



# PLANNING JUSTIFICATION REPORT

435 Anne Street North &  
33 Harrison Crescent, Barrie

Prepared for:

Wynstar Anne Street LP Inc.

January 2025



**INNOVATIVE PLANNING SOLUTION**  
PLANNERS • PROJECT MANAGERS • LAND DEVELOPEME

# **435 Anne Street and 33 Harrison Crescent**

PART OF LOT 19, CONCESSION 5,  
LOT 1 OF REGISTERED PLAN 51R-44456, AND  
BLOCK 55 OF REGISTERED PLAN 51M-470

**City of Barrie**

APPLICATION FOR

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## **ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION**

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PREPARED BY

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ON BEHALF OF

**Wynstar Anne Street LP INC.**

**January 2025**

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## 1.0 INTRODUCTION

Innovative Planning Solutions ('IPS') has been retained by Wynstar Anne Street LP Inc. to prepare a Planning Justification Report in support of Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision (DPS) applications for the lands municipally addressed as 435 Anne Street North and 33 Harrison Crescent (hereinafter 'Subject Lands') within the City of Barrie. The Subject Lands consist of two parcels that are legally described as 'Part of Lot 19, Concession 5, Lot 1 of Registered Plan 51R-44456 (PIN 58926-0051 – 435 Anne Street)' and 'Block 55 of Registered Plan 51M-470 (PIN 58927-0034 – 33 Harrison Crescent)' within the City of Barrie. **Figure 1** provides an aerial illustration of the Site – it is noted that the site is currently vacant as the structures shown have since been demolished.

The purpose of this Report is to support the ZBA and DPS applications to permit the re-development of the lands in the form of 4 single-detached dwellings units, 8 semi-detached dwelling units and 84 stacked back-to-back townhouse units (9 of which are intended to be made affordable via partnership with Habitat for Humanity).

The Subject Lands are designated as 'Neighbourhood Area' (**Figure 3**) within the City of Barrie Official Plan and are zoned 'Agricultural (A)' and 'Residential Single Detached Dwelling Third Density (R3)' (**Figure 4**) within the City of Barrie Zoning By-law 2009-141.

This Report will review the subject planning applications in the context of applicable Provincial and Municipal policies to provide necessary rationale for the approval of the proposal, including:

- *The Planning Act, 2024*
- *The Provincial Planning Statement, 2024*
- *City of Barrie Official Plan, 2023*
- *City of Barrie Comprehensive Zoning By-Law 2009-141*
- *Lake Simcoe Protection Plan, 2009*

## 2.0 SUBJECT LANDS & SURROUNDING USES

The Subject Lands are located at 435 Anne Street North and 33 Harrison Crescent, on the northern border of the City of Barrie in proximity to the Township of Springwater. The Subject Lands are in 1.12 hectares (2.76 acres) size with approximately 100 metres of frontage along Harrison Crescent and 129 metres of frontage along Anne Street North. The Subject Lands are vacant of any buildings/structures. The buildings previously located on 435 Anne St have recently been demolished, where 33 Harrison Crescent is a remnant of the adjacent plan of subdivision has historically been vacant. The lands are generally flat, with a slight slope from the north down to the south; vegetation is sparse and trees were recently removed from the site during building demolition.

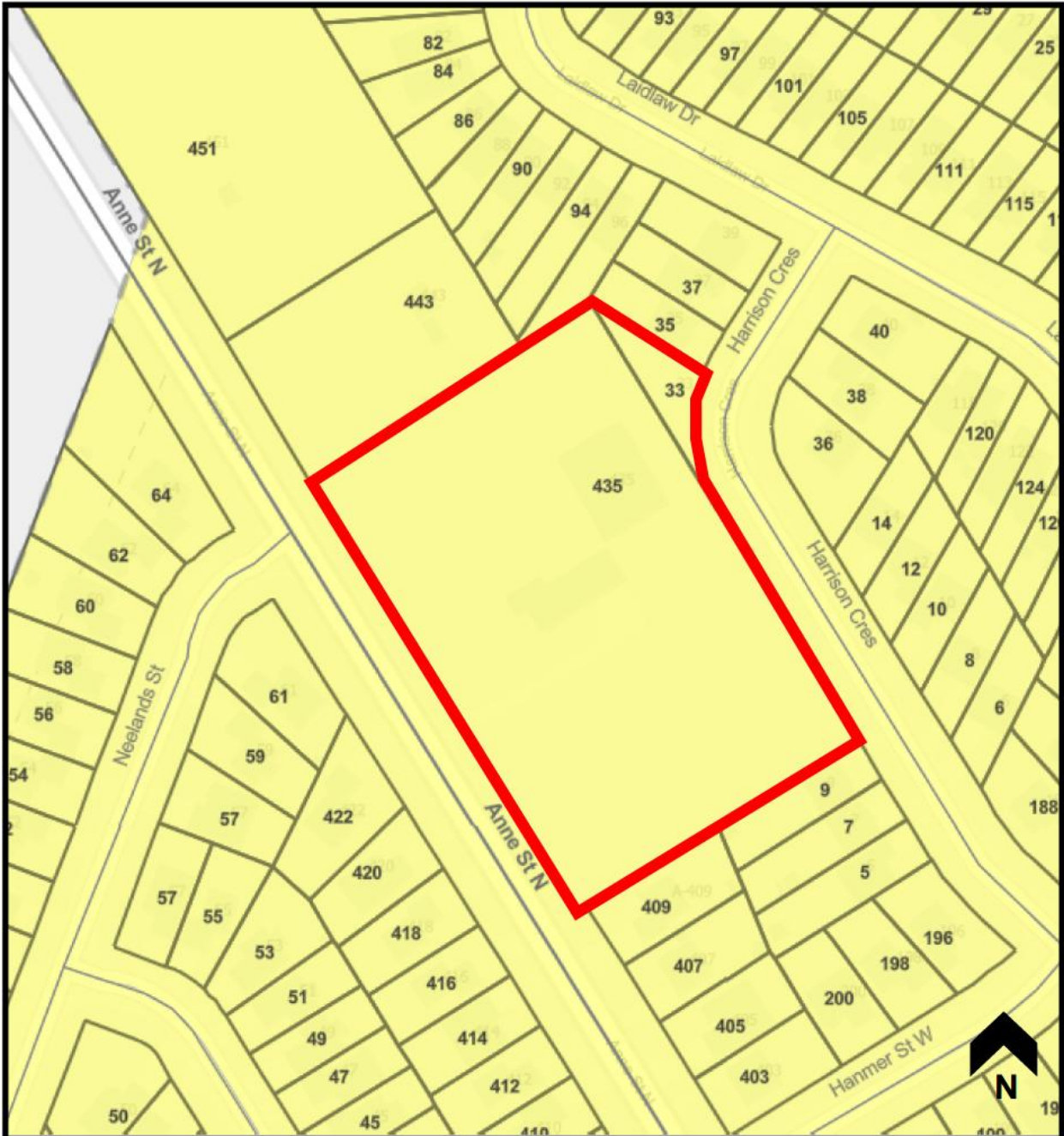
The land uses surrounding the Subject Lands include the following:




- North:** The lands to the north are designated as “Neighbourhood Area” comprising of an Enbridge Utility Facility and the TransCanada Pipeline, Single Detached dwellings, and vacant agricultural lands also exist to the north. To the northwest, beyond City limits and in the Township of Springwater is a small airport/runway – the Springwater (Barrie Airpark) Aerodome and accessory commercial uses, including Fox Den Driving range.
- East:** The lands directly east of the Subject Lands are designated “Neighbourhood Area” containing single detached dwellings. The lands further east are designated “Community Hub” containing a Place of Worship (St. Margaret Church) and an Elementary School (West Bayfield Elementary School).
- South:** The lands to the south are designated “Neighbourhood Area” consisting of Single Detached dwellings. Further south is a small commercial plaza and townhouse development.
- West:** The Lands to the west are designated “Neighbourhood Area” containing single Detached dwellings. Further east, outside of the limits

of the City of Barrie are agricultural lands within the Township of Springwater.







<b>LEGEND</b>  Subject Lands  Neighbourhood Area	<b>Figure 3</b> <b>Official Plan Land Use Designation</b>
	Source: City of Barrie Planning Interactive Map
Drawn By: JA	File: 23-1327
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**LEGEND**

- Subject Lands
- Agricultural (A)
- Residential Single Detached Dwelling Third Density (R3)

**Figure 4  
Zoning**

Source: Zoning By-law 2009-141 North Section

Drawn By: JA

File: 23-1327

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### 3.0 DESCRIPTION OF DEVELOPMENT

The applications intend to facilitate redevelopment of the Subject Lands with 96 dwelling units consisting of 4 single-detached dwelling units, 8 semi-detached dwelling units and 84 stacked back-to-back townhouses. The Draft Plan of Subdivision application will create a total of ten (10) blocks, of which one (1) block is for a road widening, one (1) block is for the condominium townhouse development (84 back-to-back townhomes). The remaining eight (8) blocks will facilitate the development of single-detached and semi-detached lots/blocks. Part Lot Control exemption will be sought in the future to establish the individual lots for each semi-detached dwelling unit. A Conceptual Site Plan prepared by IPS can be found below (**Figure 5**) and **Appendix B** (full size plan). A copy of the Draft Plan of Subdivision is provided under **Appendix C**.

The proposed single-detached dwellings and semi-detached dwellings front on Harrison Crescent and will act as an extension of the existing neighbourhood while providing for a transition of density to the balance of the development. This provides enhanced compatibility with the existing low-density residential built form. The higher density development containing back-to-back townhouses will front onto Anne St which is an arterial road. The townhouse development will provide for a total of 132 parking spaces (a rate of 1.57 spaces per unit) of which 4 will be barrier parking spaces: 102 parking spaces will be provided within enclosed at-grade parking garages and 30 parking spaces will be provided at grade. Access to the townhouse portion of the development will be provided via two separate access/egress points from Anne Street North.

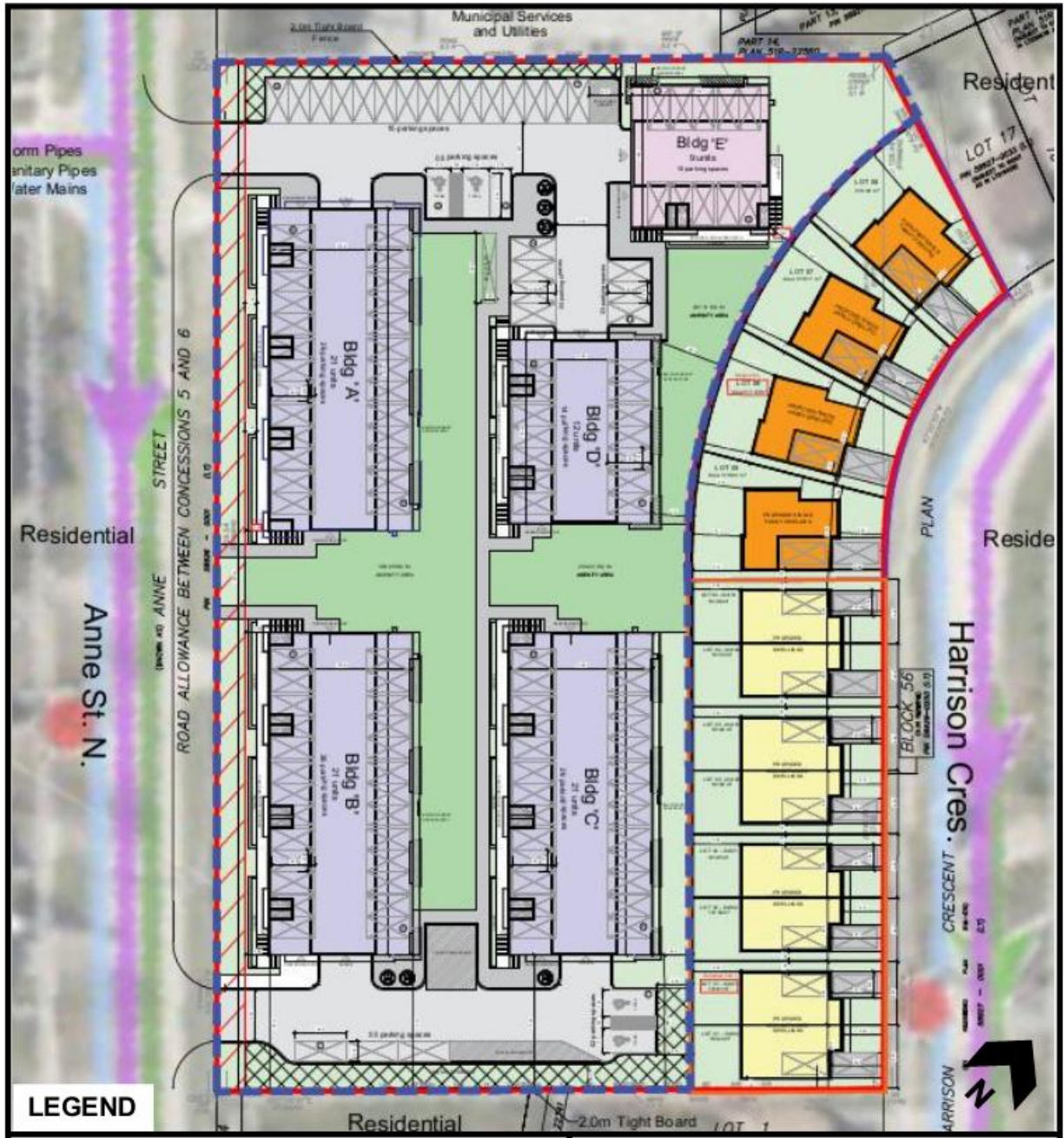
A Molok garbage system will be utilized on-site to provide garbage refuse requirements and further refined during the Site Plan Control process, however it is noted that the plan has been designed to accommodate turn around space for garbage vehicles.

The proposed back-to-back townhouses will be organized into five (5) buildings (A, B, C, D, & E) with a shared central outdoor amenity space. The 2-3 bedroom townhouse units range in size from 84 m<sup>2</sup> to 126 m<sup>2</sup> in Gross Floor Area. The shared amenity area is approximately 1,478m<sup>2</sup> in size and will be programmed through Site Plan, if the applications are approved. Additionally, private amenity space is provided in the form of balconies that are approximately 22 m<sup>2</sup> in size. Building E contains the contemplated 9 affordable units through partnership with Habitat for Humanity; this represents 9.4% of the total units.

The proposed single detached dwellings will have a minimum frontage of 12 metres (26.25 ft) along Harrison Crescent and, a minimum lot area of 317.67m<sup>2</sup>. The single-detached dwellings are 3-bedroom units with an approximate Gross Floor Area of 188 m<sup>2</sup>.

The proposed semi-detached dwelling units will have a minimum frontage of eight (8) metres (26.25 ft) along Harrison Crescent, a minimum depth of twenty-four (24) metres (78.74 ft) and a minimum lot area of 191 m<sup>2</sup> (0.047 acres). The semi-detached dwellings are 3-bedroom units with an approximate Gross Floor Area of 188 m<sup>2</sup>.

Each detached and semi-detached dwelling unit will have a private driveway onto Harrison Crescent with at least two (2) parking spaces (one enclosed parking space will be located within the garage and the other will be located at grade), similar to existing lots along Harrison Crescent.



**LEGEND**

- 3 Storey Stacked Back-to-Back Townhouse Units (A - D)
  - Bldg. Area ('A' to 'D'): 728.90 m<sup>2</sup> / bldg.
  - Bldg. Area ('E'): 424.32 m<sup>2</sup>
  - Total units: 75
  
- 3 Storey Stacked Back-to-Back Townhouse Units (E)
  - Bldg. Area: 312.31 m<sup>2</sup>
  - Total units: 9
  
- 2 Storey Semi-Detached Lots:
  - Total units: 8
  
- 2 Storey Single Detached Lots:
  - Total units: 4

**Figure 5**  
**Conceptual Site Plan**

Source: Conceptual Site Plan - IPS

Drawn By: JA

File: 23-1327

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## 4.0 PROPOSED ZONING BY-LAW AMENDMENT

The development proposal requires a Zoning By-law Amendment to rezone lands from 'Agricultural (A)' and 'Residential Single Detached Dwelling Third Density (R3)' to site-specific '**Residential Multiple Dwelling Second Density (RM2) Zone (SP-XX)**' for the townhouse development blocks and to site-specific '**Residential Single Detached Dwelling Third Density (R3) Zone (SP-XX)**', and '**Residential Multiple Dwelling First Density (RM1) Zone (SP-XX)**' for the semi-detached blocks. A draft zoning bylaw has been prepared and provided under Appendix A.

### 4.1 Proposed Residential Multiple Dwelling Second Density (RM2) Zone (SP-XX)

**Table 1.** illustrates the proposed zoning provisions as compared to the requirement under the proposed site-specific zones with deficiencies highlighted.

<b>Table 1</b> <b>RESIDENTIAL MULTIPLE DWELLING SECOND DENSITY (RM2) ZONE: BLOCK /CLUSTER /STREET /STACKED TOWNHOUSE</b>		
<b>Provisions</b>	<b>Required</b>	<b>Provided</b>
Lot Area (min.) (5.3.1 Table 5.3)	720.00 m <sup>2</sup> /DU	7,927.30 m <sup>2</sup> (development limit excluded, semi-detached lots & road widening)
Lot Frontage (min.) (5.3.1 Table 5.3)	21.00 m	~129.54 m (Anne St. N.)
Front Yard to Dwelling Unit (min.) (5.3.1 Table 5.3)	7.00 m	3.00m (Anne St. N.)
Interior Side Yard to Attached Garage (min.) (5.3.1 Table 5.3)	0.60m	N/A

Side Yards (min.) (5.3.1 Table 5.3)	1.80 m	West - 3.00m (Building 'E')
Rear Yard (min.) (5.3.1 Table 5.3)	7.00 m	3.50 m
Landscaped Open Space (5.3.1 Table 5.3)	N/A	43% excl. Bldg. Areas and private laneway
Lot Coverage (max.) (5.3.1 Table 5.3)	35%	41%
Height of Main Bldg. (max.) (5.3.1 Table 5.3)	10.00 m	14.70 meters
Outdoor Amenity Area (5.2.5.2)	1,008.00 m <sup>2</sup> for 84 units (12.00 m <sup>2</sup> /unit in a consolidated form)	1,478.50m <sup>2</sup> for 84 units (17.60 m <sup>2</sup> /unit in a consolidated form)
Max. G.F.A. (5.3.1 Table 5.3)	60%	117.09%
Required Parking: Residential bldg. containing not more than 3 dwelling units (4.6.1 Table 4.6)	132 spaces for 84 units (1.5 spaces / DU. Tandem parking will be permitted)	132 spaces - 30 surface parking spaces, 102 covered parking spaces
Required barrier-free parking (4.6.4 a)	2 Type 'A' and 2 Type 'B' B.F. Spaces	2 Type 'A' and 2 Type 'B' B.F. Spaces
Density (5.2.5.1.a)	40 units / ha	106.33 units/ ha (84 units / 0.79 ha)

**Planning Rationale for Proposed Special Provisions****Front Yard Setback of 3.00 m whereas 7.00 m is required**

The development proposes a 3.00 m front yard setback along Anne Street North, whereas 7.00 m is required as per Table 5.3 of the *City of Barrie Zoning By-Law*.

The proposed front yard setback is 6.50 m if measured from the current property limits. However, the request for a 3.50 m wide strip of land along Anne Street North for road widening purposes has limited the available developable area along with the requirement for amenity space. Notwithstanding, the proposed reduced setback allows for a comfortable and suitable distance from Anne St. North adhering to good urban design principles. This setback maintains the ability for landscaping elements which can enhance the streetscape and remains functional. Furthermore, it facilitates efficient land use and supports the intensification objectives of the City. In considering the limitations listed above, the proposed setback is considered appropriate and justified for development that aims to intensify Anne Street North as it provides an adequate and desirable separation between the front lot line and the proposed townhouses which supports an enhanced streetscape.

**Rear Yard Setback of 3.50 m whereas 7.00m is required**

The development proposes a 3.50 m rear yard setback for the townhouse dwellings to the rear lot line, whereas 7.00m is required as per Table 5.3 of the *City of Barrie Zoning By-Law*.

The intent of a rear-yard setback is to ensure that both an adequate buffer exists between the massing of primary structures on adjoining properties, as well as create an appropriate amenity area within the rear yard. The proposed rear-yard setback abuts the proposed single-detached and semi-detached units and will not cause concern for existing residents. The reduced rear yard permits a greater consolidated amenity area to be utilized by future residents. This approach avoids a scenario where available amenity space is fragmented reducing its viability as a programable space. The design of the amenity space will be further refined at the Site Plan stage. The setback of 3.5m is a pinch point between Building E and the rear yard, where the balance of the rear yard setback is generally greater than 5m.

A fence will screen and separate the adjacent backyards to provide privacy and ensure that the reduced rear yard setback will not result in privacy concerns for future residents. Given the proposed mitigation measures to privacy concerns, the realized benefit of a consolidated amenity area and the layout of the site, the proposed reduced rear setback is considered appropriate for the townhouse development.

**Lot Coverage of 45% whereas 35% is the maximum permitted**

The development proposes a lot of coverage of 45% for the townhouse development, whereas 35% is permitted as per Table 5.3 of the *City of Barrie Zoning By-Law*.

The intent of the maximum lot coverage is to regulate the area of impervious surfaces (buildings and structures), to provide adequate yards for landscaping, lot drainage and to maintain appropriate setbacks to minimize potential impacts on surrounding lots. The proposed lot coverage is slightly greater than the requirements of the zoning by-law and is consistent with the proposed increase in density to assist in achieving more efficient use of lands and infrastructure by providing more compact development on the property and intensification. Greater runoff water infiltration is anticipated on site given the size of the amenity area and the reduced size of the proposed surface parking. The proposed building footprints for the stacked back-to-back townhomes also provide for appropriate yard setbacks and are appropriate in size relative to the total lot area. Given that the proposed development complies with the intent for the maximum lot coverage requirement, can provide appropriate stormwater management infiltration controls and the proposed increase is minor in nature, the proposed lot coverage of 45% is considered appropriate and justified.

**Gross Floor Area (G.F.A) of 120% whereas 60% is the maximum permitted**

The development proposes a G.F.A of 120% whereas 60% is permitted as per Table 5.3 of the *City of Barrie Zoning By-Law 2009-141*.

The proposed G.F.A. is consistent with the proposed increase in density (noted below) to assist in achieving more efficient use of lands and infrastructure by providing more compact development on the property and intensification than is currently permitted by the bylaw but as contemplated by the Official Plan along arterial roads (Section 4.3.1.2 of the Official Plan). This request will facilitate a greater supply of appropriately

sized, attainable unit types, nine (9) of which are affordable within the City. The increase in G.F.A. is not anticipated to impact the functionality of the site or surrounding areas and will provide for a more compact built form; while a minor increase in lot coverage is proposed, the increase in GFA is also representative of the objective of building up rather than building out which is consistent with the approach of providing for more compact development and efficient use of land. As such the increase in the maximum permitted GFA to 120% from 60% is appropriate and will assist in achieving the intensification objectives of the Official Plan and is considered appropriate and justified.

### **Density of 107 Units per hectare whereas 40 Units per hectare is permitted**

The development proposes a density of 107 units per hectare whereas 40 units per hectare is permitted. This requirement is described in 5.2.5.1.a) of the *City of Barrie Zoning By-Law 2009-141*.

The purpose of regulating maximum residential density is to ensure that a site is not overdeveloped, compromising the functionality of a development in the long-term and that the density is appropriate for and compatible with the surrounding land uses. Furthermore, the regulation of density ensures that demand for City's services and infrastructure does not exceed the forecasted capacity available for development. The design of the proposed stacked back-to-back development includes the fundamental components required to maintain the long-term functionality and viability of a residential development as the built-form is 4 storeys in height with appropriate yard setbacks. The requested site-specific provisions are appropriate for a residential infill development, as the design of the proposed development respects the character of the surrounding neighbourhood and site functionality. The increased density will not affect the compatibility of the development with surrounding areas. In fact, the site is well-positioned near existing amenities like schools, community facilities, and public transit – characteristics and facilities that support the proposed higher-density. The increase in density is consistent with the goals of the City of Barrie with regards to housing. The City's Official Plan (Section 3.3) encourages building more housing units within existing developed areas. The site falls within the Built-Up Area as per Map 1 for the Official Plan and sits beside a major arterial road (i.e. Anne Street

North). Arterial roads are identified in the Official Plan (Section 4.3.1.2) as key locations for growth and development where the Neighbourhood land use designations permits densities up to 150 units per hectare. Given that the proposed density can be supported by City services and surrounding infrastructure, the built-form is 4 storeys in height with appropriate yard setbacks and the requested site-specific provisions are appropriate for a residential infill development, the proposed development maintains the intent of the regulating maximum residential density.

**Maximum height of 14.7 m whereas 10.0 m is permitted.**

The proposed building height of 14.7 m, coupled with site design which places the buildings as far away from existing buildings, fit well into the existing neighbourhood context. Furthermore, the fourth storey is a rooftop amenity area deck that is setback from the street wall of the building reducing the visual impact of the 4<sup>th</sup> storey. The Official Plan allows for up to a maximum of 6 storeys in height on the Subject Lands, however, the proposed development is intended to support a development which is compatible with the area including scale and character, while fostering intensification. The height will facilitate a functional building design in a manner that aligns with the intent of the Official Plan and is considered justified.

**4.2 Proposed Residential Multiple Dwelling First Density (RM1) Zone (SP-XX)**

**Table 2** demonstrates the proposed zoning provisions as compared to the requirement under the sought site-specific RM1 (SP-X) zone for the semi-detached dwellings with deficiencies highlighted.

<p align="center"><b>Table 2</b></p> <p align="center"><b>RESIDENTIAL <u>SEMI-DETACHED DWELLING</u> THIRD DENSITY (RM1) ZONE</b></p>		
<b>Provisions</b>	<b>Required</b>	<b>Provided</b>
Lot Area (min.) (5.3.1 Table 5.3)	300.00 m <sup>2</sup> / DU	191.81m <sup>2</sup> / DU
Lot Frontage (min.) (5.3.1 Table 5.3)	9.00 m / DU	8.00m / DU (Harrison Cres.)

Front Yard to Dwelling Unit (min.) (5.3.1 Table 5.3)	4.50m	greater or equal to
Front Yard to Attached Garage (min.) (5.3.1 Table 5.3)	7.00m	6.56 m
Side yards (min.) (5.3.1 Table 5.3)	1.20m	greater or equal to
Interior Side Yard to Attached Garage (min.) (5.3.1 Table 5.3)	0.60m	greater or equal to
Rear Yard (min.) (5.3.1 Table 5.3)	7.00m	6.00m (Lots 1, 2, 3 & 4)
Lot Coverage (max.) (5.2.3.1.a) (5.3.1 Table 5.3)	45%	less than or equal to 45%
Height of Main Bldg. (max.) (5.3.1 Table 5.3)	10.00 m	less than 10.00m
Max. G.F.A. (5.2.3.1.a)	N/A	N/A
Required Parking: Residential Bldg. containing not more than 3 dwelling units (4.6.1 Table 4.6)	1.5 spaces / DU. Tandem parking will be permitted	2 spaces/ DU Tandem parking permitted.

**Planning Rationale for Proposed Special Provisions****Minimum Lot Area of 191 m<sup>2</sup> whereas 300 m<sup>2</sup> is required**

The proposed development adopts contemporary urban development standards for low-rise built forms. A lot area of 191 m<sup>2</sup> is proposed for each semi-detached dwelling unit, whereas 300 m<sup>2</sup> is required per Section 5.3.4.1 of the *City of Barrie Zoning By-Law 2009-141*.

The proposed development adopts up-to-date urban development standards for low-rise built forms. A minimum lot area of 191 m<sup>2</sup> is proposed for each semi-detached dwelling unit, whereas 300 m<sup>2</sup> is required under Table 5.3 of the *City of Barrie Zoning By-Law 2009-141*.

The intent of the minimum lot area requirement is to ensure that an appropriately sized dwelling unit, an adequate amenity space and required parking spaces can be provided. Furthermore, the minimum lot area ensures that the development is in keeping with the character of the area. The proposed site-specific development standards will minimize the land consumption and servicing costs through reduced setbacks and reduced lot areas to allow for more compact form of housing. The requested site-specific provisions will provide for an adequately sized dwelling with a Gross Floor Area of approximately 188 m<sup>2</sup>, two parking spaces per unit and an adequate amenity space (6.0 m deep backyard). Furthermore, the proposed site-specific provisions are compatible with the character of the existing neighbourhood (6.50 m front yard setback representing a 0.5 m reduction, and a 6.00 m rear-yard representing a 1m reduction). As such the proposed reduced lot area provision intent of the minimum lot area requirement is considered appropriate.

**Minimum Lot Frontage of 8.00 m whereas 9.00 m is required**

A lot frontage of 8.00 m is proposed for each semi-detached dwelling unit, whereas 9.00 m is required per Section 5.3.4.1 of the *City of Barrie Zoning By-Law 2009-141*; *this approach adopts a contemporary development standard and is consistent with the draft Zoning bylaw for semi detached units*. The intent of the minimum lot frontage provision is to create an appropriate streetscape. The reduction of 1 metre for lot frontage is minor and does not negatively impact adjacent properties, the

surrounding area or the character of the neighbourhood, and will support a functional lot for an appropriately sized semi-detached dwelling unit, including parking and landscaped areas. The 1 m reduction will also maintain an aesthetically pleasing and appropriate streetscape. The proposed reduction supports a transition in density while supplying new low-rise housing on Harrison Crescent in a compact built-form. With a unit Gross Floor Area of approximately 188 m<sup>2</sup>, two parking spaces per unit, 48 m<sup>2</sup> of backyard space and adequate landscaping buffer in the front yard, the function of the townhouse units is also not affected by the requested reduction lot frontage. Therefore, the proposed lot frontage of 8.00 m is appropriate for the proposed semi-detached dwelling units.

**Rear Yard Set-back for a Semi-Detached Dwelling Unit of 6.00 m whereas 7.00 m is required**

The proposed development adopts contemporary urban development standards which aim to provide for a more efficient use of land while maintaining functionality. A rear yard setback of 6.00 m is proposed for each semi-detached dwelling unit, whereas 7.00 m is required. This requirement is described in Table 5.3 of the *City of Barrie Zoning By-Law 2009-141*

The intent of a rear-yard setback is to ensure that both an adequate buffer exists between the massing of primary structures on adjoining properties, as well as create an appropriate amenity area within the rear yard. The reduction of 1 m in the rear-yard setback maintains an adequate buffer of 6.0 m between semi-detached home and the rear yard of the adjoining property. Furthermore, reduction of 1 meter maintains the ability for the proposed semi-detached homes to accommodate an appropriate back-yard amenity space. The proposed rear yard area is 48 m<sup>2</sup> in size which represents an appropriate amenity area for a backyard space for a semi-detached dwelling. As such, this minor reduction in the minimum rear yard set-back is justified as the reduction maintains the intent of the rear-yard setback.

**Front Yard Set-back to attached Garage for a Semi-Detached Dwelling Unit of 6 m whereas 7.00 m is required**

A minimum front-yard setback of 7.00m for a garage is required on Harrison Crescent whereas a setback of 6m to the garage is proposed. The intent of this setback is to ensure adequate separation from the garage to the street, and accommodate sufficient space for a vehicle to park. The proposed setback maintains an appropriate relationship from the front lot line and street to the principal structure. The principal structure is set back an additional meter from the attached garage providing appropriate relationship from the front lot line to the principal structure and the front yard maintains adequate space for an parking space in front of the garage. As such, an appropriate relationship between the built form of the and the street has been maintained and the 1m reduction in this setback requirement is justified.

**4.3 Proposed Residential Single Detached Dwelling Third Density (R3) Zone (SP-XX)**

**Table 3** Demonstrates the proposed zoning provisions as compared to the requirement under the sought site-specific RM3 (SP-X) zone for the single detached dwellings with deficiencies highlighted.

<b>Table 3</b>		
<b>RESIDENTIAL <u>SINGLE DETACHED DWELLING</u> THIRD DENSITY (R3) ZONE</b>		
Provisions	Required	Provided
Lot Area (min.) (5.3.1 Table 5.3)	400.00 m <sup>2</sup>	317.67 m <sup>2</sup> (Lot 6)
Lot Frontage (min.) (5.3.1 Table 5.3)	12.00m	12.00m (Harrison Cres.)
Front Yard to Dwelling Unit (min.) (5.3.1 Table 5.3)	4.50m	5.51m
Front Yard to Attached Garage (min.) (5.3.1 Table 5.3)	7.0 m	6.5 m (Lot 5, 6, 7 & 8)

Interior Side Yard to Attached Garage (min.) (5.3.1 Table 5.3)	0.60m	1.21 m
Side yards (min.) (5.3.1 Table 5.3)	1.20 m	1.21 m
Rear Yard (min.) (5.3.1 Table 5.3)	7.00 m	6.04 m (Lot 5, 6, 7 & 8)
Lot Coverage (max.) (5.2.3.1.a) (5.3.1 Table 5.3)	45%	35%
Height of the main bldg. (max.) (5.3.1 Table 5.3)	10.00m	less than 10.00 m
Required Parking: residential building (4.6.1 Table 4.6)	1.5 spaces/DU. Tandem parking will be permitted	2 spaces/DU. Tandem parking permitted

**Planning Rationale for Proposed Special Provisions**

**Minimum Lot Area of 317 m<sup>2</sup> whereas 400 m<sup>2</sup> is required**

The proposed development adopts up-to-date urban development standards for low-rise built forms. A minimum lot area of 317 m<sup>2</sup> is proposed for each single detached dwelling unit, whereas 400 m<sup>2</sup> is required under Table 5.3 of the *City of Barrie Zoning By-Law 2009-141*.

The intent of the minimum lot area requirement is to ensure that an appropriately sized dwelling unit, an adequate amenity space and required parking spaces can be provided. Furthermore, the minimum lot area ensures that the development is in keeping with the character of the area. The proposed site-specific development standards will minimize the land consumption and servicing costs through reduced setbacks and reduced lot areas to allow for more compact form of housing. The requested site-specific provisions will provide for an adequately sized dwelling with a

Gross Floor Area of approximately 188 m<sup>2</sup>, two parking spaces per unit and an adequate amenity space (6.5 m deep backyard). Furthermore, the proposed site-specific provisions are compatible with the character of the existing neighbourhood (6.50 m front yard setback representing a 0.5 m reduction, and a 6.11 m rear-yard representing a 0.89 m reduction). Furthermore, the consistent 12 m frontage ensures integration and consistency with existing single-detached dwellings along Harrison Crescent. As such the proposed reduced lot area provision intent of the minimum lot area requirement is considered appropriate.

**Rear Yard Set-back for a Single-Detached Dwelling Unit of 6.00 m whereas 7.00 m is required**

The proposed development adopts contemporary urban development standards which aim to provide for a more efficient use of land while maintaining functionality. A rear yard setback of 6.00 m is proposed for each single-detached dwelling unit, whereas 7.00 m is required. This requirement is described in Table 5.3 of the *City of Barrie Zoning By-Law 2009-141*.

The intent of a rear-yard setback is to ensure that both an adequate buffer exists between the massing of primary structures on adjoining properties, as well as to create an appropriate amenity area within the rear yard. The reduction of 0.89 m in the rear-yard setback maintains an adequate buffer of 6.00 m between single-detached home and the interior side-yard of the adjoining property. Furthermore, reduction of 1 meter maintains the ability for the proposed single-detached homes to create an appropriate back-yard amenity space. The proposed rear yard area is 94.29 m<sup>2</sup> in size which represents an appropriate amenity area for a backyard space for a single-detached dwelling. As such, this minor reduction in the minimum rear yard set-back is justified as the reduction maintains the intent of the rear-yard setback.

**Front Yard Set-back to attached Garage for a Single-Detached Dwelling Unit of 6.00 m whereas 7.00 m is required**

A minimum front-yard setback of 7.00m for a garage is required on Harrison Crescent whereas a setback of 6m to the garage is proposed. The intent of this setback is to ensure adequate separation from the garage to the street, and accommodate

sufficient space for a vehicle to park. The proposed setback maintains an appropriate relationship from the front lot line and street to the principal structure. The principal structure is set back an additional meter from the attached garage providing appropriate relationship from the front lot line to the principal structure and the front yard maintains adequate space for an parking space in front of the garage. As such, an appropriate relationship between the built form of the and the street has been maintained and the 1m reduction in this setback requirement is justified.

## 5.0 PROPOSED DRAFT PLAN OF SUBDIVISION

The proposed Draft Plan of Subdivision establishes a residential subdivision that consists of 9 residential blocks for the development of 4 single-detached dwelling units, 8 semi-detached dwelling units and 84 stacked back-to-back townhouse units. A road widening block is also proposed for a total of 10 blocks.

The Draft Plan consists of the following lots/blocks shown in **Table 3**:

**Table 3.** Draft Plan of Subdivision Lots/Blocks

Land Use	LOT/BLOCK NO.	Units	Area (ha)
Semi-detached	1-4	8	0.15
Single-detached	5-8	4	0.12
Stacked Back-to-back townhomes	9	86	0.81
Road Widening	10	1	0.04
Total		96	1.12

Should the applications be approved, conditions of draft plan approval are anticipated and will need to be fulfilled prior to obtaining final approval. Upon obtaining final approval, the road widening block will be dedicated and Block 8 can proceed for development under an application for Site Plan Control. The semi and single-detached dwellings would be eligible for building permits however, the semi detached blocks would require an application for part lot control once foundations have been poured to create the individual semi detached lots.

Based on the above, it is anticipated that subject to approval of the Draft Plan application, the associated conditions of approval will be scoped.

## **6.0 PRE-CONSULTATION**

On behalf of the Applicant, IPS reviewed the submission requirements for the subject applications with City Planning staff through pre-consultation process on September 21, 2023 and June 11, 2024. A list of required studies for the Zoning By-law Amendment and Draft Plan of Subdivision was confirmed and has been provided as a part of this submission under separate cover. A summary of some of the reports is provided below.

## **7.0 NEIGHBOURHOOD MEETING**

A Neighbourhood Meeting took place on August 22<sup>nd</sup> 2024 and was attended by 12 participants as well as City Staff. The feedback received from the meeting included comments regarding traffic, building height, building design, municipal services and privacy that were addressed. A comment response matrix addressing the comments received is provided in Appendix D.

## **8.0 TECHNICAL REPORTS**

### **8.1 TRAFFIC IMPACT STUDY**

- The proposed development is expected to generate a total of 47 AM and 56 PM peak hour primary trips.
- Detailed turning movement traffic and pedestrian counts were commissioned by JD Engineering.
- An intersection operation analysis was completed at the study area intersections, using the existing and background (2027) traffic volumes, with consideration for the projected adjacent development traffic growth and without the proposed development traffic. No improvements are recommended within the study area.
- An estimate of the amount of traffic that would be generated by the Subject Site was prepared and assigned to the study area streets and intersections.

- An intersection operation analysis was completed under total (2027) traffic volumes with the proposed development operational at the study area intersections. No improvements are recommended within the study area.
- The North Access will operate efficiently as a full movement access, with one-way stop control for egress movements. A single lane for ingress and egress movements will provide the necessary capacity to convey the traffic volume generated by the proposed development.
- The South Access will operate efficiently as a full movement access, with one-way stop control for egress movements. A single lane for ingress and egress movements will provide the necessary capacity to convey the traffic volume generated by the proposed development.
- The proposed parking supply exceeds the minimum parking requirement specified in the City's Zoning By-Law.
- In summary, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

## **8.2 GEOTECHNICAL REPORT**

- It is recommended that nominal reinforcing steel for stiffening of the foundation walls made on engineered fill be provided to help mitigate minor cracking due to minor differential settlement. The reinforcing steel in the poured concrete foundation walls may consist of 2-15M bars continuous at the top of the foundation wall, and 2-15M bars continuous at the bottom of the foundation walls. The recommended nominal reinforcing steel should not be considered a structural design. The need for different or additional reinforcement should be reviewed by a structural engineer to ensure the original structural design intent of the structure is maintained.
- For new structures that will be slab-on-grade with no basement levels, perimeter and under- slab drainage at the foundation level is not required, provided that the underside of the concrete slab is at least 200 mm above the prevailing grade of the site and the surrounding surfaces slope away from the building at a gradient of at least 2% to promote surface water run-off and

to reduce groundwater infiltration adjacent to foundations. To minimize infiltration of surface water, the upper 150 mm of backfill should comprise relatively impervious/cohesive compacted soil material.

- It is recommended to carry out the work during the dry time of the year when the ground water table is lowest, to mitigate groundwater control measures. Also reducing the size of the excavation that is open at any one time will aid in reducing groundwater control requirements.
- Continuous pavement subdrains should be provided along both sides of the roadways and drained into respective catchbasins to facilitate drainage of the subgrade and the granular materials. The subdrain invert should be maintained at least 0.3 m below subgrade level. To minimize the problems of differential movement between the pavement and catchbasins/manhole due to frost action, the backfill around the structures should consist of free-draining OPSS Granular B.

### **8.3 HYDROGEOLOGICAL REPORT**

The boreholes revealed native soil units of sand and glacial till below the surficial topsoil and underlying fill layer. No groundwater was present in the boreholes upon completion. Reference is made to GEI's Geotechnical Report for further details regarding the subsurface conditions, as follows:

- "Geotechnical Investigation, Proposed Residential Development, 435 Anne Street North, Barrie, Ontario" GEI Project No. 2303611, dated June 18, 2024. Currently, GEI is monitoring groundwater levels monthly for one year, until April of 2025. To date, all the monitoring wells have been dry during the monthly site visits.

Due to the lack of groundwater within the depth of exploration at the site for several months, in general, at this preliminary stage, the development of the subdivision with excavation typically envisioned to be about 3 to 4 m depth for construction purposes, is not expected to impact the groundwater table. When/if the groundwater becomes present in the monitoring wells during our monthly assessment, further assessment will be carried out.

## **8.4 PHASE ONE/PHASE TWO ENVIRONMENTAL ASSESSMENT**

- The soil COCs identified at the Site are comprised of PHC F3, lead, and EC. Groundwater media was not sampled at the Site due to the depth of groundwater table and the shallow extent of the impacts in soil. Based on the former activities on-Site, the impacts are likely associated with the importation of fill material, as well as a former waste oil drum and USTs formerly located in the northeast portion of the Site. The former drum could have leaked liquids containing PHC F3 to the ground. The former UST could have leaked gasoline containing leaded additives to the ground.
- The impacts of PHC F3, lead, and EC in soil were laterally and vertically delineated to a maximum depth of 0.8 m bgs. The following steps are recommended:
  - Conduct a remediation program consisting of the excavation and off-Site removal of impacted soil material.
  - Conduct a confirmatory soil sampling program. Soil samples are to be submitted for PHC F3, lead and EC.
  - Prepare a remediation report.

## **8.5 FUNCTIONAL SERVICING REPORT**

- The proposed townhouse blocks will be serviced by the existing 250mm diameter sanitary sewer beneath Anne Street N, and the proposed single-family/semi-detached lots will be serviced by the existing 250mm diameter sanitary sewer beneath Harrison Crescent.
- The proposed townhouse blocks will be serviced via a new 200mm dia. water service connection off the existing 300mm dia. watermain located beneath the western boulevard of Anne Street N. Proposed private hydrants off the new 200mm dia. water service will provide the townhouse blocks with water supply for firefighting. Each single-family/semi-detached dwelling unit will be serviced by the existing 150mm dia. watermain beneath the western boulevard of Harrison Crescent. Existing municipal hydrants within the Harrison Crescent ROW will provide water supply for firefighting. The max day plus fire

flow rate of 155.73L/sec can be delivered to the proposed townhouse blocks from Anne Street N with a residual pressure of 22.2 psi.

- This site is considered a “major development” as defined in the Lake Simcoe Protection Plan, therefore a phosphorus loading and water balance analysis is required in accordance with the LSRCA.
- No quantity control measures are required for the single-family/semi-detached lots in catchment 203. Attenuation of peak post-development flowrates to below pre-development levels for catchment 201 will be provided by a combination of driveway/landscape surface ponding and subsurface detention tank storage. An orifice restriction will be installed on the outlet pipe from STMMH#2 to control flows to or below pre-development levels.
- Quality control for the development will be provided by a treatment train approach consisting of the installation of CB Shields installed within catch basins that capture pavement runoff, and the construction of subsurface infiltration tanks to capture rooftop and pavement runoff.

## 9.0 PLANNING POLICY & ANALYSIS

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

### 9.1 THE PLANNING ACT

The Planning Act is provincial legislation that establishes the policies for land use planning in Ontario. The Act promotes sustainable development within a provincial framework focused on provincial interests. Section 2 of the *Planning Act* requires that all land use planning activities under the Act shall have regard for matters of Provincial Interest. The following key matters of provincial interest under Section 2 of the *Planning Act* were found to be relevant to the proposed development as shown in **Table 4**:

**Table 4.** *Planning Act S(2) Matters of Provincial Interest*

Clause	Comment
(a) the protection of ecological systems, including natural areas, features and functions;	The proposed development is not on lands identified as part of the City's Natural Heritage System (NHS) in Official Plan Map 3, Natural Heritage Protection Overlays (Figure 6). A phosphorus budget has been included in the Functional Servicing report to demonstrate that the phosphorus load from the development on the property will not exceed predevelopment phosphorus loadings. This prevents excess phosphorus from negatively impacting surrounding ecological functions and the development has regard for the protection of ecological systems.
(b) the protection of the agricultural resources of the Province;	The Subject Lands are zoned Agricultural. However, the Subject Lands have been designated as 'Neighbourhood Area' for residential purposes within the City of Barrie Official Plan and has been occupied by residential use. As such, the Subject Lands does not represent an agricultural resource and its development will not negatively impact the agriculture system.
(e) the supply, efficient use and conservation of energy and water;	A Functional Servicing Report that has been prepared by Pinestone Engineering has confirmed that the proposed development can be serviced through the extension of existing water and wastewater services. The use of the existing infrastructure to service the proposed development represents the supply, efficient use and conservation of energy and water. The servicing of the site will be further addressed to Site Plan Application and Building Permit process as per the City of Barrie municipal standards.
(f) the adequate provision and efficient use of	The site benefits from existing communication, transportation, and servicing, including waste

<p>communication, transportation, sewage and water services and waste management systems;</p>	<p>management systems which will be utilized in an efficient manner as demonstrated through the Functional Servicing Report Traffic Impact Study. The development contributes uses and tax base on these existing systems, while adding potential ridership to public transit.</p>
<p>(h) the orderly development of safe and healthy communities;</p>	<p>The proposed infill development represents orderly development within in existing community. This development is aligned with the existing neighbourhood, while increasing the variety of housing types and densities to provide residents with more housing options, including affordable housing.</p>
<p>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</p>	<p>The proposed development with comply with Accessibility for Ontarians with Disabilities Act requirements through future stages, as required, including permitting and Site Plan Approval</p>
<p>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</p>	<p>The proposed development will be served by nearby schools (West Bayfield Elementary School, St. Marguerite D'Youville, Sister Catherine Donnelly, Terry Fox Elementary and Nouvelle Alliance High School), parks and recreation center (East Bayfield Community Centre). The proposed development is located within an urban, built-up area where these services/facilities are available</p>
<p>(j) the adequate provision of a full range of housing, including affordable housing;</p>	<p>The proposed development contemplates stacked back-to-back townhouses, semi-detached and single-detached residential dwelling units providing a full range of housing options and provides for 9 units of affordable housing .</p>
<p>(p) the appropriate location of growth and development;</p>	<p>The proposed infill development is proposed within the Neighborhood Area within the <i>City of Barrie Official Plan</i> along an arterial road which represents an appropriate location for growth and development.</p>

<p>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</p>	<p>The proposed development is sustainable as it is designed in a compact form. The proposed development is within walking distance of public transit at the intersection of Anne Street North and Livingstone Street West and supports pedestrian mobility/accessibility.</p>
<p>(r) the promotion of built form that,  (i) is well-designed,  (ii) encourages a sense of place, and  (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</p>	<p>The proposed development is well-designed and meets appropriate urban design and development standards encouraging a sense of place and will be further addressed through Site Plan approval. The proposed development provides for functional elements, including common and private amenity spaces, all of which will be designed to be high quality, safe and accessible while fostering an aesthetically pleasing streetscape</p>

As per Section 51(24) in the *Planning Act*, the following matters in **Table 5** below must be considered for the approval of a Draft Plan of Subdivision:

**Table 5.** *Planning Act* Section 51(24) Matters of Consideration for Draft Plan Approval

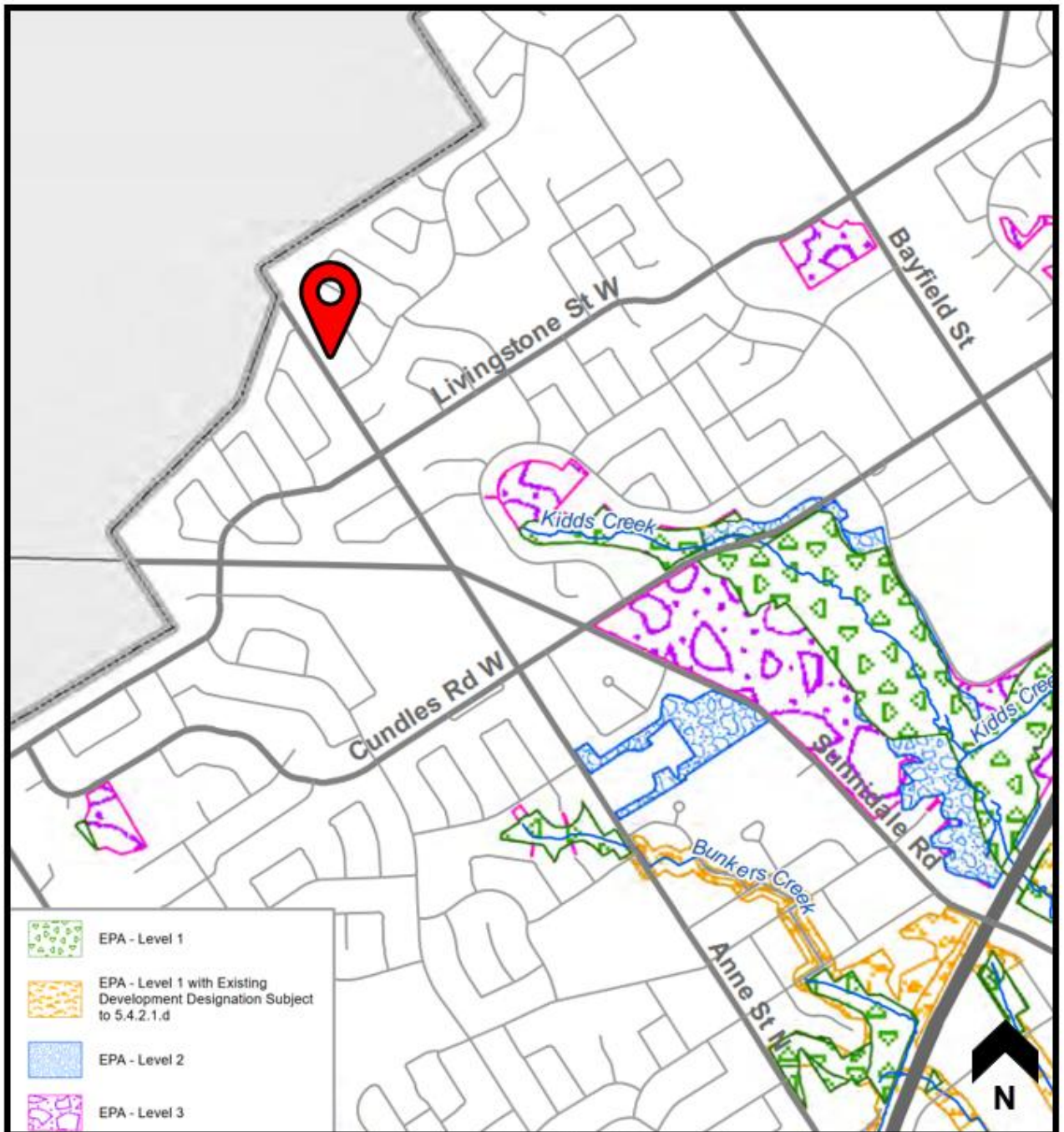
Clause	Comment
<p>(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2 of the <i>Planning Act</i>;</p>	<p>S. 6.1 of this Report has considered matters to be regarded under S. 2 of the <i>Planning Act</i>.</p>
<p>(b) whether the proposed subdivision is premature or in the public interest;</p>	<p>The proposed subdivision plan is not premature as the Subject Lands are within a built-up area of the City of Barrie and the draft plan is primarily technical in nature. The Draft Plan of Subdivision</p>

	<p>proposes a development which is a logical and sequential extension of the surrounding community infrastructure and current built form. Within this context, the proposed Draft Plan of Subdivision and Zoning By-law Amendment are in the public interest and the applications provide for additional housing stock while making use of existing infrastructure.</p>
<p>(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</p>	<p>The Draft Plan of Subdivision proposes a residential subdivision which conforms to the City OP under the Neighbourhood Area designation and is compatible with the surrounding land uses in terms of built-form and density. It would also consolidate a remnant block from the adjacent plan of subdivision and include it within this comprehensive development application.</p>
<p>(d) the suitability of the land for the purposes for which it is to be subdivided;</p>	<p>The land is suitable to be subdivided for the provision of residential units; the lands are within a Settlement Area and designated for such use in the Municipal Official Plan,</p>
<p>(d.1) If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;</p>	<p>The proposed development provides a range of attainable and affordable housing types including small-lot single-family, semi-detached and back-to-</p>

	back townhouses, 9 of which are intended to be made affordable through partnership with Habitat for Humanity.
(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	The development will be accessed by existing roads and no new roads are proposed. The existing road network in the area can accommodate the proposed development as demonstrated in the Traffic Impact Study.
(f) the dimensions and shapes of the proposed lots;	The dimensions and shapes of the proposed lots have been provided in the Draft Plan of Subdivision and are considered appropriate.
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	There are no restrictions or proposed restrictions as municipal servicing capacity is available for the proposed development and are not anticipated to negatively impact adjoining land.
(h) conservation of natural resources and flood control;	There are no natural resources or flood hazards on the Subject Lands.
(i) the adequacy of utilities and municipal services	The Functional Servicing Report prepared by Pinestone Engineering has identified that the conceptual design can be adequately municipally serviced

	and served by the required utilities for the proposed residential uses.
(j) the adequacy of school sites;	The proposed residential units will be served by the following nearby schools: West Bayfield Elementary School, Cundles Heights Public School, Terry Fox Elementary School and Nouvelle Alliance High School. The applications will be circulated to the applicable school boards for further comment and any concerns raised will be addressed.
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	No lands are anticipated to be dedicated/conveyed exclusive of highways.
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and,	The Draft Plan of Subdivision will utilize existing municipal services and infrastructure making for efficient use of and conservation of energy.

Based on a review of the *Planning Act* Section 2 and Section 54(24), the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications conform to the *Planning Act*.



	EPA - Level 1
	EPA - Level 1 with Existing Development Designation Subject to 5.4.2.1.d
	EPA - Level 2
	EPA - Level 3

**LEGEND**



Subject Lands

Figure 6  
**Natural Heritage**

Source: Official Plan Map 3 Natural Heritage

Drawn By: CD

File: 23-1327



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## 9.2 THE PROVINCIAL PLANNING STATEMENT, 2024

On October 20, 2024, the Provincial Planning Statement 2024 (hereinafter 'PPS 2024') came into effect replacing both the *Provincial Policy Statement* and the *A Place to Grow: Growth Plan for the Greater Golden Horseshoe*.

**Section 2.1**, Planning for People and Homes, includes policies focused on providing for an appropriate range of land uses that contribute to a complete community.

**Section 2.1.6** states Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (, recreation, parks and open space, and other uses to meet long-term needs and by improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation.

The proposed development provides for a range and mix of housing options in an existing built-up area which includes a range of existing uses consistent with the PPS. The proposed uses will assist with the creation of a more complete community on these vacant lands.

Policy 2.1.6 c) encourages that complete communities should improve social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed development intends to provide for 9 units of affordable housing through partnership with Habitat for Humanity, consistent with the PPS.

**Section 2.2.1** provides direction on housing policies and requires planning authorities to support the provision of diverse housing types and densities that are compatible with the surrounding neighbourhood, meet a broad range of housing demands and are necessary to meet the projected needs of current and future residents.

The proposed development contributes to the diversity of housing types in the area . The proposed density is compatible with the surrounding neighbourhood as the single-detached and semi-detached units face the existing single-detached homes on

Harrison Crescent and the stacked back-to-back townhouses face Anne Street north, an arterial road where additional density is appropriate.

**Section 2.3.1.1** states that Settlement Areas shall be the focus of growth and development. Consistent with the PPS, the proposed development focuses growth within an identified Settlement Area of the City of Barrie.

**Section 2.3.1.2** states that land use patterns within Settlement Area should have a mix of land use and densities uses which efficiently use land and resources, optimize existing and planned infrastructure and public services facilities, support active transportation, are transit-supportive and are freight-supportive.

**Section 2.3.1.3** states that 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.

**Section 2.3.1.5** states the Planning Authorities are encouraged to establish density targets for Designated Growth Areas. Large and fast-growing municipalities (which includes the City of Barrie) are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas (which includes the subject lands). Assuming a household size of 2 persons per unit (which is conservative when compared to the PPU calculations in the City of Barrie Development Charge Background Study, October 2023), the development would contribute to the target by providing for 196 residents over 1.12 hectares, equating to 175 persons per hectare.

The proposed development efficiently uses the Subject Lands by providing for compact development on an underutilized site that will be serviced by existing municipal sewer and water infrastructure. The site is within walking distance of transit (bus stops) and would support active transportation.

The proposal represents redevelopment and intensification of an existing property at a density that is appropriate for the site by providing for single-detached, semi-detached and townhouse units. It will contribute to a complete community and a mix of housing options.

**Section 3.1.1**, General Policies for Infrastructure and Public Service Facilities, prescribes that new developments should utilize existing municipal infrastructure to ensure that sufficient services are in place to meet current and projected needs.

The proposed development will utilize the existing municipal infrastructure and ensure that there is sufficient servicing capacity to meet the needs of the current and future needs of residents. Further details regarding servicing have been provided within the Functional Servicing Report prepared by Pinestone Engineering.

**Section 3.2.2** states that efficient use of existing and planned infrastructure should be made through transportation demand management strategies.

The proposed development makes efficient use of the existing transportation system and existing infrastructure. Furthermore, the proposed will provide for a road widening to accommodate future improvements by the City. The Subject Lands are located within walking distance of the bus stop at the intersection of Livingstone Street West and Anne Street North.

**Section 3.6**, Sewage, Water and Stormwater, provides planning policies for best practices for sewage and water services and stormwater management.

The proposed development will be municipally serviced using existing infrastructure which is the preferred form of servicing within Settlement Areas. Furthermore, given that the proposed development is able to use the existing capacity within the municipal system, it provides for efficient use of the existing municipal sewage, water and stormwater infrastructure and services the proposed development in a cost-effective manner. The Functional Servicing Report prepared by Pinestone Engineering discusses the best practices for sewage and water services and stormwater management. Furthermore, a phosphorus budget has been included in the Functional Servicing Report.

**Based on a review of the PPS 2024 policies above, the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications are consistent with the policies of the PPS, 2024.**

### 9.3 LAKE SIMCOE PROTECTION PLAN, 2009

The Lake Simcoe Protection Plan (hereinafter 'LSPP') is a watershed-based plan to protect and restore the ecological health of Lake Simcoe and its watershed. The Subject Lands are located within the Lake Simcoe Region Conservation Authority (LSRCA) watershed boundary, outside of the regulated area. The proposed development is considered a 'major development' as the proposed development creates more than three lots. The following LSPP policies apply to major development:

*4.8-dp An application for major development shall be accompanied by a stormwater management plan that demonstrates:*

*a. consistency with stormwater management master plans prepared under policy 4.5 when completed;*

*b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;*

*c. an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*

*d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and*

*e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.*

The Stormwater Management Plan within the Functional Servicing Report prepared by Pinestone Engineering:

- Demonstrates consistency with stormwater management master plans prepared under Policy 4.5;
- Consistency with subwatershed evaluations prepared under policy 8.3;

- Demonstrates consistency with water budgets prepared under policy 5.2;
- an integrated treatment train approach will be used to minimize stormwater management flows;
- provide an evaluation of anticipated changes in the water balance between pre-development and post-development; and
- provide strategies regarding how water balance between pre-development and post-development can be minimized.

The Hydrogeological Report has been prepared by GEI to characterize the hydrogeological setting of the site. The proposed development is evaluated through a Stormwater Management Plan and Functional Servicing Report, to ensure the watershed is protected. Stormwater quality and quantity control measures are required by the Lake Simcoe Regional Conservation Authority (LSRCA). These technical reports will be reviewed by the LSRCA through the application process. Further assessment will be provided through the Site Plan Control process.

**As per the policy review above, the Zoning by-law Amendment and Draft Plan of Subdivision applications conform to the policies and intent of the Lake Simcoe Protection Plan.**

#### **9.4 CITY OF BARRIE OFFICIAL PLAN, 2024**

The *City of Barrie Official Plan* (hereinafter 'City OP'), adopted in May 2024, is a land use policy document that establishes a long-range planning for land uses and resource management in Barrie. The Subject Lands are designated as 'Neighbourhood Area' on Map 2 (Land Use Designations) of the City OP and are identified to be within a 'Built Up Area' on Map 1 of the City OP. The applicable policies of the Official Plan are outlined and reviewed below.

##### **Section 2.3.7 Neighbourhoods**

Neighbourhoods are where the majority of residents live as identified on Map 1 of the City OP. Historically within the Built-Up Area, these areas are comprised of predominately low-density residential uses and are expected to evolve in order to integrate a range of housing forms.

There are five key policy factors that are considered within Neighborhoods in the City OP: scale of development and built form suitable for their planned function, low impact intensification is expected to occur, achieve a variety of built form types and uses and allow for redevelopment and intensification, foster linkages to the Natural Heritage System, recreational areas and Greenspace and encourage opportunities for a full range of housing forms, types, and options, including affordable housing.

The proposed development plans for intensification with a built form and density that is suitable for the planned function of the area. The design of the proposed development maintains the long-term functionality and viability of the area . The requested site-specific provisions are appropriate for residential infill development, as the design of the proposed development respects the character of the surrounding neighbourhood and site functionality while providing a range of housing types in an efficient manner

The existing Harrison Crescent single-detached homes will abut the proposed single-detached and semi-detached dwellings with adequate setbacks and provide an appropriate transition in density to the townhouses. Along Anne Street North, the stacked back-to-back townhomes provide for appropriate scale, height and setbacks to the existing single-detached homes located to the south.

#### **Section 2.4: Growth Management**

The City's growth management policies, outlined in **Section 2.4**, guide Barrie's development into a medium-sized City by 2051 including a population of 298,000 people (~157,000 in 2022). These policies prioritize a diverse housing mix that fosters a transition towards more compact development patterns while supporting intensification initiatives. The City OP specifically encourages developments that contribute to increasing medium and high-density housing options. **Section 2.4.2.2** mandates that at least 50% of residential growth occurs within the Built-up Area, further stipulating that new development within this area must include at least 74% high-density housing, with a substantial proportion of medium-density options and limited low-density development. Furthermore, this section supports appropriate levels of intensification and redevelopment within the designated Neighbourhood Areas. The proposed development conforms to these policies by promoting a compact form and

intensification within the City's Built-Up Area along an arterial road, primarily through the inclusion of medium-density housing and limited low-density development.

### **General Land Use Policies Section 2.5**

**Policy 2.5.2** identifies that the Subject Lands within the boundary of the Lake Simcoe Region Conservation Authority as identified on Appendix 1 of the City OP and are located within the Lake Simcoe Watershed. As such, policies of the Lake Simcoe Protection Plan are applicable as outlined in Section 9.3.

### **Section 2.6.1: Neighbourhood Area**

Section 2.6.1 outlines policies for the Neighbourhood Area, which are intended to house the majority of Barrie's low-rise residential stock. However, these areas also allow for a mix of uses on arterial streets and designated Intensification Corridors. The policies for the Neighbourhood Area designation permit a variety of residential uses, along with small-scale commercial and retail establishments. While significant development within the Neighbourhood Area that changes the neighbourhood character is generally discouraged, exceptions are made for lands located along arterial streets. The Subject Lands fall within this category. The proposed development aligns with the Neighbourhood Area's development guidelines by incorporating higher-density housing options along Anne St. N. (arterial street) and transitioning to low-rise semi-detached dwellings on the local road (Harrison Crescent). The design has been presented in manner which avoids negative impact to the character of the area.

**Policy 2.6.1.3 i)** states that outside of historic neighbourhoods, new development of up to six storeys may be permitted on vacant lands designated Neighbourhood Area where lands are comprehensively planned through a Draft Plan of Subdivision . Given that up to 6 stories in height are permitted as-of-right within Neighbourhood Areas, the proposed 4 storey back-to-back homes are of an appropriate height within the Neighbourhood Area designation.

**Policy 2.6.1.3.h)** requires residential developments along arterial streets to have a minimum density of 50 units per hectare (to a maximum of 125 units per hectare which would fall under the Medium Density designation). The proposed development seeks a density of 107 units per hectare density for the back-to-back townhouse

development which conforms to the City OP. The proposed density is transit-supportive and will take advantage of available transit services as well as other facilities within the neighbourhood.

### **Section 3.2: General Urban Design Policies**

A detailed analysis of the City's General Urban Design Policies (**Section 3.2**) is provided within the Urban Design Brief submitted under a separate cover in support of the application. These policies aim to achieve the City's vision of becoming an attractive municipality, ensuring smooth transitions between built forms, and achieving design excellence. The proposed development adheres to these relevant policies to create a built form and design that supports the City's goals for compact, complete, and connected neighbourhoods.

### **Section 4.1: Transportation and Mobility**

The proposed development aligns with the City's transportation and mobility goals outlined in Section 4.1. The objectives are to prioritize public transit and active transportation, to establish networks of paths and trails, and to promote the creation of complete streets to support multi-modal transportation (**Section 4.1.1**). The Subject Lands benefits from its proximity to Barrie Transit Route 6 A & B (stops at Livingstone Street West and Anne Street North), with connections to routes 2 A & B, 3 A & B, and 8 A&B. The development is transit-supportive and encourages healthy and active lifestyles for residents. The proposed density is transit-supportive and will permit efficient utilization of nearby existing transit services as well as of many nearby family-oriented amenities, like schools. Proposed internal sidewalks will connect to the municipal network, promoting complete streets and facilitating active transportation choices.

**Based on the policy review above, the proposed Zoning By-law Amendment applications and Draft Plan conform to the City of Barrie Official Plan.**

## **10.0 AFFORDABLE HOUSING REPORT**

The City of Barrie, like many Ontario municipalities, grapples with housing affordability challenges. Recognizing the persistent disparity between housing costs and wages, Barrie has implemented various policies and initiatives to address this issue. The

following analysis explores how the proposed development aligns with the City's affordable housing objectives. It is important to note that the proposed development intends to offer 9 affordable housing units through partnership with Habitat for Humanity, and the proposed townhouse units which make up the majority of units proposed are generally more attainable than lower density housing forms; notwithstanding this, lower density housing forms are proposed along Harrison Crescent in conformity with the City OP which represents an appropriately balanced approach in providing housing options in the area.

Policy 2.5 I) of the City OP establishes an annual affordable housing target of 15% within the City's defined boundaries. The proposed development intends to contribute to this goal by including 9 affordable units through a partnership with Habitat for Humanity.

## **10.1 OFFICIAL PLAN AFFORDABLE HOUSING POLICIES**

Section 6.4.2 of the Official Plan contains the City's affordable housing policies. Below is a review of the policies applicable to this application.

*a) The City will take measures to ensure that housing options meet the needs of all residents.*

**Comment:** The proposed development provides a range of housing types to provide housing options at varying costs and meet the needs of future residents

*b) The City will explore partnership opportunities between the County of Simcoe, housing providers and agencies, private developers, as well as community groups, to provide innovative affordable housing options, including deeply affordable housing.*

**Comment:** The proposed development is working towards a partnership with Habitat for Humanity to provide affordable housing options on the site.

*e) The City shall encourage the provision of an appropriate range and mix of housing options and densities to meet the social, health, economic, and well-being requirements of current and future residents.*

**Comment:** The proposed development provisions for an appropriate range and mix of housing options and densities to meet the requirements of current and future residents

*i) Development and redevelopment applications occurring outside of Employment Areas and through draft plan of subdivision, draft plan of condominium, site plan or part lot control shall be supported by an affordable housing report. The report will be prepared by the City's current terms of reference, and provide an opinion by a qualified professional as to how the proposed development or redevelopment provides housing to meet the needs of current and future residents;*

**Comment:** The Affordable Housing Report has been prepared as per the City's Terms of Reference and provides an opinion as to how the development provides housing to meet the needs of current and future residents .

*ii) Innovative and non-traditional housing types, arrangements, and forms will be encouraged where residential land uses are permitted to facilitate intensification and the creation of affordable housing units, subject to the Zoning By-law, including but not limited to ancillary units, life lease housing, shared accommodations, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, and inclusive and accessible housing for people with special needs;*

**Comment:** The proposal offers a range of housing types, including stacked back-to-back homes as an innovative and non-traditional solution to provide for greater affordability in a compact and functional form. The development also intends to offer, through partnership with Habitat for Humanity 9 affordable housing units.

*iii) All development proposals with more than 40 residential dwelling units will be required to demonstrate the provision of affordable housing units;*

The proposed development provides for 9 affordable housing units which represents 9.4% of the total unit count.

The City's policies, as outlined in Section 6.4.2 e) iv), emphasize ensuring a housing mix that caters to the diverse needs of residents (current and future), exploring

partnerships for innovative affordable housing options, and planning for attainable housing solutions .

The proposed development aims to addresses these objectives through a partnership with Habitat for Humanity. The project also introduces attainable housing options through stacked back-to-back townhouses and semi-detached units. These options are generally more affordable compared to traditional low-rise housing found in the surrounding area; while singles and semis are proposed, the overall development offers an appropriate balance between housing costs and neighbourhood integration. Furthermore, the site benefits from access to existing public transit and proximity to schools and community facilities. The proposed zoning by-law amendment would facilitate the development of much-needed, diversified housing stock for the area and the City as a whole.

It is our opinion that the proposed development aligns with the City of Barrie's Affordable Housing policies. It directly contributes to the City's goals by providing both affordable housing units and an influx of attainable units while also offering transition to the existing neighbourhood This diversified housing mix will help address affordability challenges across the housing spectrum, ultimately benefiting a broader range of residents. The project's location, with its proximity to public transit, schools, and community facilities, further enhances its suitability for these housing options and proposed applications.

## 11.0 CONCLUSION

This Report explores the merits of the proposed development as it relates to all levels of applicable planning policy, for lands located at 435 Anne Street North and 33 Harrison Crescent in the City of Barrie.

As outlined in this report, together with the supporting technical reports, the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications and associated development are appropriate for the Subject Lands. Based on the existing physical context and the surrounding neighbourhood, a technical assessment of the proposed development concept, and an analysis of the proposal within the current policy framework and regulatory context of the Province and City, this report concludes the following:

1. The proposed Zoning By-law Amendment and Draft Plan of Subdivision applications conform to Section 2 and Section 54(24) of the *Planning Act*;
2. The proposed Zoning By-law Amendment and Draft Plan of Subdivision applications are consistent with the *Provincial Planning Statement*;
3. The proposed development conforms to the *City of Barrie Official Plan*. The multi-unit residential and intensification development criteria have been addressed and the proposed development assists in achieving the City's intensification and affordable housing targets;
4. The proposed development will contribute to the range of residential housing types within the community while integrating with the existing neighbourhood;
5. The proposed development will optimize the use of existing infrastructure as the lands can be adequately serviced through connections to existing infrastructure;
6. The proposed increase in density is consistent with the overarching intensification policy objectives of the Province and City of Barrie, while also being supported by technical studies demonstrating that the proposal can be accommodated;

7. The Zoning by-law Amendment and Draft Plan of Subdivision applications conform with the policies and intent of the *Lake Simcoe Protection Plan*; and
8. The proposed development demonstrably aligns with the City of Barrie's Affordable Housing policies.

It is our professional planning opinion that the requested Zoning By-law Amendment and Draft Plan of Subdivision demonstrate consistency with, and conform to, applicable Provincial and Municipal planning policies and principles, and represent good planning.

Respectfully submitted,

**Innovative Planning Solutions**



Greg Barker, B.A.A.  
Partner



John Albert, B.E.S., M.B.A.  
*Intermediate Planner*



## APPENDICES

## **Appendix A**

### Draft Zoning By-law Amendment and Schedule

**D R A F T**  
**ZONING BY-LAW AMENDMENT**



**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: the lands identified as 'Part of Lot 19, Concession 5, Lot 1 of Registered Plan 51R-44456 (PIN 58926-0051 – 435 Anne Street)' and 'Block 55 of Registered Plan 51M-470 (PIN 58927-0034 – 33 Harrison Crescent)' within The City of Barrie from "Agricultural (A) Zone" and "Residential Single Detached Dwelling Third Density (R3) Zone" to "Residential Multiple Dwelling, Second Density RM2 (SP-XX)", "Residential Semi-detached Dwelling, First Density RM1 (SP-XX)", and "Residential Single Detached Dwelling Third Density R3 (SP-XX)".

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion XXXXX; **NOW THEREFORE** the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the zoning map is amended to change the zoning of the lands identified as, Part of Lot 19, Concession 5, Lot 1 of Registered Plan 51R-44456 (PIN 58926-0051 – 435 Anne Street)' and 'Block 55 of Registered Plan 51M-470 (PIN 58927-0034 – 33 Harrison Crescent),' in the City of Barrie from "Agricultural (A) Zone" and "Residential Single Detached Dwelling Third Density (R3) Zone" to "Residential Multiple Dwelling, Second Density RM2 (SP-XX)", "Residential Semi-detached Dwelling, First Density RM1 (SP-XX)", and "Residential Single Detached Dwelling Third Density R3 (SP-XX)".

2. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the minimum Front Yard to a Dwelling Unit of 3.0m shall be permitted in the Residential Multiple Dwelling, Second Density RM2 (SP-XX) Zone.
3. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the minimum Rear Yard of 3.5m shall be permitted in the Residential Multiple Dwelling, Second Density RM2 (SP-XX) Zone.
4. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the maximum Lot Coverage of 45% shall be permitted in the Residential Multiple Dwelling, Second Density RM2 (SP-XX) Zone.
5. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the maximum Main Building height of 14.70m shall be permitted in the Residential Multiple Dwelling, Second Density RM2 (SP-XX) Zone.
6. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the maximum Gross Floor Area (max. % of lot area) of 120% shall be permitted in the Residential Multiple Dwelling, Second Density RM2 (SP-XX) Zone.
7. **THAT** notwithstanding the provision set out in 5.2.5.1.a of By-law 2009-141, the maximum Density of 107 units per hectare shall be permitted in the Residential Multiple Dwelling, Second Density RM2 (SP-XX) Zone.
8. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the minimum Lot Area of 191.00 m<sup>2</sup> per Dwelling Unit shall be permitted in the Residential Semi-detached Dwelling, First Density RM1 (SP-XX) Zone.
9. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the minimum Lot Frontage of 8.00m per Dwelling Unit shall be permitted in the Residential Semi-detached Dwelling, First Density RM1 (SP-XX) Zone.
10. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the minimum Front Yard to Attached Garage of 6.50m shall be permitted in the Residential Semi-detached Dwelling, First Density RM1 (SP-XX) Zone.
11. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the minimum Rear Yard of 6.00m shall be permitted in the Residential Semi-detached Dwelling, First Density RM1 (SP-XX) Zone.
12. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the minimum Lot Area of 317.00 m<sup>2</sup> shall be permitted in the Residential Single Detached Dwelling Third Density R3 (SP-XX).
13. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the minimum Front Yard to Attached Garage of 6.00 m shall be permitted in Residential Single Detached Dwelling Third Density R3 (SP-XX).
14. **THAT** notwithstanding the provisions set out in Table 5.3.1 of By-law 2009-141, the

minimum Rear Yard of 6.00 m shall be permitted in Residential Single Detached Dwelling Third Density R3 (SP-XX).

15. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands as shown in Schedule "A" to this By-law shall continue to apply to the said lands except as varied by this By-law.
16. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

**BY-LAW** read a **FIRST, SECOND,** and **THIRD** time and finally **PASSED** this \_\_\_\_ day of 2025.

**THE CORPORATION OF THE TOWN OF BARRIE**

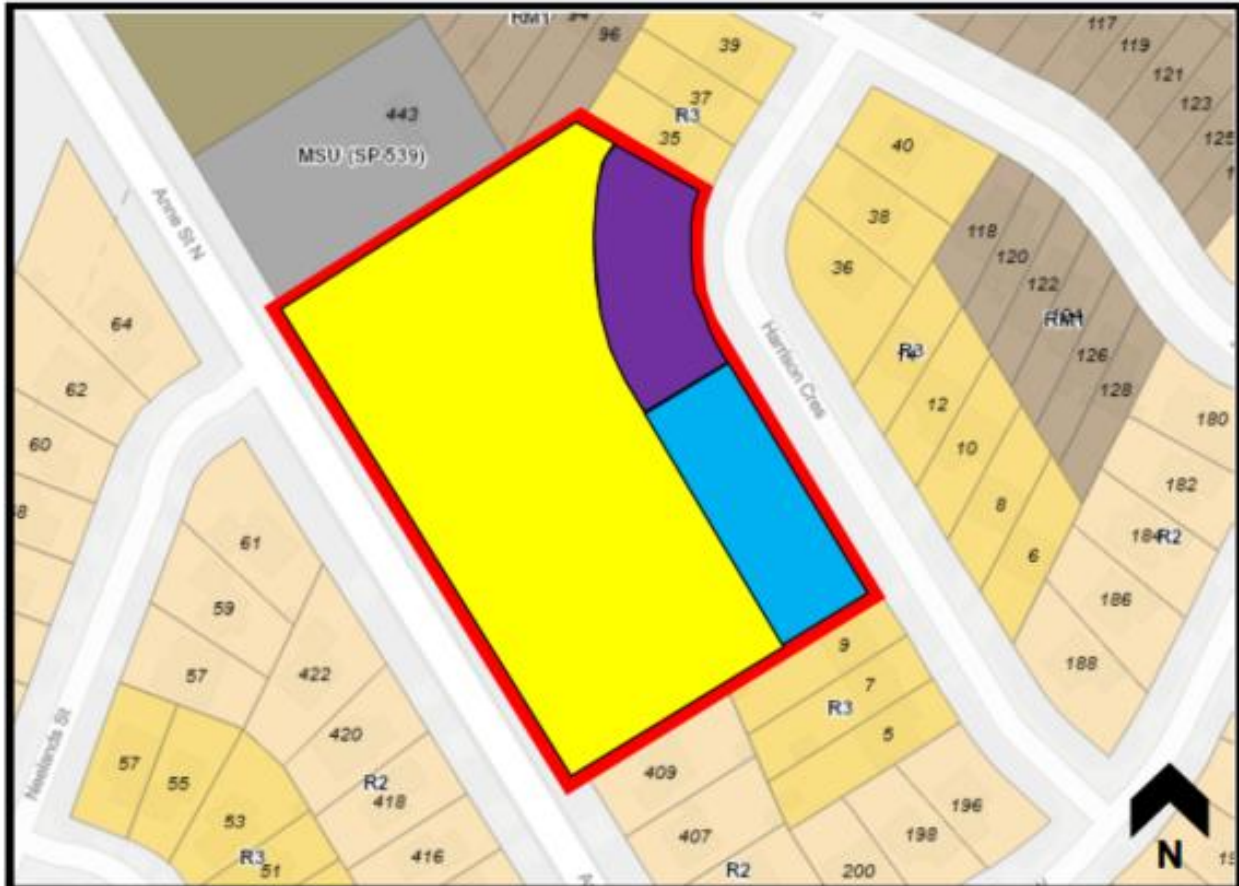
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Mayor

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Clerk

**SCHEDULE "A" TO BY-LAW 2024-XXX**



**LEGEND**

- Subject Lands
- Lands to be rezoned to "Residential Multiple Dwelling, Second Density RM2 (SP-XX)"
- Lands to be rezoned to "Residential Semi-detached Dwelling, First Density RM1 (SP-XX)"
- Lands to be rezoned to "Residential-Single Detached Dwelling Third Density R3 (SP-XX)"

**Zoning Schedule**

Source: Zoning By-law 2009-141 North Section

Drawn By: JA

File: 23-1327



**INNOVATIVE PLANNING SOLUTIONS**  
 PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

**Appendix B**  
**Site Plan**

RESIDENTIAL MULTIPLE DWELLING SECOND DENSITY (RM2) ZONE: BLOCK / CLUSTER / STREET / STACKED TOWNHOUSE 84 UNITS		
Provisions	Required	Provided
Lot Area (min.)	720.00m <sup>2</sup>	7,927.30m <sup>2</sup> (Development Limit excl. semi-detached lots & road widening)
Lot Frontage (min.)	21.00m	129.54m (Anne St. N.)
Front Yard to Dwelling Unit (min.)	7.00m	3.00m
Side Yards (min.)	1.80m	- Bldg. 'E': 3.00m
Interior Side Yard to Attached Garage (min.)	0.60m	N.A.
Rear Yard (min.)	7.00m	3.50m (Bldg 'E')
Landscaped Open Space (min.)	35%	43.51% (3,449.24m <sup>2</sup> - excl. bldg. areas and private laneway)
Lot Coverage (max.)	35%	40.73% (3,229.54m <sup>2</sup> )
Height of Main Bldg. (max.)	10.00m	14.70m
Outdoor Amenity Area (5.2.5.2.)	1,008.00m <sup>2</sup> for 84 units (12.00m <sup>2</sup> / unit in a consolidated form)	1,478.50 for 84 units (17.60m <sup>2</sup> / unit in a consolidated form)
Max. G.F.A.	60%	117.09% (9,282.32m <sup>2</sup> )
Required Parking: Residential Bldg. containing more than 3 dwelling units	126 spaces for 84 units (1.5 spaces / DU. Tandem parking not permitted)	132 spaces for 84 units - 30 surface parking spaces - 102 covered parking spaces
Required Barrier Free Parking	2 Type 'A' and 2 Type 'B' B.F. spaces	2 Type 'A' and 2 Type 'B' B.F. spaces
Density (5.2.5.1.a)	40 units / ha	106.33 units / ha (84 units / 0.79ha)

RESIDENTIAL SEMI-DETACHED DWELLING FIRST DENSITY (RM1) ZONE 8 UNITS:		
Provisions	Required	Provided
Lot Area (min.)(5.3.4.1)(4)(6)	300.00m <sup>2</sup> / DU	191.81m <sup>2</sup> / DU (Lot 01)
Lot Frontage (min.)(5.3.4.1)	9.00m / DU	8.0 m (Lots 1, 2, 3 & 4)
Front Yard to Dwelling Unit (min.)(5.2.3.1.a)	4.50m	5.09m
Front Yard to Attached Garage (min.)	7.00m	6.56m (Lot 1)
Side Yards (min.)(5.2.3.1.a)	1.20m	1.25 m
Interior Side Yard to Attached Garage (min.)	0.60m	1.25 m
Rear Yard (min.)	7.00m	6.00m (Lots 1, 2, 3 & 4)
Lot Coverage (max.)(5.2.3.1.a)	45%	42.86% (82.21m <sup>2</sup> /DU - Lot 01)
Height of Main Bldg. (max.)	10.00m	< 10.0m
Required Parking: Residential Bldg. containing not more than 3 dwelling units	1.5 spaces / DU. Tandem parking will be permitted.	2 spaces / DU. Tandem parking will be permitted.

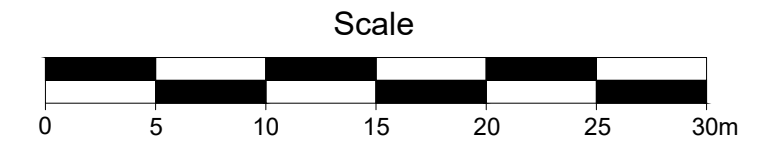
RESIDENTIAL SINGLE DETACHED DWELLING THIRD DENSITY (R3) ZONE 4 UNITS		
Provisions	Required	Provided
Lot Area (min.)	400.00m <sup>2</sup>	317.67m <sup>2</sup> (Lot 6)
Lot Frontage (min.)	12.00m	12.00 m (Harrison Cres.)
Front Yard to Dwelling Unit (min.)	4.50m	5.51m
Front Yard to Attached Garage (min.)	7.00m	Lot 7 - 6.48m
Side Yards (min.)	1.20m	1.21m
Interior Side Yard to Attached Garage (min.)	0.60m	1.21m
Rear Yard (min.)	7.00m	Lot 5 - 6.04m
Lot Coverage (max.)(5.2.3.1.a)	45%	35.67% (Lot 6 - 113.30m <sup>2</sup> )
Height of Main Bldg. (max.)	10.00m	< 10.00m
Required Parking: Residential Bldg. containing not more than 3 dwelling units	1.5 spaces / DU. Tandem parking will be permitted.	2 spaces / DU. Tandem parking will be permitted.

Storm Pipes  
Sanitary Pipes  
Water Mains

Residential  
Anne St. N.



# CONCEPTUAL SITE PLAN



- LEGEND**
- Subject Site (11,220.50m<sup>2</sup> / 1.12ha)
  - Potential 3.50m Road Widening (T.B.D.)
  - 3 Storey Stacked Back-to-Back Townhouse Units (A - D)
    - Bldg. Area ('A' to 'D'): 728.90 m<sup>2</sup> / bldg.
    - Bldg. Area ('E'): 424.32 m<sup>2</sup>
    - Total units: 75
  - 3 Storey Stacked Back-to-Back Townhouse Units (E)
    - Bldg. Area: 312.31 m<sup>2</sup>
    - Total units: 9
  - 2 Storey Semi-Detached Lots:
    - Total units: 8
  - 2 Storey Single Detached Lots:
    - Total units: 4
  - Raised Walkway
  - Amenity Area (1,478.50m<sup>2</sup>)
  - Snow Storage Area (344.39m<sup>2</sup>)

Source: City of Barrie, Comprehensive Zoning By-Law 2009 - 141, Office Consolidation Jan. 2024

Note: This drawing is for discussion purposes only. The information shown is approximate and subject to change.

# CONCEPTUAL SITE PLAN - 96 UNITS

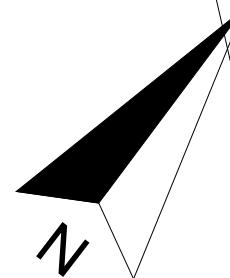
## 435 ANNE ST. N., BARRIE

SCHEDULE OF REVISIONS

**IPS** INNOVATIVE PLANNING SOLUTIONS CELEBRATING 20 YEARS  
 PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS  
 647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7  
 tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	January 07, 2025	Drawn By:	A.G.
File:	23 - 1327	Checked:	G.B.

**Appendix C**  
**Draft Plan of Subdivision**



**BLOCK 10**  
3.6m ROAD  
WIDENING  
(0.04 ha)

RESIDENTIAL

ANNE STREET  
ROAD ALLOWANCE BETWEEN CONCESSIONS 5 AND 6  
(KNOWN AS)

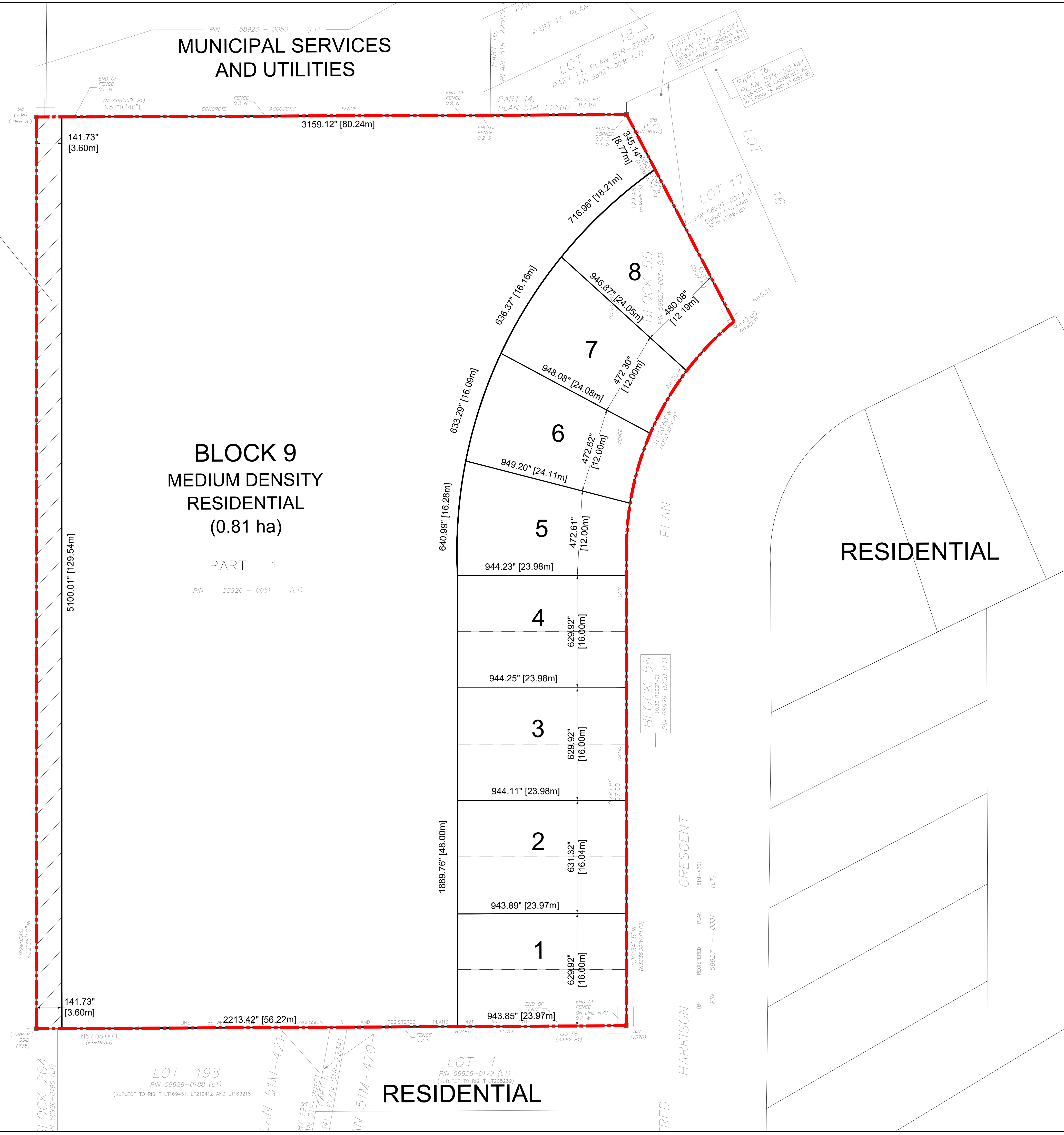
MUNICIPAL SERVICES  
AND UTILITIES

**BLOCK 9**  
MEDIUM DENSITY  
RESIDENTIAL  
(0.81 ha)

PART 1

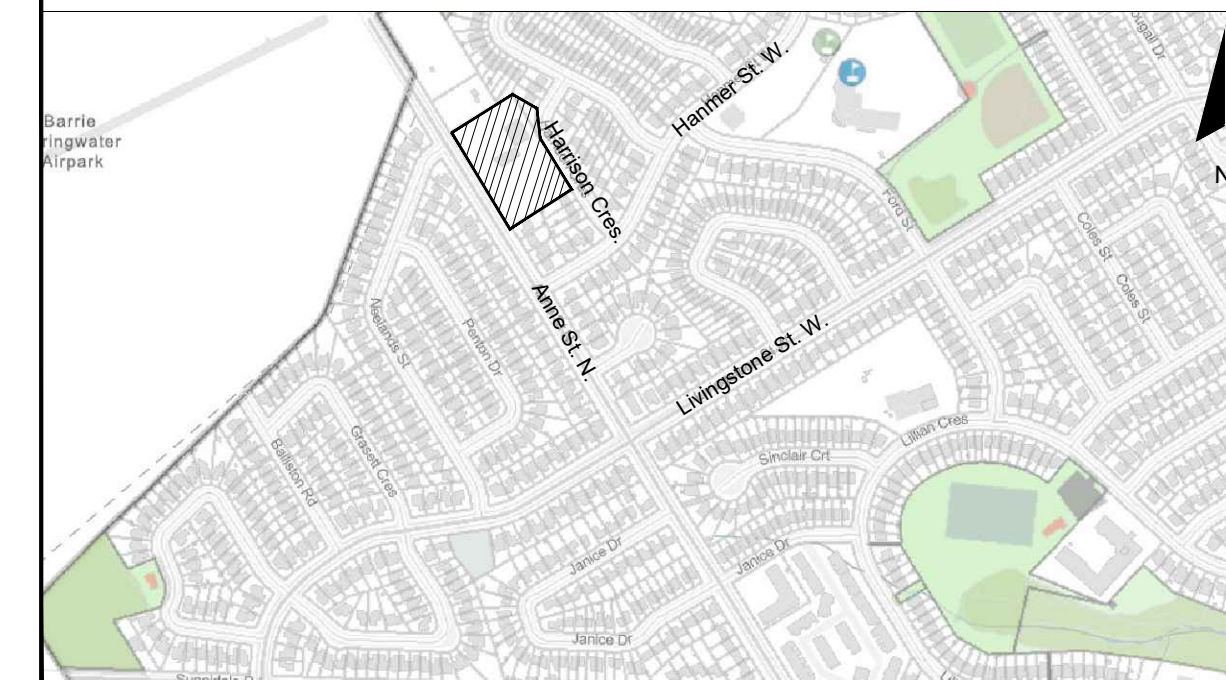
RESIDENTIAL

RESIDENTIAL



KEY MAP

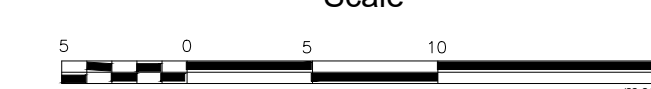
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# DRAFT PLAN OF SUBDIVISION

PART OF LOT 19, CONCESSION 5  
(GEOGRAPHIC TOWNSHIP OF VESPRE)  
CITY OF BARRIE  
COUNTY OF SIMCOE

Scale



**LEGEND**

SUBJECT LANDS (1.12ha)

**OWNER'S CERTIFICATE**  
I HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE OWNER'S NAME:

**SURVEYOR'S CERTIFICATE**  
I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE SURVEYOR'S NAME:

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

- a) SHOWN ON PLAN
- b) SHOWN ON PLAN
- c) SEE KEY PLAN
- d) RESIDENTIAL
- e) SHOWN ON PLAN
- f) SHOWN ON PLAN
- g) SHOWN ON PLAN
- h) MUNICIPAL WATER
- i) SAND, SILT GLACIAL TILL
- j) SHOWN ON PLAN
- k) MUNICIPAL WATER & SEWAGE
- l) NONE

**LAND USE STATISTICS**

Land Use	Lot No.	Units	Area (ha.)
Semi-Detached Residential	1 - 4	6	0.15
Single Detached Residential	5 - 8	4	0.12
Medium Density Residential	Block 9	86	0.81
3.6 m ROAD WIDENING (Anne St.)	Block 10		0.04
<b>TOTAL</b>	10	96	1.12

**IPS INNOVATIVE PLANNING SOLUTIONS** CELEBRATING 20 YEARS  
 PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS  
 647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7  
 tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: January 13, 2025 Drawn By: A.G.  
 File: 23-1327 Checked: J.A.

**Appendix D**  
**Public Meeting Comment Matrix**

Consolidated Comments	Response
<b>Traffic</b>	
Will road widenings be required to accommodate additional traffic from the development?	A road widening is required in accordance with the City's Official Plan and will be provided on Anne Street North.
Is the proposed development going to cause an increase of traffic on the roads?	An intersection operation analysis was completed in the Traffic Impact Study for the proposed development and no improvements are recommended within the study area. The TIS concludes that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.
Are there any transportation sight lines issues on Anne Street when turning in from Hamner associated with the increase in traffic?	There are no issues with the sight distance available for the proposed North and South Accesses as identified in the Traffic Impact Study.
The traffic will likely increase - what are the mitigation methods to help ease traffic and eliminate the safety concerns related to increased traffic for the community (e.g., school busses, and pedestrian crossings)?	An intersection operation analysis was completed in the Traffic Impact Study for the proposed development and no improvements are recommended within the study area as the proposed development will not add significant delay or congestion to the local roadway network.
<b>Parking</b>	
Will the project lead to an increase in the need for parking?	The proposed development meets the City's parking requirements. The parking space requirements for the proposed development will be provided on site in accordance with the Zoning By-law.

What is the parking ratio for the development?	Parking will be provide at a ratio of 1.5 parking spaces for townhouses and 2.0 for single-detached and semi-detached units.
Could you please provide a parking plan to show a clear representation to show the parking spot locations?	Parking plans are provided as a part of the submission.
Are they any concerns relating to the amount of street parking required, which is already limited and congested on Penton Drive and Anne Street?	Parking requirements as per Zoning By-law are provided off-street.
<b>Height</b>	
Will the airport be impacted by the proposed townhomes?	The airport is not anticipated to be impacted by the proposed development. The airport has an opportunity to comment on the development application.
Does this development represent an appropriate height and density for the property?	The City of Barrie Official Plan policy 2.6.1.3 d) permits up to 6 stories for vacant lands along arterial roads. The City of Barrie Official Plan also encourages intensification along arterial roads (Anne Street North). The Neighborhoods Area Designation permits up to 150 units/hectare.
<b>Building Design</b>	
Will the building match the design characteristics of the surrounding neighbourhood? (Brick?)	The design details of the building, such as the building materials will be addressed through the Site Plan application at a future date.
Will there need to be new street lights on Anne St to provide adequate night lighting?	At the detailed design stage, matters such as street lighting will be addressed prior to construction.

Are the lot sizes for the semi-detached and single-detached homes appropriate?	The proposed lot sizes are appropriate and the planning rationale has been provided within the Planning Justification Report.
Will there be enough space for ancillary buildings and waste disposal?	The proposed development relies on private garbage collection and no ancillary buildings are anticipated.
<b>Municipal Services</b>	
Has the applicant consulted Enbridge regarding the proposed development?	Yes, Enbridge has been notified regarding the proposed development.
Has the applicant consulted TC Gas regarding the proposed development?	Yes, TC Gas has been notified regarding the proposed development.
Has the applicant consulted Trans Canada regarding the proposed development?	Yes, TransCanada has been notified regarding the proposed development.
Has the applicant consulted the Simcoe County District School Board (SCDSB) and Simcoe Muskoka District Catholic School Board (SMDCSB) regarding the proposed development?	It is anticipated that the Simcoe County District School Board (SCDSB) and Simcoe Muskoka District Catholic School Board (SMDCSB) will be circulated for comment.
Will the parks in the proposed development be accessible to the public?	No, the amenity area will be owned and operated by the condominium corporation for the townhomes.
<b>Construction and Operational Issues</b>	
Will there be any dust and air quality during the construction of the project?	Dust and sediment mitigation measures are required through the Construction Management Plan as part of the construction of any new development during the Site Plan Control and Building permit stage.
Is there enough snow storage provided on the conceptual site plan?	Snow storage locations have been identified on the conceptual site plan and will be further reviewed as part of the Site Plan Application.

Will a vegetation buffer be provided within the proposed development?	The Concept Plan provides a landscape buffer around the property and will be further reviewed through Site Plan.
Will the buildings proposed be pursuing any environmentally friendly certifications such as LEEDS?	Environmentally friendly certifications such as LEEDS will be reviewed through the Site Plan process.
<b>Privacy</b>	
Are there any privacy issues in the proposed development from the proposed balconies looking on to adjacent properties?	The development has been designed in a manner to minimize any privacy issues to existing adjacent properties such as recessed rooftop amenity areas and setbacks.
Will privacy screening be provided as a part of proposed development?	Privacy measures such as fencing will be implemented through the Site Plan approval process and have been identified on the Concept Plan.
<b>Existing Land Use</b>	
Are there any agricultural land use issues that arise from the proposed development?	No, there are no land use issues that arise from the agricultural use on the Subject Lands. The Subject Lands are designated as Neighborhood Areas within the City's Official Plan and agricultural uses are not contemplated.