’s goals for complete communities, accommodating a mix of housing types and promoting active transportation. The subject properties are within the Settlement Area as defined by the PPS (2024), which is to be the focus of growth and development.

The proposed development conforms with the Provincial Planning Statement (2024). A fulsome analysis of the policies that apply to the proposed development is included in Appendix 1.

4.4 City of Barrie Official Plan, 2024

Bill 162, the *Get it Done Act, 2024* received Royal Assent on May 16, 2024 and brought into effect the City of Barrie Official Plan 2051, with Minister modifications.

The City of Barrie Official Plan 2051 guides Barrie’s growth and speaks to land use, development, infrastructure and environment goals.

The following Maps and designations are associated with the subject properties:

Map 1 Community Structure	The subject properties are located within the <i>Built-up Area</i> .
Map 2 Land Use Designation	The subject properties are designated <i>Neighbourhood Area</i> .

Map 4a mobility Network	The subject properties are located along a <i>Cycling Network</i> , a <i>Major Road</i> and a <i>Local Road</i> .
Map 4b mobility Network	The subject properties are located along an <i>Arterial</i> .
Map 5 Right-of-Way Widths	27 metres
Map 7 Drinking Water System Vulnerable Area	The subject properties are located in proximity to <i>Highly Vulnerable Aquifers</i> .
Map 8 Cultural City Features	Treaty 18, 1818

The subject lands are located within the ‘Neighbourhood Area’ designation of the Official Plan, which can be seen in Figure 9 below.

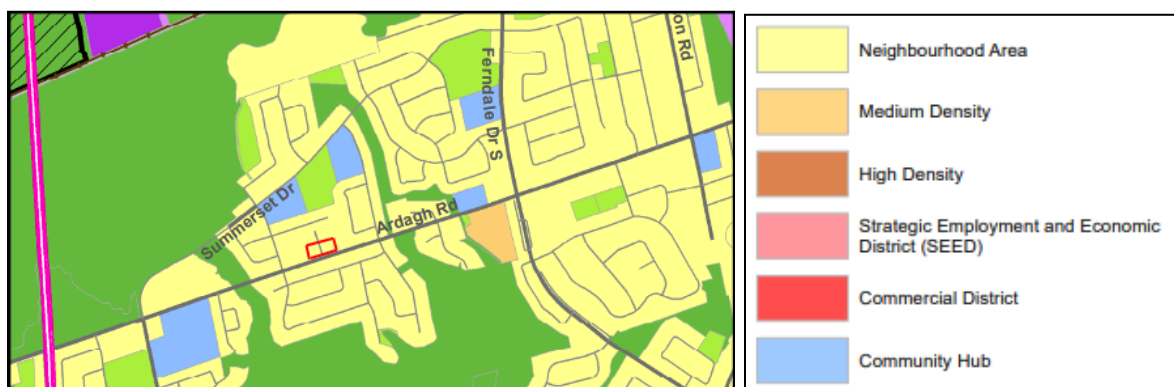


Figure 10: Map 2 Land Use Designation, Barrie Official Plan

The site is designated *Neighbourhood Area* by the City’s Official Plan which is an area that integrates a range of housing forms. The proposal provides for a built form that is consistent with the character of the community and is similar to other townhouse developments approved within proximity of the site.

The Official Plan outlines that growth should be directed to areas where infrastructure and services such as transit already exist. Servicing for the proposed development can be provided through connections to the existing services within Neva Road. Additionally, transit services operate along Ardagh Road.

The City of Barrie Official Plan encourages development within the Neighbourhood Area designation to be facilitated through plans of subdivision (Policy 2.3.7(c)). A application for draft plan of subdivision has been submitted.

The subject properties are located in proximity to multiple parks and open spaces to facilitate active recreational activities for residents. This will promote activities such as walking and cycling.

The City of Barrie anticipates a population of 298,000 by the year 2051. The proposed development will aid in achieving this population target. The subject properties will accommodate an appropriate level of development per policy 2.6.1.3(h) of the Official Plan as the proposed development is greater than the suggested minimum density.

The proposed development will complement the evolving context of the area. The proposed townhouses are consistent with the vision and intent of the City of Barrie Official Plan as its objectives include to promote an efficient use of land, complete communities and accommodate forecast growth through intensification in appropriate locations while protecting the existing character of the City.

The proposed development conforms with the City of Barrie Official Plan. A fulsome analysis of the policies that apply to the proposed development is included in Appendix 2.

4.5 City of Barrie Zoning By-law 2009-141

The subject properties are zoned *Residential Single Detached Dwelling First Density (R1)*. Uses permitted within the R1 zone include single detached dwellings, converted dwellings, and boarding, lodging and rooming houses.

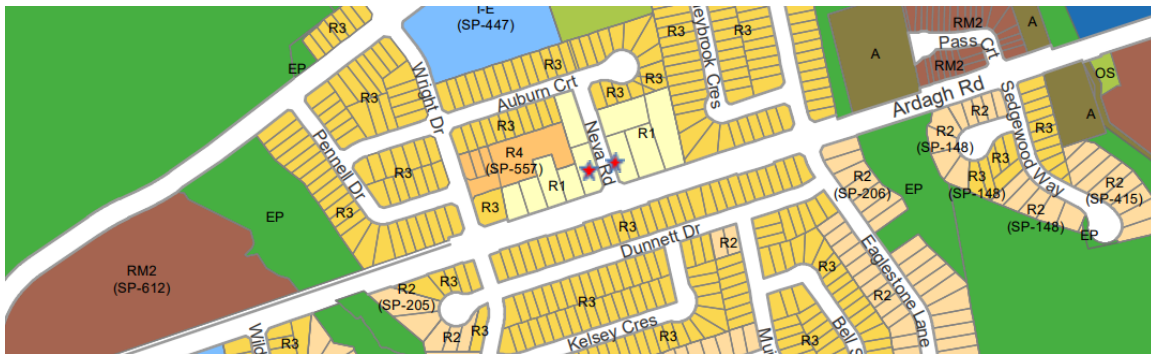


Figure 10: City of Barrie Zoning Map

Townhouses are not a permitted use within the R1 Zone under By-law 2009-141. A Zoning By-law Amendment is required to reflect the appropriate zone category for the townhouse development. It is contemplated that the Residential Multiple Second Density (RM2-TH) Zone would represent an appropriate category. A Draft Zoning By-law has been provided which includes site-specific development standards and is summarized in Section 2.1 of this report.

A fulsome analysis of the proposed Zoning By-law Amendment is included in Section 5.5 and Appendix 3 of this report. A copy of the draft Zoning By-law Amendment is included in Appendix 4

5.0 Land Use Planning Principles

5.1 Complete Communities

Complete communities are a priority amongst several relevant policy documents, including the City of Barrie Official Plan. Complete communities are designed to meet the needs of residents within a neighbourhood or local area. They typically feature a mix of housing types, employment opportunities, and amenities such as schools, parks, and shops. The aim is to promote walkability, reduce reliance on cars, and foster social interactions among residents.

The proposed development supports the creation of a complete community by adding density in a well serviced area, within walking distance to transit, parks, goods and services. As more residents move into an area, the area is more likely to attract the other aspects of a complete community, such as schools and public services.

5.2 Contextually Appropriate and Compatible Intensification

The development is at a location that is contextually appropriate for intensification. The properties are located along an Arterial Road (Ardagh Road) where a more intensified form of development should be considered. Transit services operate along Ardagh Road and can be optimized through the intensification of the site.

The proposed townhouse development is a form of housing that is anticipated by the City of Barrie Official Plan and the proposal exceeds the minimum density target that is set out by the Plan.

The townhouses are proposed to be three storeys in height and will be of a complementary design to neighbouring dwellings in the area. The proposed zoning category and standards are similar to that of other townhouse developments in the area.

The proposed development is not anticipated to present any negative impacts on the adjacent community in terms of noise, traffic, or municipal servicing.

5.3 Housing Variety

Housing variety is an important part of creating communities that are resilient and diverse, as a variety of housing modes allows for greater accessibility for community members and supports the needs of residents at different life stages.

The proposed development contributes to the housing variety in the City of Barrie by introducing a townhouse built form, whereas the neighbourhood surrounding the subject site is largely single detached dwellings.



5.4 Efficient Use Land, Infrastructure and Community Services

The proposed development will make efficient use of land and resources by introducing twenty new townhouse dwellings where two single detached dwellings currently exist. The dwellings will connect to existing municipal servicing infrastructure and do not require any capacity or major infrastructure upgrades external to the plan.

The Traffic Impact Study demonstrated that the existing road network can support the proposed development without the need for major upgrades or modifications. Existing Barrie Transit routes will be optimized through the intensification of this site.

Additionally, the site is well situated to allow residents to take advantage of local parks, community facilities, amenity spaces and active transportation opportunities.

5.5 Appropriateness of Proposed Zoning Category and Development Standards

The applications propose to rezone the properties to *Residential Multiple Second Density (RM2-TH) Zone*. The standards of the *RM2-TH* Zone would be applied to the site, with an exception providing site specific development standards. The proposed site specific standards are considered numerically modest, and will not contribute to the creation of a built form that is out of character with that of the surrounding area.

It is also important to note that the City of Barrie is currently preparing a new comprehensive Zoning By-law, which will be designed to implement the vision and policies of Barrie’s recently approved Official Plan. According to the third draft of the document, dated October 2024, the properties are proposed to be zoned *Neighbourhood Area Low 2 (NL2)* which permits townhouse development. Although this document is currently only in draft form, it illustrates the direction that the City is taking with respect to land uses and zoning standards. Many of the townhouse standards within the draft by-law are consistent with what is being proposed on the subject lands.

The following provides an assessment of each proposed site-specific standard under the current in-effect Zoning By-law, as well as identifying the comparable standard within the draft comprehensive Zoning By-law:

Standard	Required (RM2-TH)	Proposed (RM2-TH (xxx))	Comparable NL2 Standard	Rationale
Min Lot Area	720 m2	130 m2	NA	Many newer townhouse developments within the City have similar lot sizes. The draft Comprehensive Zoning By-law does not

				contain a minimum lot area standard.
Min Lot Frontage	21 m	5.5m	4.5m	5.5m frontages are a standard size for newer townhouse developments. This is greater than the proposed minimum lot frontage in the draft Comprehensive Zoning By-law.
Min Front Yard to dwelling Unit	7 m	3.5m (to porch)	3m	The proposed front yard allows for building depth variation and a more attractive transition between the house and garage. The draft Comprehensive Zoning By-law standard is less than what is proposed.
Min Front Yard to attached garage	7 m	6.0m	5.5m (parking space)	This is a modest reduction to the existing standard and allows for one parking space on the driveway. The draft Comprehensive Zoning By-law standard is less than what is proposed.
Min Side Yard	1.8 m	1.2m (int) and 2.5(ext)	1.2m (int) 2m (ext)	This is a modest reduction to the existing standard. The draft Comprehensive Zoning By-law standard is less than what is proposed.
Min Rear Yard	7 m	1.2m	5m	This is a very modest reduction to the existing standard. The draft Comprehensive Zoning By-law standard is less than what is proposed.
Landscape Open Space (Min %)	35%	6.5m	50% of front yard landscaping to be soft landscaping	This is a modest increase to the existing standard. The draft Comprehensive Zoning By-law only contains a standard for front yard landscaping,

				which can be met by the proposal.
Max Lot Coverage	35%	30%	70%	This standard is out of date for modern townhouse development. The draft Comprehensive Zoning By-law standard is far greater than what is proposed.
Max Gross Floor Area	60%	134%	NA	This standard is out of date for modern townhouse development. The draft Comprehensive Zoning By-law does not contain a maximum gross floor area standard.
Max Height of Main Building	10 m	11.5m (peak) 10m (mid-point)	4 storeys (14m)	The proposed height is a modest increase to the existing standard. The draft Comprehensive Zoning By-law allows for dwellings up to four storeys.

6.0 Conclusions & Recommendations

A review of the applicable land use planning policies has been undertaken to support the proposed development. Policies at the provincial and municipal level were reviewed in their entirety to determine how the proposed development conforms to them, or where differences could be noted and mitigated.

The City of Barrie is expected to grow to 298,000 people by 2051, according to the Barrie Official Plan. There is a demonstrated need for infill development, and contextually-sensitive intensification such as the proposed development will aid in the goals set for the City. The proposal contributes to the achievement of a complete community.

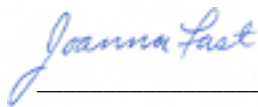
Following an extensive review of the applicable land use planning policies, it is our opinion that the proposed Zoning By-Law Amendment and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

- The proposal conforms to the policies of the PPS
- The proposal conforms to the City of Barrie Official Plan
- The required studies have been undertaken and completed to inform the appropriate development potential and to mitigate impact of the proposed development on surrounding land uses
- The proposal is of an appropriate scale and density for the area

The proposed development is appropriate for this site, constitutes good land use planning and is in the public interest. It is our opinion that the proposed applications should be approved.

Respectfully submitted,

GROUNDSWELL URBAN PLANNERS INC.



Joanna Fast, MCIP, RPP
Senior Planner

7.0 Appendices: Detailed Policy Analysis

Appendix 1 Provincial Planning Statement, 2024

Appendix 2 City of Barrie Official Plan, 2024

Appendix 3 City of Barrie Zoning By-law 2009-141

Appendix 4 Draft Zoning By-law Amendment

Appendix 1- Provincial Planning Statement, 2024

The proposed development is supported by the policies listed below. The original document and its attachments can be found here: <https://www.ontario.ca/page/provincial-planning-statement-2024>

Policy	Response
2.1	Planning for People and Homes
2.1.1	<p><i>As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.</i></p> <p>According to the Ministry of Finance Population Projections, the County of Simcoe is anticipated to grow from a population of 588,560 people in 2023 to a population of 876,317 people in 2051.</p>
2.1.2	<p><i>Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.</i></p> <p>The previous population forecast for the City of Barrie was 298,000 for the year 2051, as outlined by the Growth Plan for the Greater Golden Horseshoe and the City of Barrie Official Plan (2024).</p>
2.1.4	<p><i>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i></p> <p><i>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and</i></p> <p><i>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</i></p> <p>The subject properties are currently designated for residential development in the City's Official Plan.</p> <p>The site has access to full municipal services. Capacity exists within the system to accommodate the proposed development.</p>

2.1.6.a)	<p><i>Planning authorities should support the achievement of complete communities by:</i></p> <p><i>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</i></p>	<p>The proposed townhouse development adds to the range of housing modes/typologies in the City and provides for a greater variety of housing choice in the neighbourhood, which consists of a majority of single-detached residential dwellings.</p>
2.2	Housing	
2.2.1.a)	<p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</i></p> <p><i>a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</i></p>	<p>The proposed development supports residential growth on a currently underutilized lot. The townhouse built form adds diversity to the housing stock of the area.</p>
2.2.1.b)	<p><i>permitting and facilitating:</i></p> <p><i>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i></p> <p><i>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and</i></p>	<p>The proposal helps the City address various socioeconomic demographics related to housing options. The proposed development represents intensification of an underutilized property and the introduction of new housing options resulting in a net increase of 18 residential units on this site.</p>

	<i>institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3</i>	
2.2.1.c)	<i>promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;</i>	The increased density on the site efficiently uses urban land, services and facilities and is located in close proximity to transit and area amenities.
2.3	Settlement Areas and Settlement Area Boundary Expansions	
2.3.1.1	<i>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</i>	The subject properties are located within the Settlement Area. However, they are not within an identified strategic growth area.
2.3.1.3	<i>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</i>	The proposed development represents intensification and redevelopment, and is located close to many amenities and transit opportunities. The development supports the achievement of a complete community by contributing to a diverse range of housing choices in proximity to services and amenities.
2.3.1.4	<i>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i>	The proposed development is located within the built up area of the City and is an optimal location for intensification and redevelopment. The proposed development will assist in achieving previously identified targets for intensification set out by the Growth Plan. New targets have not yet been established by the City.
2.3.1.5	<i>Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50</i>	The City of Barrie is identified as a “Large and Fast-Growing Municipality” in Chapter 9 of the 2024 PPS, and is therefore encouraged to plan for a minimum density target of 50 residents and jobs per hectare.

	<i>residents and jobs per gross hectare in designated growth areas.</i>	The subject development proposes 20 townhouse units. The 2023 Barrie Growth Report indicated the City has an average of 2.75 persons per dwelling unit. Based on this, the proposed development could accommodate 55 residents within the development, helping the City achieve the minimum density target for the designated growth area.
2.3.1.6	<i>Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.</i>	The proposed development is within the built up area and has access to existing infrastructure and public service facilities. The necessary infrastructure, services and facilities are in place to support the proposed development.
3.1	General Policies for Infrastructure and Public Service Facilities	
3.1.2	<i>Before consideration is given to developing new infrastructure and public service facilities: a) the use of existing infrastructure and public service facilities should be optimized;</i>	The proposed development will connect to existing infrastructure.
3.2	Transportation Systems	
3.2.2	<i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i>	The proposed development will efficiently utilize existing transportation infrastructure.
3.6	Sewage, Water and Stormwater	
3.6.2	<i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</i>	The proposed development will connect to municipal sewer and water services.

3.6.8	<p><i>Planning for stormwater management shall:</i></p> <ul style="list-style-type: none"> <i>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</i> <i>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</i> <i>c) minimize erosion and changes in water balance including through the use of green infrastructure;</i> <i>d) mitigate risks to human health, safety, property and the environment;</i> <i>e) maximize the extent and function of vegetative and pervious surfaces;</i> <i>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i> <i>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</i> 	<p>A Functional Servicing and Stormwater Management Report has been prepared in support of the proposed development. The development will utilize best practices for stormwater management.</p>
-------	---	---

Appendix 2- City of Barrie Official Plan, 2024

The proposed development is supported by the policies listed below. The original document and its attachments can be found here:

<https://www.barrie.ca/Official-Plan.pdf>

Policy		Response
Section 2.3.7	Neighbourhoods	
2.3.7.a	<i>Neighbourhoods are expected to accommodate a scale of development and built form suitable for their planned function, in accordance with the policies of the respective land use designation, Section 3 of this Plan, and the City-Wide Urban Design Guidelines.</i>	The proposed development, being 20 3-storey townhouses, is suitable scale, built form, and function for the area, which is within the Built Up Area and within the Neighbourhood designation.
2.3.7.b	<i>Neighbourhoods within the Built-Up Area, as permitted and defined by the applicable land use designation, are generally considered to be areas where low impact intensification is expected to occur as maturation happens over time.</i>	The proposed development is low impact intensification as the built form is reflective of the surrounding dwellings, and the proposed density is supported by the intensification targets laid out by the City of Barrie.
2.3.7.c	<i>Neighbourhoods shall be planned, through appropriate plans of subdivision or other planning processes under the Planning Act, to provide a range of parcel sizes and street patterns to maintain the flexibility needed to achieve a variety of built form types and uses permitted within the land use designations on Map 2, and to allow for redevelopment and intensification.</i>	The proposed townhouses are being developed by plan of subdivision. The plan adds to the diversity of housing choices and lot sizes within the area.
2.3.7.d	<i>Development within Neighbourhoods shall foster linkages to the Natural Heritage System and Greenspace as well as other recreational areas within 500.0 metres.</i>	The proposed development is 300 m from the trailhead for the Ardagh Bluffs Park.

2.3.7.e	<i>Development within Neighbourhoods shall permit and encourage opportunities for a full range of housing forms, types, and options, including affordable housing and housing with supports.</i>	The proposed development provides diversity in housing form through the townhouse built form whereas the surrounding neighbourhood is typically single detached dwellings
2.4	Growth Management	
2.4.1.e	<i>Strengthen Barrie as an age friendly complete community where residents of all ages and abilities can live, work, and connect within their neighbourhoods and across the community as a whole.</i>	The townhouse built form provides more choice for residents of many ages.
2.4.2.1	City-Wide Growth Management Policies	
2.4.2.1.a	<i>The City shall plan to accommodate a population of 298,000 people and 150,000 jobs by the year 2051, as per Schedule 3 of the Growth Plan.</i>	The proposed development supports the population forecast for the City of Barrie by providing redevelopment through intensification.
2.4.2.1.b	<i>All new development will be evaluated by the City in the context of housing, so that the City can plan for an appropriate housing mix to ensure a gradual transition towards more compact forms of development, support intensification and Designated Greenfield Area density targets, and meet future housing needs.</i>	The proposal allows for gentle density and intensification through a more compact form of development.
2.4.2.1.c	<i>The City shall monitor development patterns, housing mix, and housing need to ensure an adequate supply of housing while transitioning toward more compact and sustainable development. Developments which contribute to an increase in medium- and high density housing will be encouraged.</i>	The proposal represents medium density housing.
2.4.2.2	Built Up Area	
2.4.2.2.a	<i>The City will take a balanced approach to growth management by directing 50% of annual residential</i>	The proposed development is within the Built-Up Area and within the Neighbourhood designation. The proposal reflects

	<p><i>growth to within the Built-Up Area, in accordance with the following:</i></p> <p><i>ii) In the Built-Up Area, lands within neighbourhoods shall accommodate appropriate levels of intensification and redevelopment as per the policies of the applicable land-use designation; and,</i></p> <p><i>iii) The City will support a mix of land uses across the Built-Up Area.</i></p>	appropriate intensification, while contributing to a range of housing choices.
2.4.2.2.b	<p><i>The Built-Up Area will be planned to accommodate new development with a housing mix that is at least 74% high-density, with a substantial proportion of medium-density housing, and with limited low-density development.</i></p>	The proposed development is medium density development with a proposed density of 67 units per hectare. This is appropriate for the area as the majority of the surrounding neighbourhood consists of single detached housing.
Section 2.5	General Land Use Policies	
2.5d)	<p><i>d) Development shall proceed by way of draft plan of subdivision if any of the following are required:</i></p> <p><i>iii) The creation of 10 or more new lots.</i></p>	A draft plan of subdivision has been prepared
2.5h)	<p><i>All new development shall be on full municipal services.</i></p>	Development is on full municipal services.
2.5 l)	<p><i>The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.</i></p>	The proposed development does not contemplate affordable housing.
Section 2.5.3	Ensuring Conformity	
2.5.3b)	<p><i>All development should conform with the relevant urban design policies in Section 3 of this Plan, and should be consistent with the City-Wide Urban Design Guidelines to the greatest extent possible.</i></p>	The proposed development conforms to the urban design policies in Section 3 and is consistent with the City's Urban Design Guidelines.

Section 2.6.1	Neighbourhood Area	
2.6.1.1	<p><i>The following uses shall be permitted in areas designated as Neighbourhood Area:</i></p> <p><i>a) Residential; ...</i></p>	Residential uses are proposed.
2.6.1.2	Land Use Policies	
2.6.1.2.a	<p><i>“Lands designated Neighbourhood Area shall:</i></p> <p><i>Provide most of the city’s low-rise housing stock, offer neighbourhood-scale commercial uses to service immediate neighbourhoods, and provide a mixture of uses on arterial streets and Intensification Corridors to service the wider community.</i></p>	The subject development is a low rise form consisting of three storey townhouses. The site is located along an arterial street where a mixture of uses is encouraged.
2.6.1.2.b	<p><i>Function as complete communities, and will be planned to encourage walking, cycling and transit use with guidance from Section 4.2.</i></p>	The proposed development aids in the achievement of a complete community by adding additional townhouses to the neighbourhood, on a site that has good access to transit services and local amenities.
2.1.6.2.c	<p><i>Be considered established neighbourhoods that are not intended to experience significant physical change that would alter their general character, except for lands designated Neighbourhood Area within the Designated Greenfield Area, or located on an Intensification Corridor (Map 1), or lands fronting onto arterial or collector streets (Map 4a and Map 4b).</i></p>	The subject lands are along an arterial street where physical change is expected.
2.1.6.2.d	<p><i>Permit new development in built-out neighbourhoods that appropriately respects the scale, height, massing, lot pattern, building type, orientation, character, form, and planned function of the immediate local area, as set out in Section 3 of this Plan.</i></p>	The proposed three storey townhouses are an appropriate scale and type of intensification for the subject lands. The townhouse form allows for gentle intensification, while maintaining a low rise form of development.

2.1.6.2.e	<i>Permit appropriate levels of intensification in accordance with Sections 2.3.6 and 2.3.7 of this Plan. Any proposed development must be sensitive to and compatible with the character, form, and planned function of the surrounding context, as per the policies in Section 3 of this Plan.</i>	The proposed development is an appropriate level of intensification. The proposal respects the adjacent low density established neighbourhood, while introducing compatible medium density development along an arterial street.
2.1.6.2.f	<i>Promote intensification 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.</i>	While additional residential units (ARUs) are not specifically contemplated at this time, the possibility exists for future owners to accommodate ARUs.
2.6.1.3	Development Policies	
2.6.1.3.a	<i>Unless otherwise specified in this Plan, development on lands designated Neighbourhood Area which front onto a local street or collector street, as identified on Map 4b, shall be kept to three storeys or less, unless otherwise specified in the Zoning By-law and in which case shall be no more than four storeys.</i>	The proposed development is proposed to be three storeys in height.
2.6.1.3.b	<p><i>Outside of historic neighbourhoods, which are identified on Map 8, development may be permitted up to four storeys in the Neighbourhood Area designation where:</i></p> <ul style="list-style-type: none"> <i>i) The transition policies in Section 3 of this Plan can be satisfied;</i> <i>ii) The proposed development fronts onto an arterial street, as identified on Map 4b, with the exception of Mapleview Drive between County Road 27 and Essa Road unless otherwise specified in the Zoning By-law;</i> <i>iii) The proposed development is oriented towards the street; and,</i> <i>iv) Servicing availability can be confirmed by the City.</i> 	The proposed development is three storeys in height, is located along an arterial road, and efficiently uses existing municipal servicing infrastructure.

2.6.1.3.h	<p><i>To promote transit supportive development, new development occurring on lands fronting on streets classified on Map 4b as collector or arterial streets, or fronting onto Intensification Corridors as per Map 1, should be planned to a minimum residential density of 50.0 units per hectare.</i></p>	<p>The proposed development is along an arterial street and has a density that exceeds the minimum residential density. The proposed development has good access to transit services and is transit supportive.</p>
2.6.1.3.k	<p><i>Where limited or no commercial and retail uses exist within 450.0 metres of a new development proposed for an Intensification Corridor or arterial street, a mix of uses would be required, as per the following:</i></p> <ul style="list-style-type: none"> <i>i) The mix of uses would need to include a combination of two of the following: residential, commercial, retail, community facilities, and office use development;</i> <i>ii) A minimum of 50% of the building frontage should consist of non-residential uses; and,</i> <i>iii) Variation from the requirements in 2.6.1.3(j)(i) and (j)(ii) may be considered and will be evaluated against the needs of the surrounding area.</i> 	<p>Commercial uses exist along Ardagh Road at Mapleton Avenue and at Ferndale Road.</p>
Section 3	Planning an Attractive City	
3.1.1.b	<p><i>The following objectives to make Barrie a more attractive city are implemented by the urban design policies of this Plan, as well as the separate City-Wide Urban Design Guidelines:</i></p> <p><i>Design for human scale by:</i></p> <ul style="list-style-type: none"> <i>i) Creating compact, complete, and connected neighbourhoods;</i> <i>ii) Scaling built form appropriately to its context and providing appropriate transitions between different types of built form; and,</i> <i>iii) Creating a connected and vibrant public realm.</i> 	<p>The proposed development is a more compact form of development than what presently exists on the site. The development contributes to a complete community.</p> <p>The three storey townhouses complement and appropriately transition to lower density forms of development to the north of the subject lands.</p> <p>Neva Road will be urbanized through the proposed redevelopment, and will include sidewalks to allow for pedestrian connections along the street.</p>

3.1.1.c	<p><i>Design for diversity, equity, and inclusivity by:</i></p> <p><i>i.Designing with equity as the goal, and breaking through biases;</i></p> <p><i>ii.Accommodating all users of public and private space;</i></p> <p><i>iii.Creating diversity and choice; and,</i></p> <p><i>iv.Incorporating universal design standards.”</i></p>	<p>The proposed development allows for more diversity and choice in the housing market.</p>
3.2.1	Human Scale Design	
3.2.1.a	<p><i>To create human scale neighbourhoods that accommodate the City’s anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:</i></p> <p><i>i) A compact and walkable pattern of streets and blocks which responds to, and connects with, the existing and planned community structure set out in Map 1, including how streets, blocks, and open spaces are used to:</i></p> <p><i>a. Increase overall connectivity and walkability by increasing intersection density across the city, ideally with block lengths ranging from approximately 150.0 metres to typically a maximum of 250.0 metres in length, with shorter block lengths being preferable in intensification areas;</i></p> <p><i>b. Improve the existing urban fabric by connecting cul-de-sacs and dead-end streets into the wider street network, wherever possible; and,</i></p> <p><i>c. Contribute to the city’s legibility (meaning the coherent organization of the built environment), navigability and sense of place;</i></p> <p><i>ii) A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;</i></p>	<p>The proposed development is a small infill project that proposes to urbanize Neva Road and allow for the northerly extension to Auburn Court. This will improve connectivity within the area by connecting a previously dead-end street to the rest of the neighbourhood.</p> <p>While the proposed development will be the first project along Neva Road to redevelop, the proposal will allow for neighbouring properties to the north to redevelop in a similar fashion.</p>

	<p>iii) Architectural design that contributes to a rich pedestrian environment and experience through the location of building entrances along public streets and open spaces, the use of high-quality materials, increased glazing and transparency at the ground level, and pedestrian protection from the elements;</p> <p>iv) Prioritization and optimization of public streets, mid-block connections, or other connections for human scale modes of transport including active transportation and public transit; and,</p> <p>v) Appropriate transitions between the private and public realm. This should be achieved using setbacks, landscaping and materials, signage, lighting and/or other design techniques that create visual and physical transition between public and private spaces, as identified in the City-Wide Urban Design Guidelines.</p>	
3.2.1.b	<p>Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.</p>	<p>The proposed development is contextually appropriate and provides for an appropriate transition to neighbouring uses. The three storey townhouses are similar to newer developments in the area, and are complementary to the single and semi-detached dwellings in the immediate area.</p>
3.2.1.c	<p>Height and density are built form characteristics that are interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive, recognizing that areas including intensification corridors, Strategic Growth Areas, Major Transit Station Areas and the Urban Growth Centre are the focus for increased heights and densities and will experience built</p>	<p>The proposed townhouses are an appropriate density for a site along an arterial road. The proposed site density achieves the City's density requirement of being greater than 50 units per hectare, while complementing and being consistent with the low density stable residential area to the north.</p>

	<i>form changes to achieve the City's stated goals of evolving into a medium-sized City.</i>	
3.2.1.d	<p><i>The policies of this Plan and the City-Wide Urban Design Guidelines provide direction to ensure high-quality urban design is achieved without over-development occurring on any given property. The determination of over-development should be weighed across a variety of characteristics that include:</i></p> <ul style="list-style-type: none"> <i>i) demands on city infrastructure and services;</i> <i>ii) impacts on public realm and local character;</i> <i>iii) height or density;</i> <i>iv) shadow impacts, over-look conditions, or access to daylight; and,</i> <i>v) impacts to a site's functionality or the redevelopment potential of the remaining block or adjacent sites, such as site access or circulation issues.</i> 	<p>The proposed development will have a limited demand on city infrastructure and services and will allow for better utilization of same. The development will improve the streetscape and character of Neva Road, and will allow for the ultimate connection of a dead-end street to another existing roadway.</p> <p>The three storey development is consistent with neighbouring forms of housing and should not have any negative shadowing or overlook impacts.</p>
3.2.2	Complete Neighbourhood Design	
3.2.2.a	<p><i>To ensure the development of complete neighbourhoods, development applications outside of Employment Areas, where appropriate, should generally be designed to contribute to:</i></p> <ul style="list-style-type: none"> <i>i) The diversity of land uses in the neighbourhood;</i> <i>ii) The diversity of housing types and options in the neighbourhood;</i> <i>iii) The diversity of, and connectivity between, different open space types in the neighbourhood;</i> <i>iv) Connectivity to transit facilities and active transportation networks in the neighbourhood;</i> <i>v) Connectivity to community facilities, amenities, parks, and open space in the neighbourhood;</i> 	<p>The proposed development increases the diversity of housing choice in the neighbourhood and will encourage greater utilization in transit services, local facilities and amenities.</p>

	<p>vi) Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form;</p> <p>vii) For development with residential land uses, an appropriate range and mix of land uses, to support providing residents' daily and essential needs (e.g., food items) within a 10-minute walking distance;</p> <p>viii) Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form; and,</p> <p>ix) Integration of safety and crime prevention principles as per Section 6.4.4 of this Plan.</p>	
3.3.1	General Built Form Development Criteria	
3.3.1a	<i>Buildings should be oriented to create a strong street presence, with main entrances located to face the street.</i>	All main entrances are proposed to face the street (Neva Road)
3.3.1.b	<i>Corner buildings should address both streets by providing two articulated façades facing the street.</i>	The corner dwellings at Ardagh Road and Neva Road have been designed to address and complement both streets.
3.3.1.c	<i>Blank facades facing a street, open space, or park are strongly discouraged.</i>	Blank facades are not proposed.
3.3.1.d	<i>Buildings adjacent to the street edge and at sites with high public visibility should be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.</i>	The proposed townhouse dwellings have been designed to generate visual interest, while maintaining a compatible and complementary design to adjacent low density developoipmens\ts.
3.3.2	Low-Rise Development	
3.3.2.b	<i>The primary defining features of low-rise residential or mixed-use development are the main building entrance, arrangement of windows, articulation of the building façade, and articulation of the roofline, and</i>	The townhouses have been designed in a traditional style with a peaked roof and regular building elements including windows, porches, attractive articulation, etc. They will

	<i>these should be distinctive in their urban design but not out of proportion within a neighbourhood.</i>	be consistent with the character of the neighbourhood.
3.3.2.c	<i>Low-rise development should respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and should be consistent with the other policies in this Plan.</i>	The townhouses are of a similar scale and massing to existing houses in the neighbourhood. Proposed setbacks and development standards will not be out of character with newer developments in the area.
3.3.2.f	<i>To provide appropriate privacy and daylight for any adjacent lower-scale housing forms, low-rise buildings on a lot that abuts another detached house, semi-detached house or townhouse should incorporate setbacks and buffers that maintain a high quality of urban design, as per the policies of Section 3.2 of this Plan, the Zoning By-law and the City-Wide Urban Design Guidelines.</i>	The proposed setbacks reflect newer development standards. It is anticipated that adjacent lands will also redevelop in a similar manner.
3.3.2.h	<i>Dwellings should be sited with a consistent setback to provide human scaled streets.</i>	Setbacks along Neva Road are consistent for all proposed dwellings.
3.3.2.j	<i>Garages should not project forward in such a way that the resultant streetscape created at ground level is dominated by the garages rather than the overall building facades.</i>	The garages are set back from the main wall of each dwelling.
4.2	Complete Streets	
4.2.a	<p><i>To implement the complete streets philosophy, Barrie's mobility network will be planned in the following manner:</i></p> <p><i>a) All streets shall be designed to be complete streets with appropriate customization according to the street hierarchy (e.g., arterial, collector, and local streets).</i></p> <p><i>b) Streetscapes shall be designed to generally consider the complete street zones demonstrated in Figure 1 below and described in Section 4.2.1.</i></p>	Through the redevelopment of the subject lands Neva Road will be urbanized and designed to accommodate the features of a 'complete street'. The urbanization will include the provision of sidewalks, appropriate street furniture, landscaping and lighting, in accordance with the City's standards.

	<p>c) <i>Street cross-sections shall be planned, designed, and built in accordance with the Transportation Master Plan and engineering standards as updated by the City.</i></p> <p>d) <i>Sub-typologies for street types, if developed as part of Transportation Master Plan, must be established to respond to the community structure and different land uses.</i></p>	
4.3	Mobility Network	
4.3.d	<i>Lands shall be conveyed to the City for road widenings and the amount of land needed will be determined through the development approvals process, as permitted by the Planning Act.</i>	Daylight triangles at Ardagh Road and Neva Road and proposed to be conveyed to the City.
4.3.1.7	Active Transportation Elements	
4.3.1.7	<i>Intensification and complete community development principles will support growth of the active transportation mode share. In addition to utilitarian benefits, active transportation encourages recreational opportunities and physical activity to help support a healthy community.</i>	The proposed development supports the growth of the active transportation network by introducing sidewalks along Neva Road. This will allow for direct connection to other sidewalks and active transportation modes within the community.

Appendix 3- Barrie Zoning By-Law 2009-141

The proposed development is supported by the policies listed below. The original document and its attachments can be found here:

<https://www.barrie.ca/Zoning-Bylaw.pdf>

Policy	Response
Section 5 Residential (R1) Zone	
<p><i>R1 Current Zoning</i> <i>Permitted Uses:</i></p> <ul style="list-style-type: none"> • <i>Boarding, Lodging, Rooming House (Small) (10)</i> • <i>Converted Dwelling (9)</i> • <i>Single Detached Dwelling</i> • <i>Bed and Breakfast Establishment (16)(2018-113)</i> • <i>Child Care (12)</i> • <i>Home Occupation (12)</i> • <i>Detached Accessory Dwelling Unit (15)(2021-085)</i> • <i>Second Suite (15)(By-law 2021-085)</i> • <i>Group Home</i> • <i>Place of Worship</i> 	<p>The proposed development requires a Zoning By-law amendment to permit the townhouse use.</p>
<p><i>RM2-TH Proposed Zoning</i> <i>Permitted Uses:</i></p> <ul style="list-style-type: none"> • <i>Block/Cluster/Street/Stacked Townhouse (7)</i> • <i>Boarding, Lodging, Rooming House (Small) (10)</i> • <i>Converted Dwelling (9)</i> • <i>Semi-Detached, Duplex Dwelling (14)</i> • <i>Single Detached Dwelling</i> • <i>Three or More Unit Dwelling</i> • <i>Bed and Breakfast Establishment (16)(2018-113)</i> • <i>Child Care (12)</i> • <i>Home Occupation (12)</i> • <i>Detached Accessory Dwelling Unit (15)(2021-085)</i> 	<p>The RM2-TH Zone permits townhouse built form.</p>

	<ul style="list-style-type: none"> • <i>Second Suite (15)(By-law 2021-085)</i> • <i>Group Home</i> • <i>Place of Worship</i> 	
--	---	--

5.3	Residential Standards	Proposed Development Standards
<i>Zone Requirements</i>	<i>RM2-TH Townhouse</i>	<i>RM2-TH(XXX) Townhouse</i>
<i>Min Lot Area</i>	720 m ²	130 m ²
<i>Min Lot Frontage</i>	21 m	5.5m
<i>Min Front Yard to dwelling Unit</i>	7 m	3.5m (to porch)
<i>Min Front Yard to attached garage</i>	7 m	6.0m
<i>Min Side Yard</i>	1.8 m	1.2m (int) and 2.5(ext)
<i>Min Interior Side Yard to Attached Garage</i>	0.6 m	1.2m
<i>Min Rear Yard</i>	7 m	6.5m
<i>Landscape Open Space (Min %)</i>	35%	30%
<i>Max Lot Coverage</i>	35%	55%
<i>Max Gross Floor Area</i>	60%	134%
<i>Max Height of Main Building</i>	10 m	11.5m (peak) 10m (mid-point)

BY-LAW NUMBER 2024-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being Part of Lots 5 & 6, Registered Plan 1192; Barrie municipally known as 334 and 340 Ardagh Road, from 'Residential Single Detached' (R1) to 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 23-G-XXX

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

1. **THAT** the zoning map is amended to change the zoning on lands known as 334 and 340 Ardagh Road from Residential Single Detached (R1) to Residential Multiple Second Density – Special Provision No. XXX (RM2-TH) (SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding any provisions set out in By-law 2009-141, a minimum lot area of 130 square metres is required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.
3. **THAT** notwithstanding any provisions set out in By-law 2009-141, a minimum lot frontage of 5.5 metres is required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.
4. **THAT** notwithstanding any provisions set out in By-law 2009-141, a minimum front yard setback of 3.5 metres is required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.
5. **THAT** notwithstanding any provisions set out in By-law 2009-141, a minimum interior side yard setback of 1.2 metres is required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.
6. **THAT** notwithstanding any provisions set out in By-law 2009-141, a minimum exterior side yard setback of 2.5 metres is required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.
7. **THAT** notwithstanding any provisions set out in By-law 2009-141, a minimum rear yard setback of 6.5 metres is required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.

8. **THAT** notwithstanding any provisions set out in By-law 2009-141, a minimum landscaped open space area of 30% shall be required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.
9. **THAT** notwithstanding any provisions set out in By-law 2009-141, a maximum lot coverage of 55% shall be required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.
10. **THAT** notwithstanding any provisions set out in By-law 2009-141, table 5.3, there shall be no maximum gross floor area required in the 'Residential Multiple Second Density – Special Provision No. XXX' (RM2-TH) (SP-XXX) zone.
11. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands shown in Schedule 'a' to this By-law shall apply to the said lands except as varied by this By-law.
12. **THAT** the By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this _____ day of _____, 2024.

READ a third time and finally passed this _____ day of _____, 2024.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CITY CLERK

SCHEDULE 'A' TO Z.B.A. NO. _____

CORPORATION OF THE CITY OF BARRIE

ZONING BY-LAW 2009-141 - SOUTH SECTION MAP



LANDS TO BE REZONED FROM THE RESIDENTIAL SINGLE DETACHED (R1) ZONE
TO A RESIDENTIAL MULTIPLE DWELLING SECOND DENSITY – SPECIAL
PROVISION NO. XXX (RM2-TH) (SP-XXX) ZONE.

DRAFT

DATE

DATE

CLERK

MAYOR