

158, 162, 166 & 170 Ardagh Road
Part of Lot 5, Concession 14

**CITY OF BARRIE,
COUNTY OF SIMCOE**

APPLICATIONS FOR

ZONING BYLAW AMENDMENT & DRAFT PLAN OF SUBDIVISION

PREPARED BY

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ON BEHALF OF

Hedbern Development Corporation

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1.0 INTRODUCTION

Innovative Planning Solutions has been retained by Hedbern Development Corporation to complete a Planning Justification Report in relation to a Zoning By-law Amendment ("ZBA") and Draft Plan of Subdivision applications for lands legally described as Part of Lot 5, Concession 14, known municipally as 158, 162, 166 and 170 Ardagh Road, including vacant lands (no municipal address) to the north of 176 & 172 Ardagh Rd. The landholdings have an approximate area of 1.61 hectares (3.97 acres) with a combined 102.1m of frontage along Ardagh Road, approximately 20m of frontage on the existing Bishop Drive to the north east and 86.5m of frontage along Porrit Street/Bishop Drive to the west. Aerial images of the subject lands can be reviewed under Figures 1 and 2.

The purpose of the proposed ZBA is to obtain the necessary zoning approval for 27 (twenty seven) street townhouse units within 6 (six) blocks, all with frontage along the proposed extension/connection of Bishop Drive. Bishop Drive will extend from the west and connect with the existing temporary cul-de-sac to the north east, adjacent to a proposed stormwater management area. The development also proposes 31 (thirty-one) townhouse units within a separate block which will operate as an independent condominium corporation. Of the 31 townhouse units proposed, 12 (twelve) are proposed as back to back townhouse units and 19 (nineteen) are proposed as block/cluster townhouse units. Access to this block is proposed directly and solely from Ardagh Road with a density of 44 units per hectare.

The lands are currently designated as 'Residential' in the City of Barrie Official Plan (Figure 5) and zoned 'Residential Single Detached First Density - Hold (R1 H-95)' and 'Residential Single Detached Third Density (R3)' in Zoning By-law 2009-141 (Figure 6). The site is located within the Built-up Area as per Schedule I of the Official Plan and is considered to be intensification development. The site is also within the Ardagh Planning Area, however, is located beyond the Ardagh Secondary Plan area boundary. Schedule H (Natural Heritage Resources) of the Official Plan identifies that portions of the lands are located within a Level 1 with Existing Development Designation Subject to 3.5.2.4 d.

The proposed Zoning Bylaw Amendment ("ZBA") and Draft Plan of Subdivision would facilitate the proposed development through ensuring consistency with all levels of planning policy and zoning documents. Further details of the proposed development and associated applications are provided under Section 3 of this Report. This Report will review the policy documents noted below relative to the merits of the proposed ZBA and Plan of Subdivision and will evaluate the suitability of the proposal against each:

- Provincial Policy Statement ("PPS")
- A Place to Grow - Growth Plan for the Golden Greater Horseshoe
- City of Barrie Official Plan ("OP")
- City of Barrie Zoning By-law ("ZBL")



2.0 SITE DESCRIPTION AND LAND USES

The subject lands have an area of 1.61 hectares (3.97 acres) with 102.2m (335.3') of frontage on Ardagh Road, 86.5m (283.7') of frontage along Bishop Drive/Porrit Street and 20.2m (66.3') of frontage on Bishop Drive to the north.

Site conditions consist of disturbed lands, including some stockpiling associated with the adjacent development approvals, vegetation of various maturity and species, some low lying areas with the topography sloping down from Ardagh Road to the north towards the existing Bishop Drive. There is a total of three (3) residential dwellings located within the acquired properties. One (1) located on lot 158, one (1) located on lot 166, and one (1) on lot 170. The home that was previously located on lot 162 has been removed. All dwellings and associated accessory structures will be removed prior to any development occurring.

Boundary Trees will only be removed where necessary to accommodate the proposed development, as indicated in the Tree Preservation Plan submitted under separate cover (prepared by Stefan Bolliger and Associates), and subject to permission from respective landowners, as required.

The lands are located directly on Barrie Transit Route 7 (Stops 34, 35, 38 & 39, \pm 200m) and is in proximity to Route 2 which travels Ferndale Dr. S (Stops 842 & 828, \pm 250m) (Figure 7). Barrie Transit provides accessible and convenient access to various locations throughout the City including Georgian College, the Downtown Bus Terminal, Park Place, and the Allandale and Barrie South GO Stations.

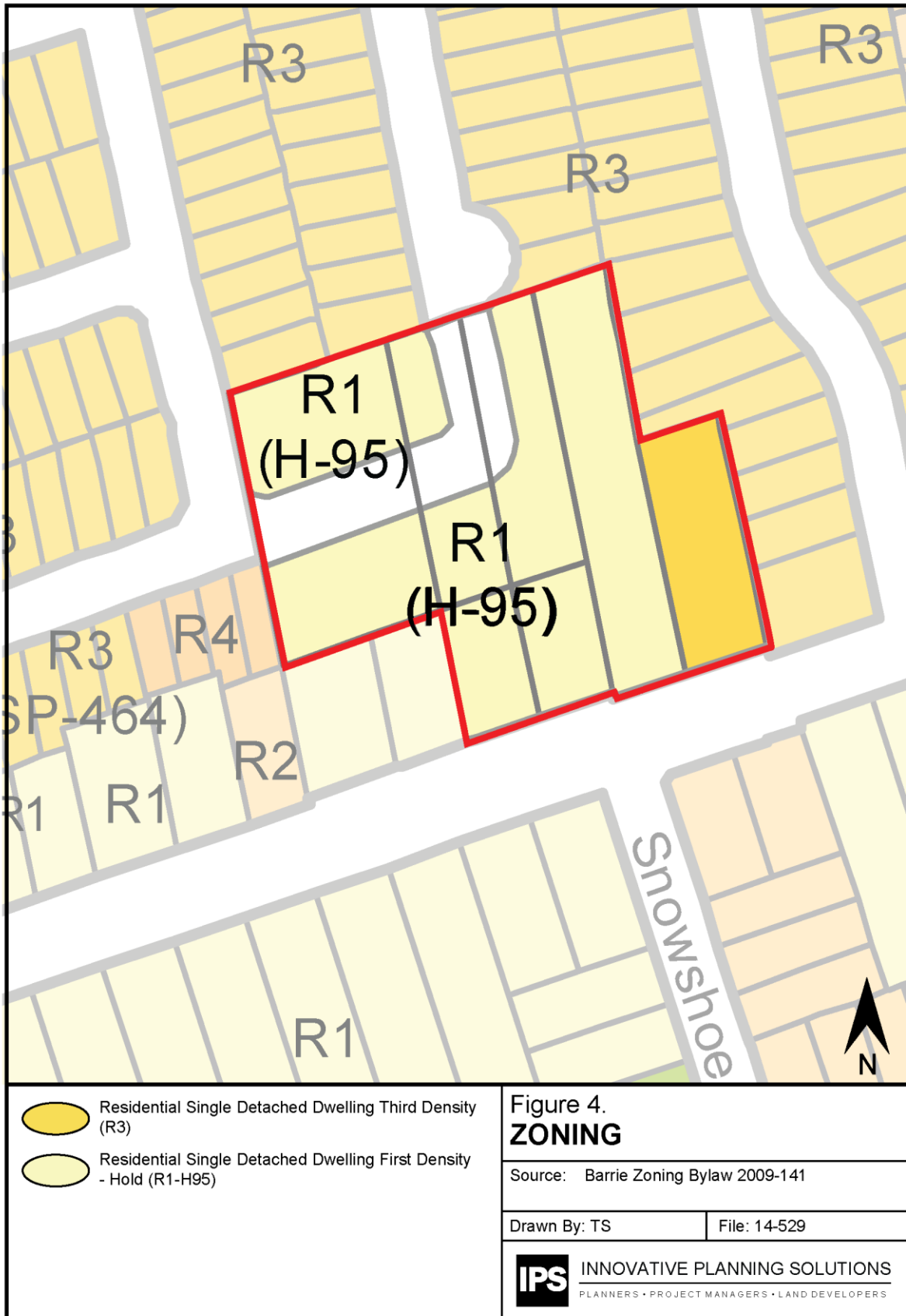
The lands are currently designated as 'Residential' in the Official Plan (Figure 5) and zoned 'Residential Single Detached Dwelling First Density Hold (R1 H-95)' and 'Residential Single Detached Dwelling Third Density (R3)' (Figure 6). Nearby amenities include; commercial uses at the intersection of Ardagh Rd. & Ferndale Drive S (200m), and in the vicinity of the Ardagh Rd., Essa Rd., & Bryne Dr. intersection (1,150m); educational institutions including Ferndale Woods Elementary School (600m), St Catherine of Siena School (1,500m) and Ardagh Bluffs Public School (1,700m); and St. Joan of Arc Catholic High School (1,800m); as well as public facilities such as Snowshoe Park (400m), Ferndale Park (800m), Elizabeth Park (900m) and Bear Creek Eco Park (1,200m).

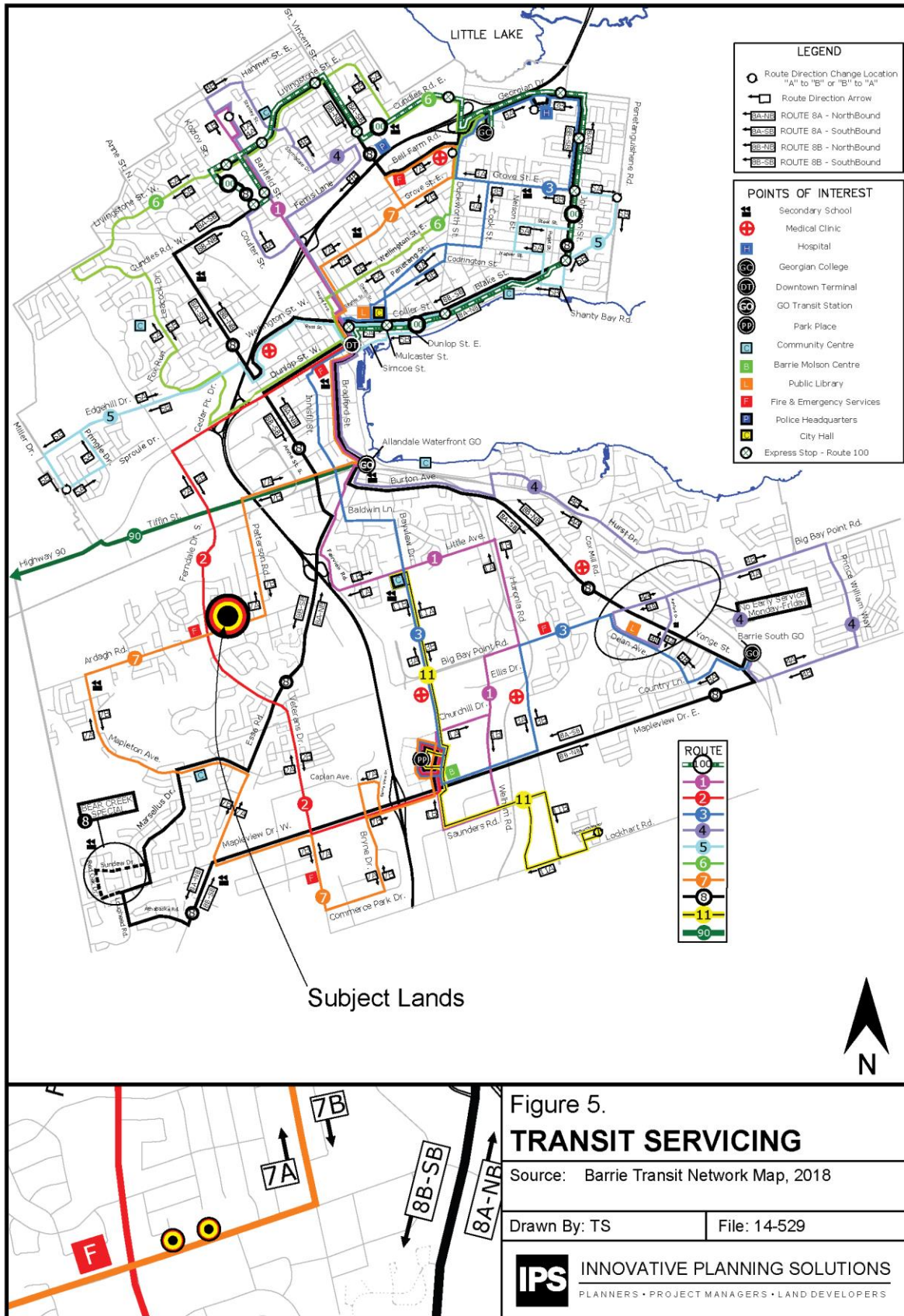
Generalized surrounding land uses include the following (Figure 4):

- North:** Low-to-mid density residential uses, including recently developed single detached dwellings along Bishop Dr;
- South:** Mixed low-to-high residential densities along the southern side of Ardagh Rd. 199 Ardagh Rd. (D14-1588) is a recent mid-high-density residential intensification project, now largely complete. Snowshoe park is located to the south of these residences, with access from Snowshoe Trail.
- East:** Predominantly low-to-mid density residential uses along Ardagh Rd.;
- West:** Low-to-mid density residential uses. Commercial uses at the intersection of Ardagh Rd. and Ferndale Dr. S.









3.0 DESCRIPTION OF DEVELOPMENT

This Section will provide a detailed description of the development concept and the Special Zoning Provisions requested to permit the development and Draft Plan of Subdivision to proceed.

3.1 DEVELOPMENT CONCEPT

3.1.1 Street Townhouse Units

The development concept (Appendix 1) entails 27 street townhouse units and 31 townhouse units within a separate condominium block (12 back to back units, 19 block/cluster units). Bishop Drive will be extended as part of the proposed development. The extension will connect the two segments of Bishop Drive otherwise terminating in temporary cul-de-sacs along the northern and western lot lines. Street townhomes, with frontage proposed along the Bishop Drive extension will be oriented toward the municipal right-of-way. Each residential unit will include a single-car garage and driveway, providing for 2 parking spaces per units (in tandem). A pedestrian sidewalk is proposed on the south side of the Bishop Drive ROW and will connect with the existing sidewalk network located adjacent 112 Bishop Drive. Garbage collection is anticipated via municipal curb side collection. The Street Townhouse units are proposed to be rezoned as RM2-SP-XX.

The building sizes for each lot will be similar, providing for a gross floor area of approximately 1,547 square feet (excluding basements and garage) over two storeys, and will consist of 2-3 bedrooms and 2-3 bathrooms. The dwellings will be 6m wide and 14 metres deep. Lot sizes vary, ranging from 162.5 square metres to 430 square metres. Lots 2-4, 7, 8, 17-21 are deficient in lot area which requires 200 square metres - see Table 1 below. Similarly, lots 18-21 exceed the maximum lot coverage provision of 45% of the lot area – see Table 2 below. Lastly, and given the proposed consistent building footprints, lots 2-4, 7, 8, 11-14, 17-22 exceed the maximum GFA of 60% of the lot area – see Table 3 below.

A 564m² stormwater management block is proposed in the north east corner of the lands which will service the entire development (including the condominium block/cluster and back to back townhouse lands) and is proposed to be rezoned as Open Space (OS).

All lots are provided a minimum rear yard area of 42 square metres (7m deep, 6m wide) with larger areas for corner lots and deeper lots, noting the minimum 7m setback/depth is required by the zoning bylaw and all but 7 lots exceed this minimum. It is also noted that the proposed street townhouse are intended to be sold as freehold units.

Table 1. Lot Area

Lot No.	Lot Area (m2) (200m2 required)	Difference (m2)
2	189.54	- 10.46
3	189.2	- 10.8
4	188.65	- 11.35
7	168.63	- 31.37
8	168.08	- 31.92
17	196.07	- 3.93
18	162.5	- 37.5
19	162.5	- 37.5
20	163.22	- 36.78
21	163.55	- 36.45

Table 2. Lot Coverage

Lot No.	Lot Coverage (%) (45% permitted)	Difference (%)
18	49.8	+ 4.8
19	49.8	+ 4.8
20	49.8	+ 4.8
21	48.1	+ 3.1

Table 3. GFA

Lot No.	GFA (%) (60% permitted)	Difference (%)
2	75.87	15.87
3	76.01	16.01
4	76.23	16.23
7	77.05	17.05
8	77.28	17.28
11	70.16	10.16
12	69.95	9.95
13	69.74	9.74
14	69.71	9.71
17	73.34	13.34
18	88.49	28.49
19	88.49	28.49
20	88.56	28.49
21	85.56	25.56
22	64.92	4.92

3.1.2 Block Cluster & Back to Back Townhouse Units

The condominium development ("Condo Block") will consist of 31 townhouse units, including 12 back to back units and 19 block/cluster units. All units are intended to be sold within a common elements condominium. The proposed 31 residential units over the site area of 0.72ha represents an approximate residential density of 43.1 (rounded to 44) UPH. Access to the condo block will be provided exclusively from Ardagh Road and not from Bishop Drive. Each unit will be provided two parking spaces per unit (tandem) with an additional 11 visitor parking spaces, three of which are barrier free.

Driveways for each unit are provided internally via a condominium road, extending from Ardagh Rd. The units fronting on Ardagh Rd. Dr. will have pedestrian access directly from each unit to the existing sidewalk network and will use quality architectural finishes and styles to ensure presence both on the condominium laneway and on the public street. A road widening dedication of 2.0m along the Ardagh Rd. frontage will be provided to the City. Garbage collection and snow removal is anticipated to be managed through private contracts for the condominium units. A large, consolidated common amenity space is proposed at the north end of this block, providing for the required amenity space for these residents per the zoning bylaw (1,514.1m² provided, 372m² required).

A municipal sidewalk will be provided on the southern/eastern side of the Bishop Dr. ROW extension. In the condominium development, an internal walkway network is will provide for both unobstructed pedestrian movement within the site as well as external connection to the Ardagh Rd. municipal sidewalk network.

The 19 block cluster townhouse units will include the option for 2-3-bedroom designs with 2-3 bathrooms; the units will provide an approximate GFA of 2,266 square feet (including garage) over three storeys (10m) and 2 parking spaces per unit (in tandem). Units 33-46 will be reverse lot towns, with the primary pedestrian entrance provided fronting Ardagh Rd and vehicle access provided internally, along with a private second storey amenity area (balcony) measuring approximately 13.8m² over each garage, facing internally. Units 28-32 will be similar in style however will be afforded an additional, small scale amenity area/rear yards at the back of each unit measuring from 4.5m to 5m in depth.

The 12 back to back units will also provide for 2-3 bedroom layouts with 2 bathrooms; the units will provide an approximate GFA of 2,195 square feet (including garage/ground floor), measured over 3 storeys with the ground floor consisting of garage, mechanical and storage. Vehicular access is provided internally within each unit coupled with a driveway (tandem) parking space. The ground floor of the back to back units are split front to back, with interior access provided to the upper floors which are split from side to side; individual balconies are also proposed providing for an additional 12.2m² of private amenity.

3.2 DRAFT PLAN OF SUBDIVISION

A Draft Plan of Subdivision is proposed which places the various land use components into appropriate blocks to facilitate future development. A copy of the Draft Plan is provided under Appendix 2.

It is anticipated that the medium density block (Block 6) will develop through additional Planning Act applications (Site Plan Control, Condominium Exemption) should the proposed zoning bylaw amendment be approved, while the balance of the lands (street townhouses – Blocks 1-5, stormwater management – Block 7, extension of Bishop Drive ROW – Block 8) would be developed through draft plan conditions and subdivision agreement. Blocks 7 and 8 will be designed and constructed to municipal standards prior to being dedicated to the City of Barrie. It is anticipated that the individual street townhouse units will be created through Part Lot Control in the future on a block by block basis. Table 4 below provides the Draft Plan statistics for the various blocks.

Table 4. Draft Plan of Subdivision statistics.

Land Use	Block No.	Area (hectares)
Residential	1-6	1.34
Stormwater Management	7	0.06
Street A (Bishop Drive)	8	0.23
Total		1.63

3.3 ZONING BY-LAW AMENDMENT

The subject lands are currently zoned 'R1-H95' and 'R3'. To facilitate the proposed development a site-specific ZBA to rezone the lands to two (2) distinct 'Residential Multiple Dwelling Second Density with Special Provisions' zones - (RM2-SPXX) and RM2-SPYY)' - is requested, along with an Open Space (OS) zone to accommodate the proposed stormwater management area; a copy of the draft Zoning Bylaw and Schedule A is provided as Appendix 3. The proposed RM2-SPXX zone would apply to the Street Townhouse lands (See Table 5) while the RM2-SPYY zone would apply to the condominium block (See Table 6). The ZBA would permit the lands to be developed as per the conceptual site plan, through site rezoning and the allowance of special provisions as noted below:

Table 5. Residential multiple dwelling second density with special provisions (RM2-SPXX) zoning matrix; **street townhomes**

Provision	Required	Provided
Lot Area (min.)	200m ²	162m ²
Lot Frontage (min.)	6.0m	6.0m
Setbacks		
Front Yard (min.)	4.5m	6.0m
Rear Yard (min.)	7.0m	7.0m
Int. Side Yard (min.)	1.8m	1.8m
Ex. Side Yard (min.)	3.0m	3.0m
Lot Coverage (max.)	45%	48%
Gross Floor Area (max.)	60%	89%
Height (max.)	10.0m	10.0m

It is noted that within the RM2-SPXX zone, not all street townhouse lots are proposed to have a reduced lot area or increased lot coverage, as noted in Table 5 above.

Table 6. Residential multiple dwelling second density with special provisions (RM2-SPYY) zoning matrix; **condominium block**

Provision	Required	Provided
Lot Area (min.)	720m ²	7,184.9m ²
Lot Frontage (min.)	21.0m	28.6m
Setbacks		
Front Yard (min.) (Ardagh Rd)	7.0m	3.0m
Rear Yard (min.)	7.0m	4.5m
Int. Side Yard (min.)	1.8m	1.8m
Ex. Side Yard (min.)	3.0m	N.A.
Landscaped open space (min.)	35%	45%
Amenity Area (min.)	12m ² / unit (372m ²)	48.8m ² / unit (1514.1m ²)
Lot Coverage (max. % of lot area)	35%	35%
Gross Floor Area (max. % of lot area)	60%	87%
Height (max.)	10.0m	10.0m
Parking		
Num. Spaces (min.)	1.5 per unit (47 spaces)	41 (1.32 per unit) Plus 31 tandem spaces 72 total spaces (2.32 per unit)
Num. B.F. Spaces (min.)	1 'A' + 2 'B'	1 'A' & 2 'B'
Tandem Parking	Not permitted	Permitted
Secondary Means of Access (min.)	7.0m	4.5m
Density (max.)	40 UPH	43.1 UPH

The proposed RM2-SPXX and RM2-SPYY zones would permit the above noted special provisions. The provisions requested are considered minor in nature and are not

anticipated to cause adverse impact to the adjacent residential uses, or the future residents of the proposed development. Below is a detailed summary of the Special Provisions requested and related planning rationale:

RM2-SPXX - Street Townhouse

Reduced lot area (Lots 2-4, 7, 8 & 17-21)

The Zoning bylaw requires a minimum lot area of 200m² per street townhouse unit whereas a minimum of 162m² is proposed (lot 18/19), representing a deficiency of 38m². The by-law also requires a minimum frontage of 6m per unit, in addition to a 4.5m front yard setback and 7m rear yard setback. The proposed street townhouse lots provide for the minimum street frontage, and in most cases exceed both the front yard rear yard setback requirements. The request for the proposed reduced lot area is attributed to the existing lot fabric, including the provision of the Bishop Drive extension, while providing for an efficient, compact and consistent development. In this regard, the development proposes a consistent 6m wide street townhouse unit throughout the development, however given the varying lot depths, some lots (primarily interior lots) are below the minimum lot area requirement.

The intent of the minimum lot area requirement for each zone is to ensure that an adequately sized dwelling can be constructed while also providing for an appropriate amount of amenity space (i.e. backyards). The concept demonstrates that a dwelling with a GFA of approximately 1,547 square feet can be accommodated on the lots, including 2 parking spaces per unit. The proposed lot area will provide for a suitable building lot while also providing for the required rear yard/amenity space (approximately 42 square metres minimum) as required by the Zoning By-law. Provided that a functional building lot is proposed, including parking, dwelling size, front and rear yard setbacks, the proposed reduced lot area provision is considered appropriate.

Increased maximum lot coverage (Lots 18-21)

The Zoning By-law permits maximum lot coverage of 45% of the lot area for street townhouse dwellings. Similar to the proposed special provision related to lot area, the proposed zoning bylaw requests an increase of lot coverage to 49.3% (increase of 4.3%) for lots 18-21, which are also subject to the proposed reduced lot area. It is anticipated that the intent of the maximum lot coverage provision is to control impervious surfaces, maintain suitable landscaped area, and to promote suitable massing relative to the size of the site. The request for the proposed increased lot coverage is also attributed to the existing lot fabric, including the provision of the Bishop Drive extension, while providing for an efficient, compact and consistent development including a 6m wide street townhouse unit throughout the development. The request is also attributed to the compact and efficient development concept provided over the lands proposed to be rezoned RM2-SPYY which these units back onto exclusively. Given the proposed

reduced lot area, the maximum coverage increases, resulting in a minor deviation of 4.3% from the required 45%. As noted above, these lots continue to provide for a functional and appropriate building footprint and meet the required setback provisions including a suitably sized rear yard (42m²) and front yard, while maintaining a consistent built form. The RM2-SPXX lands also provide for the required landscape open space requirement, while a stormwater management area is also provided to ensure adequate drainage is provided.

Increased maximum gross floor area (Lots 2-4, 7, 8, 11-14, 17-22)

The RM2 zone permits a maximum permissible gross floor area (GFA) of 60% of the total lot area whereas 89% is proposed to implement the development concept and required only over the lots noted above. The proposed increase relates to the above noted and proposed reduced lot area and maximum lot coverage provisions as the requirement is reflective of the lot area. The requested provision also relates to the objective of providing similar sized homes within this zone on varying lot sizes; it has been demonstrated that a functional building footprint and size (1,547 square foot unit) is provided while maintaining or exceeding all required setbacks to adjacent properties. The dwelling is also consistent with the maximum building height provision (two storeys proposed) and massing of existing adjacent buildings. In general, the proposed provision is also a result of the gradual intensification of the subject lands based on the development concept and as supported by Provincial Policy and the City of Barrie Official Plan. The proposed maximum GFA of 89% of the lot area is considered appropriate in order to facilitate the intensification of the lands while maintaining functionality including amenity areas (rear yards), landscaped open space and parking. This Special Provision will facilitate a more efficient and compact development of the lands and not detract from the usability and enjoyment of the lands by the residents, while contributing the range of housing options in the area.

Based on the above, the proposed special provision relative to maximum gross floor area is considered appropriate.

RM2-SPYY – Condominium Block

Reduced front yard setback

The front yard setback for the medium density block is measured from Ardagh Road; the zoning bylaw requires a setback of 7m however a setback of 3m is proposed, representing a reduction of 4m. Given that Ardagh Road is considered an arterial road, the concept plan proposes rear lane (vehicular) access for the units fronting Ardagh, however they will be designed in a manner to orient towards the street, in accordance with the City's Urban Design guidelines. The reduced setback will facilitate a more compact and efficient development concept, which aligns with the applicable urban design guidelines. The reduced front yard setback will allow for the units to be oriented towards Ardagh along with a suitable amount of space for landscaping and direct

access to the existing sidewalk network along Ardagh Rd; this also provides for a consistent streetscape with the existing lots to the west where setbacks of approximately 2-3m are provided. Based on the above, the proposed reduced front yard setback is considered to be appropriate for the subject lands.

Reduced minimum rear yard setback and reduced minimum setback from a secondary means of access

The medium density block has frontage on Ardagh Road and the rear yard is measured from the street townhouse lands to the north (lots 18-22). The zoning bylaw requires a minimum 7m rear yard and secondary means of access at ground floor setback whereas 4.5m is provided. The intent of the rear yard setback is to ensure that both a suitable amenity space is provided and that the building is sufficiently setback from the lot line and adjacent uses. The intent of the required setback from a ground floor secondary means of access is to provide suitable and unobstructed space for ingress/egress, particularly in the event of an emergency. The proposed SP for secondary means of access would only apply to units 28-32.

The proposed reduced setback would continue to satisfy both intents by providing an appropriate setback from adjacent uses, including a total 11.5m setback from the proposed townhouse to the rear and small scale amenity space (not required) for residents within the medium density block, noting that there is a substantial common amenity space also proposed. The areas subject to the secondary means of access provision will be appropriately landscaped to permit ease of ingress/egress from the building. It is also noted that if an access is not provided at ground level for these units, this SP would not be required. A 4.5m setback represents a reduction of 2.5m from the standard provisions of the RM2 zone and does not compromise the function of the secondary means of access. It is also noted that the units will ultimately provide multiple access points – front door, rear door and garage; as such access is not necessarily restricted to any one location. Based on the above, the proposed special provision is considered appropriate.

Increased maximum gross floor area

The RM2 zone permits a maximum permissible gross floor area (GFA) of 60% of the total lot area whereas 80% is proposed to implement the development concept. The proposed increase is a result of intensification of the subject lands based on the development concept and as supported by Provincial Policy and the City of Barrie Official Plan. The proposed maximum GFA of 80% of the lot area is considered appropriate in order to facilitate the intensification of the lands while maintaining functionality including amenity space, landscaped open space and parking. This Special Provision will facilitate a more efficient and compact development of the lands and not detract from the usability and enjoyment of the lands by the residents, while contributing the range of housing options in the area.

It is also noted that relief in the maximum gross floor area provision is being requested alongside relief in the maximum permissible residential density. Consequently, relief in

the maximum GFA provision at least in part corresponds to the residential unit count proposed. The justification for relief in the maximum residential density provision should be consulted in considering the merits of an exception to increased GFA. Based on the above, the proposed special provision relative to maximum gross floor area is considered appropriate.

Increased maximum residential density

The Zoning bylaw permits a maximum density of 40 units per hectare for block/cluster townhouse development and does not provide a maximum density for back to back townhouse development within the RM2 zone; however the RM2 zone does permit a maximum density of up to 53 units per hectare for walk up apartments and stacked townhouse developments. Given the mix of uses proposed within the block, the lower density (40 units per hectare) has been assumed as the maximum, whereas 43.1 units per hectare is proposed.

As per 4.2.2.6(d) of the OP *"development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City"*. Though a detailed analysis of municipal policy is provided under subsection 4.3 of this document, general consistency with these merits are as follows: the density and character of the development is considered compatible with the existing density and diversity of uses along Ardagh Rd; municipal services and infrastructure are sufficient to support the proposed development; the concept will be developed to a high-quality urban and architectural form; and the development will not detract from the city's ability to provide services to existing residents or additional residential density to surrounding lands.

Density is often a result of site functionality; along with the proposed increased density, the concept plan maintains the ability to provide the necessary parking, exceeds the required amenity space, provides required setbacks to existing residential dwellings, and necessary vehicular and pedestrian circulation.

The RM2 density permissions were implemented prior to recent Provincial Policy which encourages higher density developments and a greater emphasis on intensification through redevelopment. The City of Barrie is facing challenges meeting provincial growth targets in all areas (Urban Growth Centre, Intensification Nodes and Corridors and the Built Up Area (the subject lands are within the built up area)) and as such changes through Municipal policies to assist in meeting targets, including, potentially increased density provisions within the Zoning Bylaw are anticipated. Potential changes to the City's Zoning Bylaw would be intended to ensure consistency and conformity with Provincial targets. Until such time, the proposed zoning bylaw amendment and associated development aligns with the City's Official Plan and provincial policy and as such, the proposed increased density is considered appropriate and justified.

Permit tandem parking

The zoning bylaw requires that 1.5 parking spaces per unit be provided for the proposed condominium development (block/cluster and Back to Back townhomes). The bylaw does not permit tandem parking spaces to be included in the calculation. The concept proposed includes 31 condominium townhouse units, each with a private driveway and garage, providing for 2 spaces per unit. The concept also provides for ten (10) additional visitor parking spaces, including three (3) barrier free spaces.

Rationale for permitting tandem parking (ie allowing the garage to be considered a parking space) on the subject lands is two-fold: (1) in keeping with municipal urban design guidelines, private garage parking reduces the prominence of surface parking within the proposed concept; and (2) a (tandem) garage-driveway parking configuration is generally considered an appropriate parking arrangement for individual residential units, and is seen elsewhere in the Ardagh neighborhood both in townhome and single-detached units.

Without a tandem provision, the concept provides for 41 parking spaces, lending to a ratio of 1.32 spaces per unit and requiring 7 additional spaces to meet the required 1.5 spaces per unit. Absent the proposed provision, parking standards would need to be met through the provision of a double wide driveway or additional visitor parking. This arrangement would result in the appearance of more vehicles within the development, would increase impervious surfaces, and would not generally be considered an optimal use of the subject lands while reducing the potential use of other means of transportation (public transit, active transportation). Based on this, the proposed special provision to permit tandem parking within the concept is considered appropriate.

3.4 TECHNICAL REPORTS

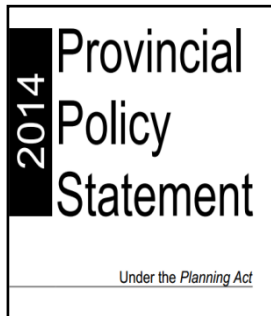
Through pre-consultation discussions with City of Barrie Planning Staff, the following technical reports were deemed to be required in support of the proposed ZBA and have been submitted under separate cover:

1. **Functional Servicing and Stormwater Management Reports;**
Jones Consulting Inc.
2. **Natural Heritage Evaluation;**
Birks Natural Heritage
3. **Archaeological Assessment (Stage 1-2);**
Irvin Heritage, Inc.
Entered into Register letter from MTCS dated June 17, 2019
4. **Tree Preservation Plan/Inventory;**
Stefan Bolliger and Associates Ltd.
5. **Traffic Impact Study;**
JD Engineering

4.0 PLANNING POLICY AND ANALYSIS

Section 4.0 will outline the applicable planning and development policies impacting the proposed application. Each subsection will outline the applicable policies and contain planning rationale on conformity and development principles.

4.1 PROVINCIAL POLICY STATEMENT



The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS directs land requirements and land use patterns to be based on the provision of sufficient land for a full range of land uses in areas which have the existing or planned infrastructure to accommodate them. The PPS has been reviewed relative to the proposed application and associated development concepts with emphasis placed on the following sections.

<i>Section 1.1</i>	Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns
<i>Section 1.1.3</i>	Settlement Areas
<i>Section 1.4</i>	Housing
<i>Section 1.6.7</i>	Transportation Systems
<i>Section 1.8</i>	Energy and Air Quality

The applications propose a pattern of development and land use which sustains the financial and social well-being of the surrounding neighborhood and City of Barrie while contributing to the range and mix of residential dwelling types available in the area. The proposal would enhance neighbourhood character by utilizing sound architectural design elements in accordance with the City's Urban Design Guidelines. The density of development proposed is aligned with concepts of cost-effective, compact development which seek to minimize land consumption and take advantage of existing infrastructure levels thereby reducing costs for servicing as identified in Section 1.1.1 of the PPS.

Section 1.1.3 of the PPS provides policies and encourages development within settlement areas such as the City of Barrie. The PPS provides that settlement areas are to be the focus for growth and development. Further, development within settlement areas shall promote density and a mix of land use that efficiently uses land, supports active transportation, and avoids the need for the uneconomical expansion of infrastructure and public service facilities. The application proposes residential intensification in accordance with the City's Official Plan. The development of the otherwise vacant lands with connections/completion of Bishop Drive within an existing residential area will contribute to the provincial vision of a complete community. The site has access to existing municipal water and sanitary infrastructure, is in an area with convenient access to public transportation and services and exists in proximity to a

diversity of land uses, which lends to increased opportunities for active means of transportation.

Under Section 1.4.3 of the PPS on Housing, planning authorities are directed to provide for a range and mix of housing types and densities to meet the requirements of an expanding population. As such, the PPS promotes all forms of residential use, including residential intensification and redevelopment which minimizes the cost of housing by providing compact solutions. The proposed intensification development provides a range of townhouse units (street, block/cluster and back to back) to the Ardagh Planning Area in a manner compatible with the existing uses in the neighborhood. The residential development proposed is at a density generally considered to be compact and would offer an efficient and more affordable residential unit versus the single detached alternative permitted within the site under the current zoning provisions.

Sections 1.6.7 on Transportation Systems and Section 1.8 on Energy Conservation, Air Quality and Climate Change both emphasize the promotion of compact developments with close transit links. The location of the subject lands relative both to Barrie transit services and established commercial uses (Ardagh Rd. & Ferndale Dr. S) lends to use of active modes of transportation.

Based on the above the proposed applications are consistent with the Provincial Policy Statement.

4.2 A PLACE TO GROW - GROWTH PLAN FOR THE GGH



The Growth Plan for the Greater Golden Horseshoe ("the Plan") has been prepared and approved under the Places to Grow Act. The Plan builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management and environmental protection particular to the Greater Golden Horseshoe ("GGH"). The City of Barrie is recognized as a Primary Settlement Area within the Plan. The subject lands are located within the City's Delineated Built Up Area as shown on Schedule I of the municipal OP and the proposed concept is therefore considered an intensification development.

Section 2.2 of the Plan provides policies for Where and How to Grow. The applicable policies of this Section include 2.2.1 Managing Growth; 2.2.2 Delineated Built up areas; and 2.2.6 Housing. Under Section 2.2.1, it is provided that forecasted growth will be directed to settlement areas that: "have a delineated built boundary; have existing or planned municipal water and wastewater systems; and can support the achievement of complete communities" (2.2.1.2). The Plan directs a vast majority of growth to the City of Barrie given it satisfies these criteria. The development proposes residential intensification to an area with access to existing infrastructure and community amenities. The development will be subject to Site Plan Control or subdivision

agreement, should the applications be approved, to ensure the detailed design elements and considerations are to the satisfaction of the City of Barrie.

Under Section 2.2.2, it is provided that a minimum of 50 percent of all residential development will be within the delineated built-up area (2.2.2.1.a). The subject landholdings are within Barrie's delineated Built-up Area (Schedule I, Municipal OP) where residential development is directed. Provision 2.2.2.3 provides that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- c) *encourage intensification generally throughout the delineated built-up area;*
 - » **Comment:** The proposed applications would permit a higher residential density than currently permitted under existing zoning and would conform to Section 2.2.2.4 c by providing intensification within the delineated built up area.
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities*
 - » **Comment:** The proposed zoning and associated development has been designed in a manner to offer a variety of dwellings types for various demographics (income levels and household sizes) in an area with various commercial, parkland, institutional and employment opportunities, thus is supportive of the achievement of a complete community.
- f) *Be implemented through official plan policies and designations, updated zoning and other supporting documents;*
 - » **Comment:** The proposed intensification is sought through a zoning bylaw amendment application (i.e. updated zoning) in conformity with the growth plan. An Official Plan Amendment is not required as the current policies and Residential designation currently allow for the proposed development and associated intensification, as further detailed in Section 4.3 of this Report.

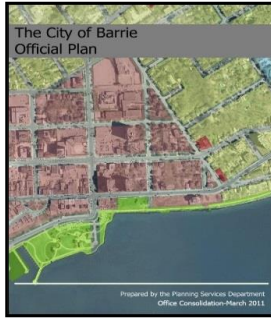
In conformity with Section 2.2.6, the proposed development will contribute to, and diversify, the range and mix of housing options and densities within the area and City. The Growth Plan requires municipalities to support housing choices through achievement of the minimum intensification target by identifying a diverse range and mix of housing options and densities. The proposed unit types lend to a higher residential density and range of housing options versus the single-detached residential units currently permitted within the existing zoning, in conformity with the Growth Plan.

Section 6 of the Plan applies to the Simcoe Sub-area, including the City of Barrie which is identified as the principal Primary Settlement Area and where significant growth is

directed. The proposed applications and associated development are located within a Primary Settlement Area and conform to the policies of Section 6.3.

Based on the above analysis and through a review of the Growth Plan, it has been determined that the applications conform to the Growth Plan for the Greater Golden Horseshoe.

4.3 CITY OF BARRIE OFFICIAL PLAN



The City of Barrie Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. In implementing the goals and policies of this Plan, the City will strive for "sustainable development", defined as development that does not jeopardize opportunities for future generations. The lands are designated "Residential" as per Schedule A of the Official Plan, while Schedule H (Natural Heritage Resources) identifies portions of the lands as Level 1 with Existing Development Designation subject to 3.5.2.4 d.

Section 3.1.2.3 of the OP provides that "the built-up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre and 61% are outside the Urban Growth Centre". The subject lands, which are both within the identified built-up area and outside of the UGC, will contribute to the achievement of this (61%) target by directing the development to the built-up area, consistent with the PPS and in conformity with the Growth Plan.

Section 3.3.2.1 of the Official Plan provides general housing policies for the City of Barrie. The policies as they relate to the subject development are as follows:

a) The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.

g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.

The policies of Section 3.3.2.1 are satisfied by the proposed application; the objective is to contribute to the diversity of housing units at a density suited for the existing neighbourhood and along an arterial road (Ardagh Road). The lands benefit from convenient access to public transit, commercial, institutional and open space amenities, all of which are encouraged in the Official Plan. The proposed development is situated in a location that will encourage greater and more efficient use of existing

amenities while contributing to the range of housing stock (size, density and type) to the area.

Section 3.5.2.4 d relative to the Level 1 Existing Development layer, provides that notwithstanding the land use limitations applicable to properties identified as Level 1 in Section 3.5.2.4 (a) i), where an existing designation permits other forms of development, such development may proceed subject to the policies of Level 2 in Section 3.5.2.4 (a) ii) and the appropriate planning application processes.

Accordingly, Section 3.5.2.4 (a) ii) applies to the portions of lands identified by Schedule H as Level 1 with existing development.

Section 3.5.2.4 (a) ii) provides:

Level 2 resources represent significant components of the Natural Heritage Resource network. The features and function of these areas should be retained, however, there is potential for development if no negative impact can be demonstrated or mitigated.

- An EIS will be required to be completed for any development or site alteration in or within 120 metres of an area identified as Level 2 on Schedule H.*

An EIS has been prepared by Birks Natural Heritage, as required by this policy and provides that overall, potential ecological impacts are minimal and mitigable provided the listed mitigation measures are applied accordingly. Currently, it is the position of Birks NHC that this EIS supports the application and that developable areas are present within the properties to allow for future site development. This document has been submitted under separate cover.

Section 4.2 of the Official Plan provides policy direction for lands designated as Residential. The Residential designation is intended to create complete communities which provide a sense of neighbourhood and maximize access to community facilities and services. This designation is also intended to encourage the development of residential areas that support transit, while ensuring compatibility of dwelling types at different densities, and minimizing conflict between land uses. The subject lands are near existing community facilities (schools, parks, places of worship, transit) and various commercial amenities. The development concept including setbacks to existing lands and proposed built forms (block/cluster, back to back and street townhouse) is also compatible with neighbouring residential uses.

Section 4.2.2.2 (d) (iv) of the Official Plan on Residential Densities states that Medium density residential development relating to street townhousing shall range between 45 and 53 units per net hectare and that Medium Density residential development consisting of block/cluster townhouses shall be no more than 53 units per net hectare.

The proposed densities of 30 UPH for the street townhouse units and 43.1UPH for the condo block are considered medium density and conform to this policy.

Section 4.2.2.3 of the Official Plan provides locational criteria for residential development throughout the City of Barrie. Section 4.2.2.3 (b) states medium and high-density residential developments are encouraged to locate within the intensification nodes and corridors identified in Schedule I, and generally directed towards areas that are:

- i. Adjacent to arterial and collector roads;
 - » The subject lands hold frontage along Ardagh Rd., which is an arterial road as per Schedule D of the OP. The proposed street townhouse units however are proposed on a local street which is considered appropriate from a traffic perspective and is typical within the City of Barrie.
- ii. In close proximity to public transit and facilities such as schools, parks, accessible commercial development;
 - » The subject lands are in close proximity to transit stops, schools, parks, and other community amenities. Commercial uses are accessible at the intersection of Ardagh Rd. & Ferndale Dr. S. All this would contribute toward the municipal vision of a complete community;
- iii. Where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.
 - » Municipal servicing to the subject lands is adequate and appropriate for the proposed development, including watermains, roads, and other municipal infrastructure.

The proposed application achieves an overall residential density of 35.5 UPH. Given the location of the subject lands along an arterial road, and proximity to transit infrastructure and other community amenities, the proposed density can be supported and would generally be directed to such locations.

The design policies of the Official Plan are provided under Section 4.2.2.4 with the relevant subsections provided below:

(a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.

(b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.

(d) *The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.*

The development concept provides the necessary on-site parking, while providing a combination of functional individual private amenity areas (backyards) and functional open space amenity area within the condo block. Given the abutting low-density residential uses and the density proposed, densities are graduated and appropriate buffering has been provided through design considerations (setbacks, orientation of units) and will be further determined at the detailed design stage along with accessibility considerations as required. The proposed development will introduce new, well-designed, residential units to the area that will complement the residential character and appearance of the existing area and take advantage of existing municipal services (as required by Section 4.2.2.5 b) on otherwise vacant or under-utilized lands within the City.

Given the subject lands location outside of an intensification node or corridor, Section 4.2.2.6 provides policies for the evaluation of suitable intensification proposals outside of delineated intensification areas as follows:

- b) *Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan.*
- c) *Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency.*
 - » **Comment:** The proposed development represents the compact urban form encouraged through 4.2.2.6 c, offers optimal use of the subject site and associated municipal infrastructure, and would be transit supportive given its location within the City and the transit network.
- d) *“Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City”:*
 - i. *that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;*
 - » **Comment:** The proposed development is considered compatible with the surrounding neighbourhood. Townhouse units represent an ideal residential use of the lands and would provide for the necessary functional

elements including pedestrian connectivity, suitable parking and appropriate setbacks from adjacent uses. The development and associated density can be integrated into the surrounding neighbourhood through the connection of Bishop Drive and use of existing infrastructure at a scale similar to existing development. The proposed built form represents a gradual and gentle increase in density from low to medium from the surrounding residential lands to the subject lands.

- ii. *that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;*
 - » **Comment:** Transportation, community, and servicing infrastructures and amenities are readily available in the area, as described throughout this report. The proposed development is not anticipated to impact the operation and capacity of these existing systems. A Functional Servicing Report has been prepared by Jones Consulting, demonstrating that services are available to the site.
- iii. *that public transit is available and accessible;*
 - » **Comment:** Public transit stops, and multiple route options are available to prospective residents of the propose development; both along Ardagh Rd. and along Ferndale Dr. S.
- iv. *that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;*
 - » **Comment:** The development is located within the delineated built-up boundary where general intensification is encouraged. Simultaneously, the development will not detract from the City's ability to achieve increased densities in other areas where intensification is being focused.
- v. *that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and*
 - » **Comment:** The applicant is committed to providing a high-quality development as required by the City of Barrie Urban Design Guidelines. The applicant is the same builder as the recently developed lands to the west which demonstrates their commitment to high quality urban design.
- vi. *that consideration is given to the preservation of heritage resources.*
 - » **Comment:** Consideration to heritage resources (cultural and natural) through the completion of a Stage 1-2 Archaeological Assessment and an EIS. No known heritage resources were identified requiring preservation.

4.3.1 AFFORDABLE HOUSING

Section 3.3.2.2 of the Plan provides policies relative to Affordable Housing. The subject lands are in an area which consists of predominantly low density, single detached residential dwellings as well as more recent medium and high-density developments in the form of block cluster townhomes. While it is a goal of the Official Plan to provide 10% of all new housing units to be affordable, the proposed built form provides a housing type that is generally more affordable than lower density forms of housing such as single detached dwellings as permitted under current zoning. This development will increase the supply of available townhouses within the City, providing additional opportunities for low to moderate income families to obtain suitable housing. Within the City of Barrie, townhouses are generally more affordable in the realm of affordable units. The proposed development provides a range of townhouse unit types – street, block/cluster and back to back, all of which will have varying price points and ultimately contributing to housing affordability. As such, the proposed application and associated development is in conformity with the affordable housing policies of the Official Plan.

4.3.2 URBAN DESIGN BRIEF

Section 6.5 of the Official Plan provides the Urban Design Guidelines (UDG) for development within the City. The Goals of the UDG are:

- a) To provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment;
- b) To initiate an overall visual improvement program for the Planning Areas with emphasis on the Defined Policy Areas and major entrances to the City through public works programs incorporating such matters as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development; and
- c) To provide guidelines for environmentally sensitive development or redevelopment proposals that minimize disruption to significant natural heritage features and utilize existing vegetation where possible.

The goals noted above are met by the proposal as the development intends to provide a healthy, safe, convenient, efficient and aesthetically pleasing urban environment. The development will provide an updated streetscape and aesthetics compared to the current vacant/underutilized status through the inclusion of pedestrian/vehicular connection of Bishop Drive, access to public transit and walkable commercial amenities and establishment of a strong street presence along Ardagh Rd. The development will also be environmentally sensitive as outlined in the EIS.

Section 6.5.2.1 b) under General Policies provides that it is intended that the urban design objectives of the City will be achieved through co-operation with developers,

landowners and residents. The developer in this case intends to co-operate with the Municipality to achieve the City's Urban Design objectives; it is noted that the proposed condominium lands will be subject to Site Plan Control which provides the City the opportunity to implement the appropriate Urban Design standards for the respective development prior to any construction. The street towns will be subject to a development agreement, providing the municipality the ability to implement standards as required.

The General Design Guidelines are provided under Section 6.5.2.2 with a focus on the following: Building and Siting, Parking Areas, Landscaping, Environmental Features, Signage, Utilities and Energy Efficient Urban Design.

The Conceptual Site Plan has been developed in accordance with the policies under 6.5.2.2 as it is intended the development will complement and contribute to a more desirable community character in terms of massing and conceptual design. The development propose a mix residential built forms and density, which will provide additional residents to make use of existing commercial, open space and institutional amenities while also contributing to the housing type and mix within the neighbourhood. Further detailed design considerations will be implemented through Site Plan Control/Subdivision agreement, specifically as it relates to the design of the buildings, consideration of enhanced design for exposed/visible walls and consideration of landscaping as a tool for screening where appropriate. The opportunity for well-defined and accessible residential units has been provided; conceptually the site has been designed with vehicular and pedestrian connections throughout to ensure safety and accessibility. More specifically, the entrance to the condo block aligns with Snowshoe Trail to the south.

Parking areas, driveways and access points have been designed in a manner to ensure safe vehicular access throughout the development, including the completion/connection of Bishop Drive. Pedestrian connectivity is also provided, through the provision of sidewalks within the Bishop Drive ROW and within the condo block, connecting with the existing sidewalk network along Ardagh Rd.

It is anticipated that detailed landscape plans will be submitted through Draft Plan Conditions and Site Plan Control as required for both components of the development developments; further landscape submissions including streetscaping and any plantings associated with the Stormwater Management lands. These submissions will be required to satisfy the City's standards.

Additional General Design Policies relating to signage, utilities and energy efficiency will be provided in greater detail through the Site Plan/Draft Plan processes. Signage may be incorporated to identify the condo block and will adhere to the City's Sign by-law; utilities will be accommodated within the public ROW where possible and on private lands with easements (where necessary). Specific infrastructure/utility needs will be

determined through the Site Plan process, including locations for such. Relative to energy efficiency, details relating to the construction of buildings will be addressed through the Site Plan process, however it is noted that in general the proposed built form represents an energy efficient use, in addition to the compact built form which will foster and encourage the use of transit and alternative forms of transportation as well as provision for walkable commercial and parkland uses.

4.3.3 BLOCK/CONTEXT PLAN

Through correspondence with municipal staff, a block plan/context plan ("block plan") has been requested as part of the application submission – See Appendix 4. The intent of the block plan is to demonstrate how the proposed development fits within the current development fabric of the surrounding area and how potential future development could integrate with the proposed development if approved. It is noted that this block plan is not intended to suggest that re-development within the study area will occur, or if re-development does occur that it be consistent with the block plan.

The subject lands and surrounding area ('study area' as outlined in the Conceptual Block Plan) currently consists, primarily, of existing single detached dwellings characteristic of low-density development. Lands to the west contain more recently constructed single family dwellings, while the balance of the surrounding single detached dwellings were constructed approximately in the mid 1980's on local roads. Given that the subject lands remain the last component of the Bishop Drive extension and surrounding vacant/under utilized lands, the development integrates with the surrounding lands, generally as anticipated with the completion of the Bishop Drive extension. The assembly of vacant/underutilized subject lands represents a successful land assembly which required considerable time (5+years) and severances in order to acquire adequate developable land. Based on the existing lot fabric in the study area, there are few opportunities for similar assembly and redevelopment.

Future re-development potential on the surrounding local road network is considered low, limited to potential second suites assuming compliance with applicable zoning provisions. As such, much of these lands will remain low density residential. Based on the existing general lot fabric and lot sizes, there is limited potential for re-development on lands fronting Ardagh Road, and generally would require significant land assembly. The conceptual block plan has been developed assuming re-development in the form of medium density residential uses/built forms generally along Ardagh Rd. It is noted that potential future developments will be required to demonstrate integration with existing adjacent uses at that time. Vehicular access points will be restricted to strategic locations i.e. opposite existing local streets and driveways, to avoid traffic conflicts. Given the prominence of existing low-density residential uses, no future public open space areas are anticipated, and the existing commercial uses in the area are appropriate and sufficient, along with existing public transit. Appropriate setbacks will

be required on a site by site basis taking into consideration exiting features and topography, typical for infill type development. Based on the conceptual block plan, it is our opinion that the proposed development on the subject lands integrates within the existing surrounding area and that future re-development potential is considered limited. Any future re-development would likely take the form of medium density residential built forms, requiring significant land assembly and site-specific integration to adjacent lands. Furthermore, future re-development within the study area is also anticipated to occur in isolation of the subject lands given the existing lot fabric and challenges of land assembly.

For the above stated reasons, the proposed applications and associated development concept are deemed to be in conformity with the policies of the City of Barrie Official Plan.

5.0 CONCLUSION

This report demonstrates consistency and conformity of the proposed development concept and all levels of applicable Planning Policy. The applications would permit the establishment of 58 new townhouse units; 27 of which would be street towns, 12 of which would be back to back towns and 19 units would be block/cluster. The proposed applications will permit the subject lands to be developed in a manner that will contribute to the City of Barrie vision of a complete community and in accordance with the City's Urban Design guidelines. The development provides for a compact and efficient built form which supports a diversity and density of housing options appropriate to the established character of the Ardagh planning area.

The justification for approval of these applications is based on the conformity with the goals and objectives of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the City of Barrie Official Plan, and the City of Barrie Comprehensive Zoning By-law 2009-141. It is our professional opinion that the following Zoning Bylaw Amendment and Draft Plan of Subdivision application represents good planning.

Respectfully submitted,

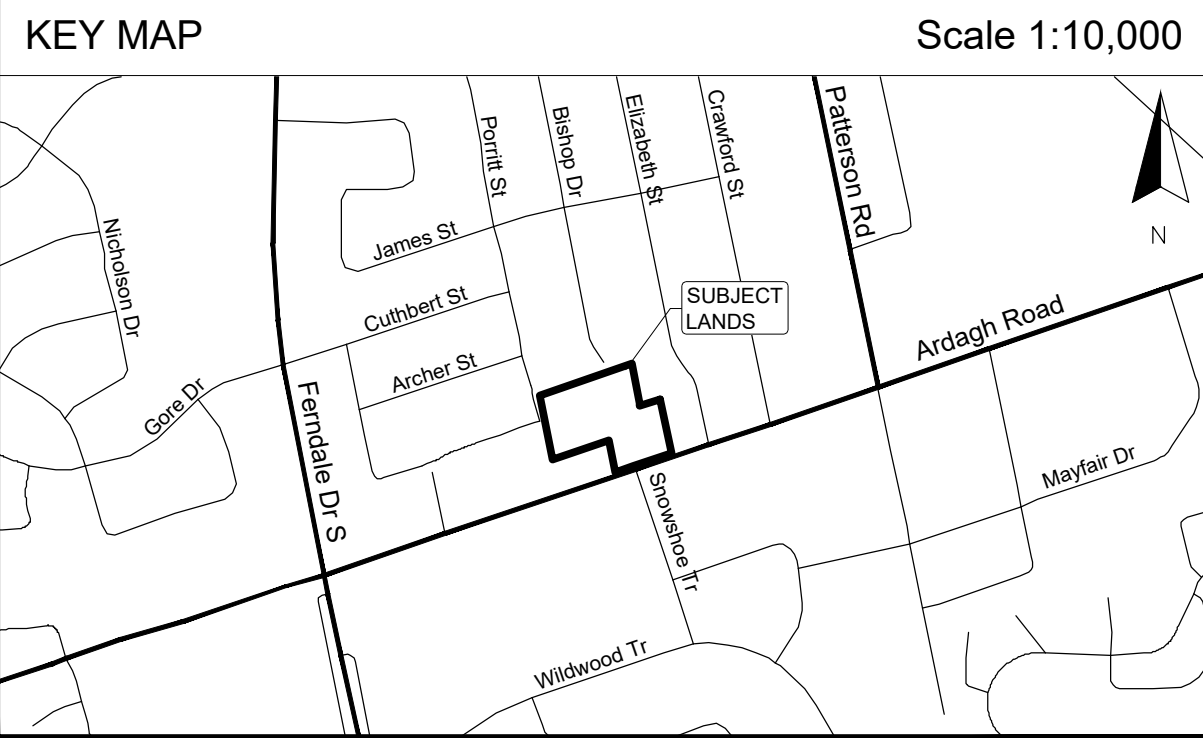
Innovative Planning Solutions



Greg Barker, B.A.A.
Associate

APPENDICES

APPENDIX 1: DEVELOPMENT CONCEPT



CONCEPTUAL PLAN

158, 162, 166 & 170 ARDAGH ROAD,
PART OF LOT 5, CONCESSION 14
IN THE
CITY OF BARRIE

Scale 1:3,000



LEGEND

- SUBJECT LANDS (Area: 1.63ha / 4.03ac)
- BLOCK/CLUSTER TOWNHOUSE DWELLING
- BACK-TO-BACK TOWNHOUSE DWELLINGS
- STREET TOWNHOUSE DWELLINGS (Area: 0.91ha / 2.25ac)
- BALCONIES
- SMALL LOT AREA
- EXCEEDS LOT COVERAGE (MAX.)

ZONING TABLE - CONDO TOWNHOUSE (31 UNITS)

PROVISION	REQUIRED RM2 ZONE	PROVIDED
Lot Area	720 (min)	7,184.9m² (1.78 ac)
Lot Frontage	21m (min)	102.2m
Setbacks		
Front Yard	7.0m (min)	3.0m
Interior Side Yard	1.8m (min)	1.8m
Exterior Side Yard	3.0m (min)	N.A.
Rear Yard	7.0m (min)	4.5m
Landscaped Open Space	35% (min)	45.0%
Amenity Area	12m² / unit (372.0m²)	1,514.1m²
Lot Coverage	35% (max)	35.0%
Gross Floor Area	60% of lot area (max)	89.0% (based on 3 floors)
Building Height	10.0m (max)	10.0m
Parking	1.5 / unit (47 spaces, with 1 A & 2 B BF spaces)	72 spaces (10 visitor, with 1A & 2B BF spaces)
Tandem Parking	not permitted	permitted
Secondary Means of Access	7.0m	4.5m
Density	40.0 u/ha	43.1 u/ha
Landscaped Buffer Area	3.0m	3.0m

ZONING TABLE - STREET TOWNHOUSE (27 UNITS)

PROVISION	REQUIRED RM2 ZONE	PROVIDED
Lot Area (5.3.4.2a)	200.0m² (min)	162.3m²
Lot Frontage (5.3.4.2a)	6.0m (min)	6.0m
Setbacks		
Front Yard (5.3.4.2b)	4.5m (min)	6.0m
Interior Side Yard	1.8m (min)	1.8m
Exterior Side Yard (5.3.3.2a)	3.0m (min)	3.7m
Rear Yard	7.0m (min)	7.0m
Landscape Open Space	35% (min)	39.0%
Dwelling Unit Floor Area (min)	35.0m² / dwelling unit + 10.0m² / bedroom	>35.0m² / dwelling unit + 10.0m² / bedroom
Lot Coverage	45% (max)	49.0%
Gross Floor Area (max)	60%	89% (based on 3 floors)
Building Height	10.0m (max)	10.0m

Source: Parcel fabric by County of Simcoe Interactive Mapping, 2019
Note: This drawing is for discussion purposes only.
The information shown is approximate and subject to change.

CONCEPTUAL PLAN - 58 TOWNHOUSE UNITS

158, 162, 166 & 170 ARDAGH RD - CITY OF BARRIE

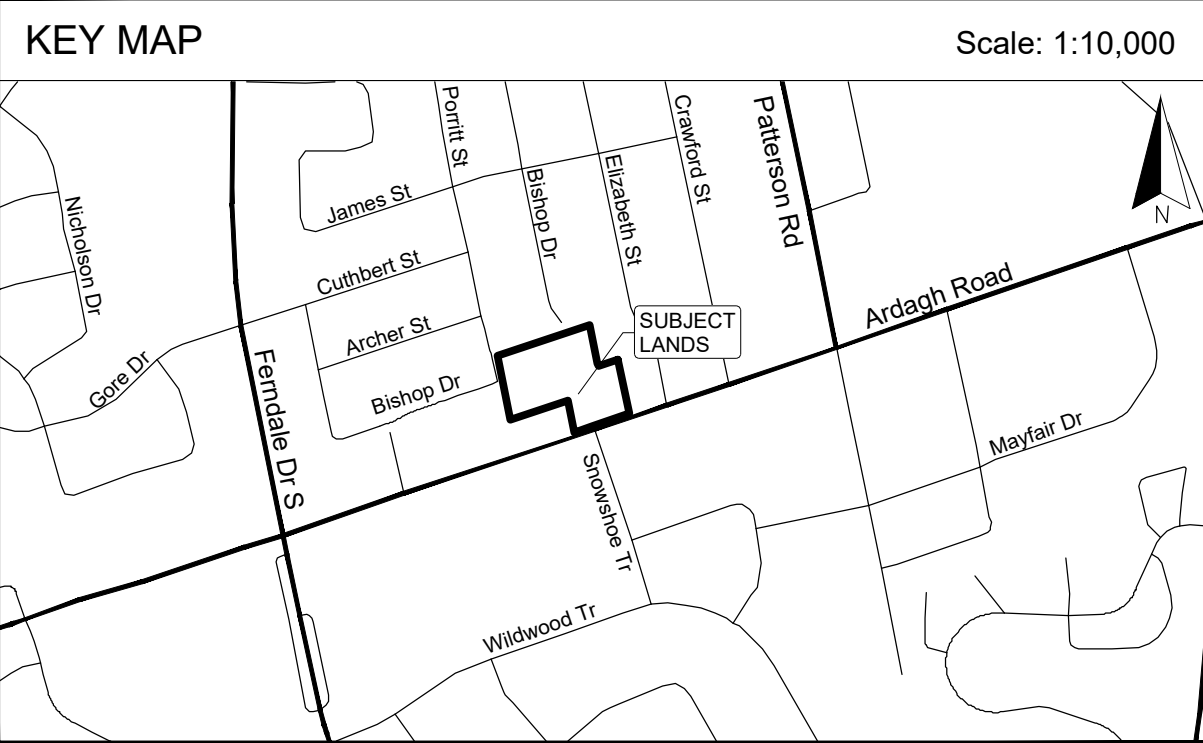
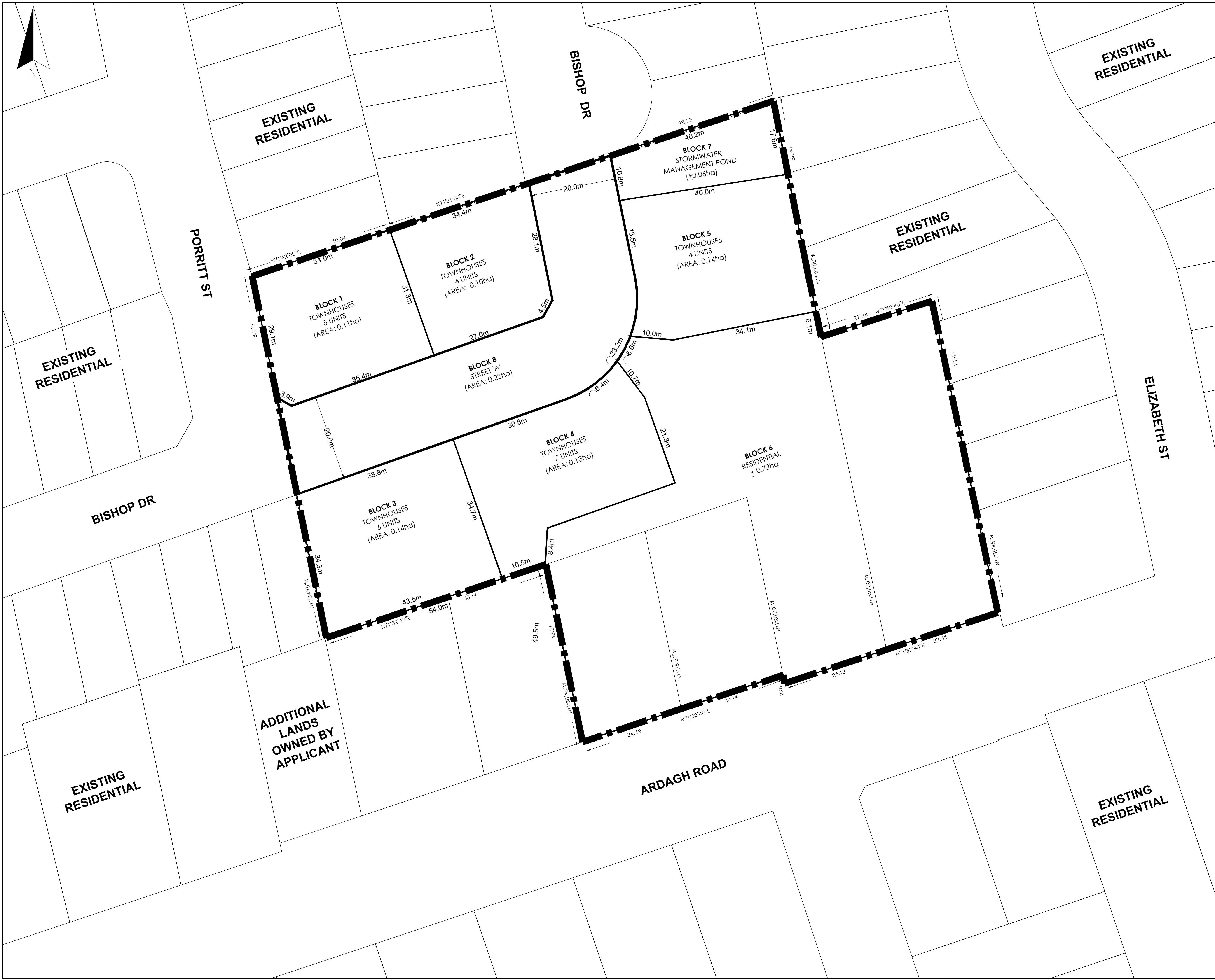
RESIDENTIAL	CURRENT OP DESIGNATION
R1(H95) & R3	CURRENT ZONING

SCHEDULE OF REVISIONS			
No.	Date	Description	By

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

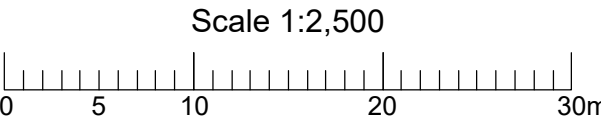
Date:	August 21, 2019	Drawn By:	AS
File:	14-529	Checked By:	GB

APPENDIX 2: DRAFT PLAN OF SUBDIVISION



DRAFT PLAN OF SUBDIVISION

158, 162, 166 & 170 ARDAGH ROAD,
PART OF LOT 5, CONCESSION 14
IN THE
CITY OF BARRIE



LEGEND

SUBJECT LANDS

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 _____ HEDBERN DEVELOPMENT CORP.

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 _____ RUDY MAK, O.L.S.

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

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

LAND USE STATISTICS

LAND USE	BLOCK No.	UNITS	AREA (ha)
RESIDENTIAL	1 - 6	27	1.34ha
STORM WATER MANAGEMENT POND	7		0.06ha
STREET 'A'	8		0.23ha
TOTAL	8	27	1.63ha

SCHEDULE OF REVISIONS

No.	Date	Description	By

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Date:	August 21, 2019	Drawn By:	AS
File:	14-539	Checked:	GB

APPENDIX 3: DRAFT ZONING BY-LAW AMENDMENT & SCHEDULE A

THE CITY OF BARRIE COMPREHENSIVE ZONING BY-LAW NUMBER 2009-141

"A By-law of the City of Barrie to amend Comprehensive Zoning By-Law No. 2009-141 by rezoning lands described as Part of Lot 5, Concession 14, in the City of Barrie, County of Simcoe, known municipally as 158, 162, 166 and 170 Ardagh Road and Part of Lot 5, Concession 14, from the Residential Single Detached Dwelling First Density - Hold (R1 H-95) and Residential Single Detached Dwelling Third Density (R3) to the Residential Multiple Dwelling Second Density with Special Provisions (RM2-SPXX) Zone and Residential Multiple Dwelling Second Density with Special Provisions (RM2-SPYY) Zone."

WHEREAS the Council of the Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone a parcel of land known municipally as 158, 162 and 166 Ardagh Road and Part of Lot 5, Concession 14;

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

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BARRIE HEREBY ENACTS AS FOLLOWS:

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Part of Lot 5, Concession 14, in the City of Barrie, County of Simcoe, known municipally as 158, 162, 166 and 170 Ardagh Road and Part of Lot 5, Concession 14, from the Residential Single Detached Dwelling First Density - Hold (R1 H-95) and Residential Single Detached Dwelling Third Density (R3) to the Residential Multiple Dwelling Second Density with Special Provisions (RM2-SPXX) Zone and Residential Multiple Dwelling Second Density with Special Provisions (RM2-SPYY) Zone as shown in Schedule "A" attached hereto, and Schedule "A" attached hereto forms part of By-Law 2000-02 as amended;
2. **THAT** notwithstanding the provisions of the RM2 zone as per Zoning Bylaw 2009-141, the following special provisions shall apply to the lands zoned Residential Multiple Dwelling Second Density with Exceptions (RM2-SPXX):
 - i. The following maximum lot coverage shall be permitted on the lots noted:

Lot No. Lot Coverage (%)	
18	49.8
19	49.8
20	49.8
21	48.1

- ii. The following minimum lot areas shall be permitted on the lots noted:

Lot No.	Lot Area (m2)
2	189.54
3	189.2
4	188.65
7	168.63
8	168.08
17	196.07
18	162.5
19	162.5
20	163.22
21	163.55

- iii. The following maximum GFA shall be permitted on the lots noted below:

Lot No.	GFA (%)
2	75.87
3	76.01
4	76.23
7	77.05
8	77.28
11	70.16
12	69.95
13	69.74
14	69.71
17	73.34
18	88.49
19	88.49
20	88.56
21	85.56
22	64.92

3. **THAT** notwithstanding the provisions of the RM2 zone as per Zoning Bylaw 2009-141, the following special provisions shall apply to lands zoned Residential Multiple Dwelling Second Density with Exceptions (RM2-SPYY):

- i. A minimum front yard setback of 3 metres shall be permitted;
- ii. A minimum rear yard setback of 4.5m shall be permitted;
- iii. A minimum setback for secondary means of access of 4.5m shall be permitted;
- iv. A maximum GFA of 87% of the lot area shall be permitted;
- v. Tandem Parking shall be permitted; and

vi. A maximum density of 44 Units per hectare shall be permitted

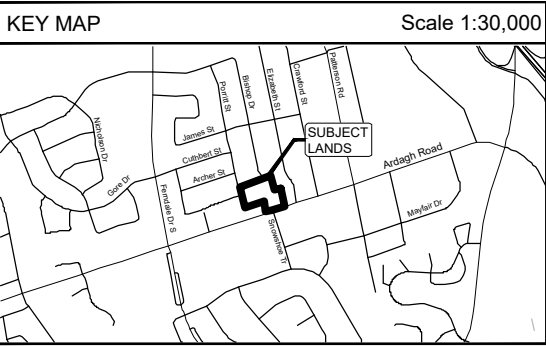
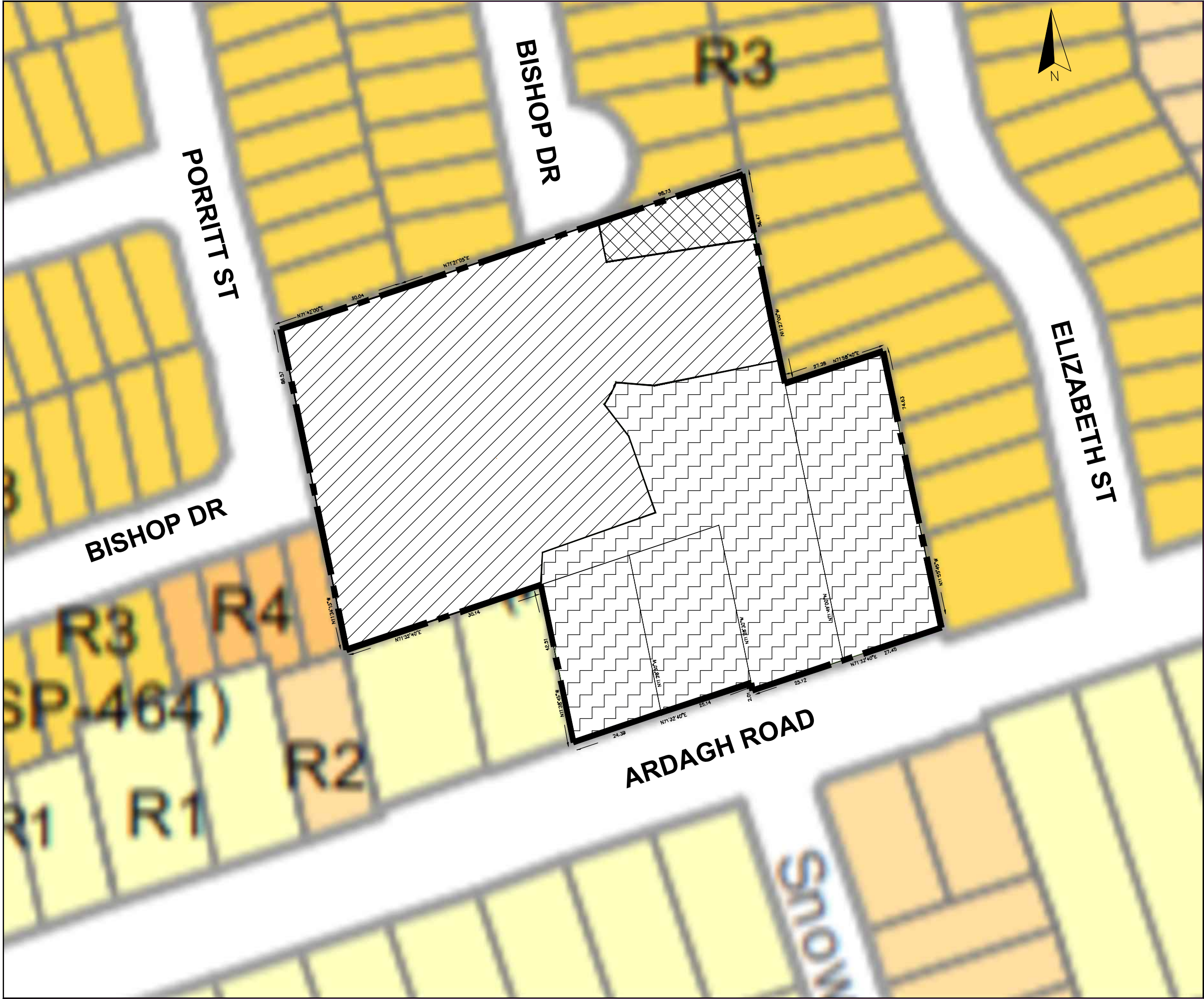
4. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

BY-LAW read a **FIRST, SECOND,** and **THIRD** time and finally **PASSED** this ____ day of _____ 2019.

The Corporation of the City of Barrie

Mayor

Clerk



SCHEDULE "A" ZONING BY-LAW AMENDMENT

158, 162, 166 & 170 ARDAGH ROAD,
PART OF LOT 5, CONCESSION 14
IN THE
CITY OF BARRIE

LEGEND

- SUBJECT LANDS
(1.63 ha / 4.03 ac)
- LANDS TO BE REZONED FROM 'RESIDENTIAL SINGLE DETACHED FIRST DENSITY HOLD' (R1-H95) ZONE TO 'RESIDENTIAL MULTIPLE DENSITY TWO SPECIAL PROVISION' (RM20SP-XX) ZONE.
(0.85 ha / 0.77 ac)
- LANDS TO BE REZONED FROM 'RESIDENTIAL SINGLE DETACHED FIRST DENSITY HOLD' (R1-H95) ZONE TO 'RESIDENTIAL MULTIPLE DENSITY TWO SPECIAL PROVISION' (RM2-SP-YY) ZONE.
(0.72 ha / 1.78 ac)
- LANDS TO BE REZONED FROM 'RESIDENTIAL SINGLE DETACHED FIRST DENSITY HOLD' (R1-H95) ZONE TO 'OPEN SPACE' (OS) ZONE.
AREA = (0.06 ha / 1.48 ac)

Scale

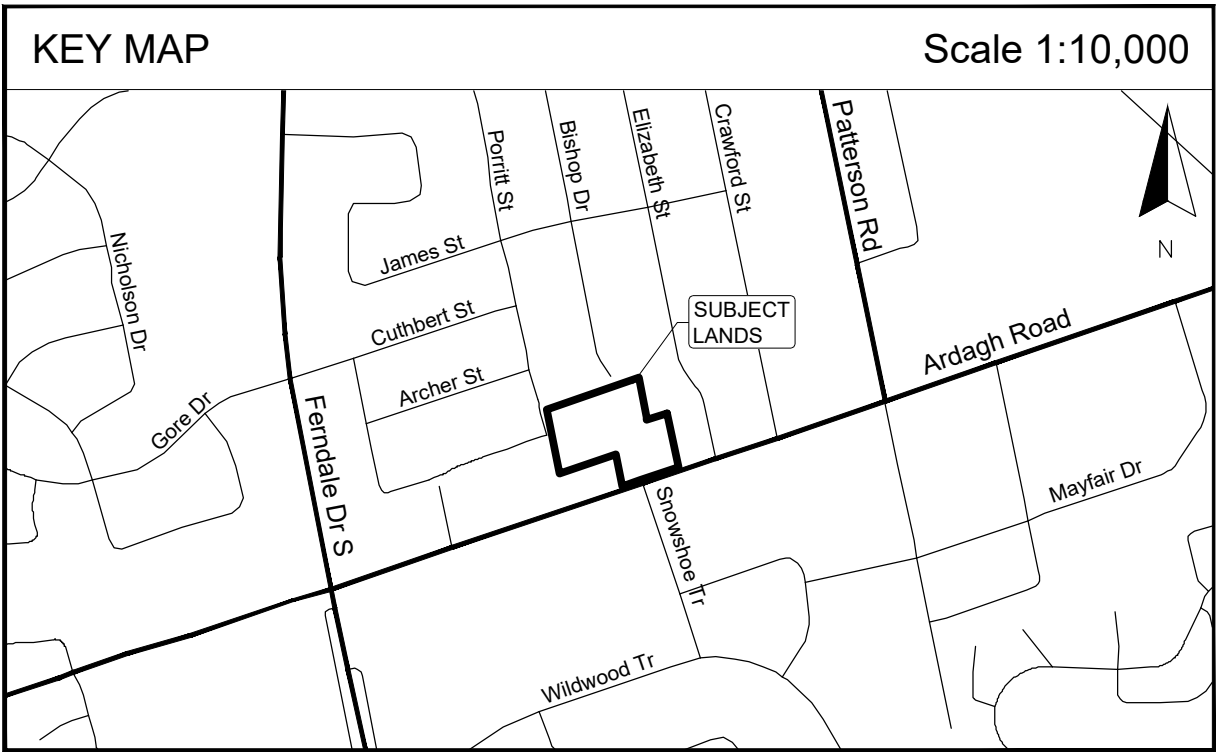
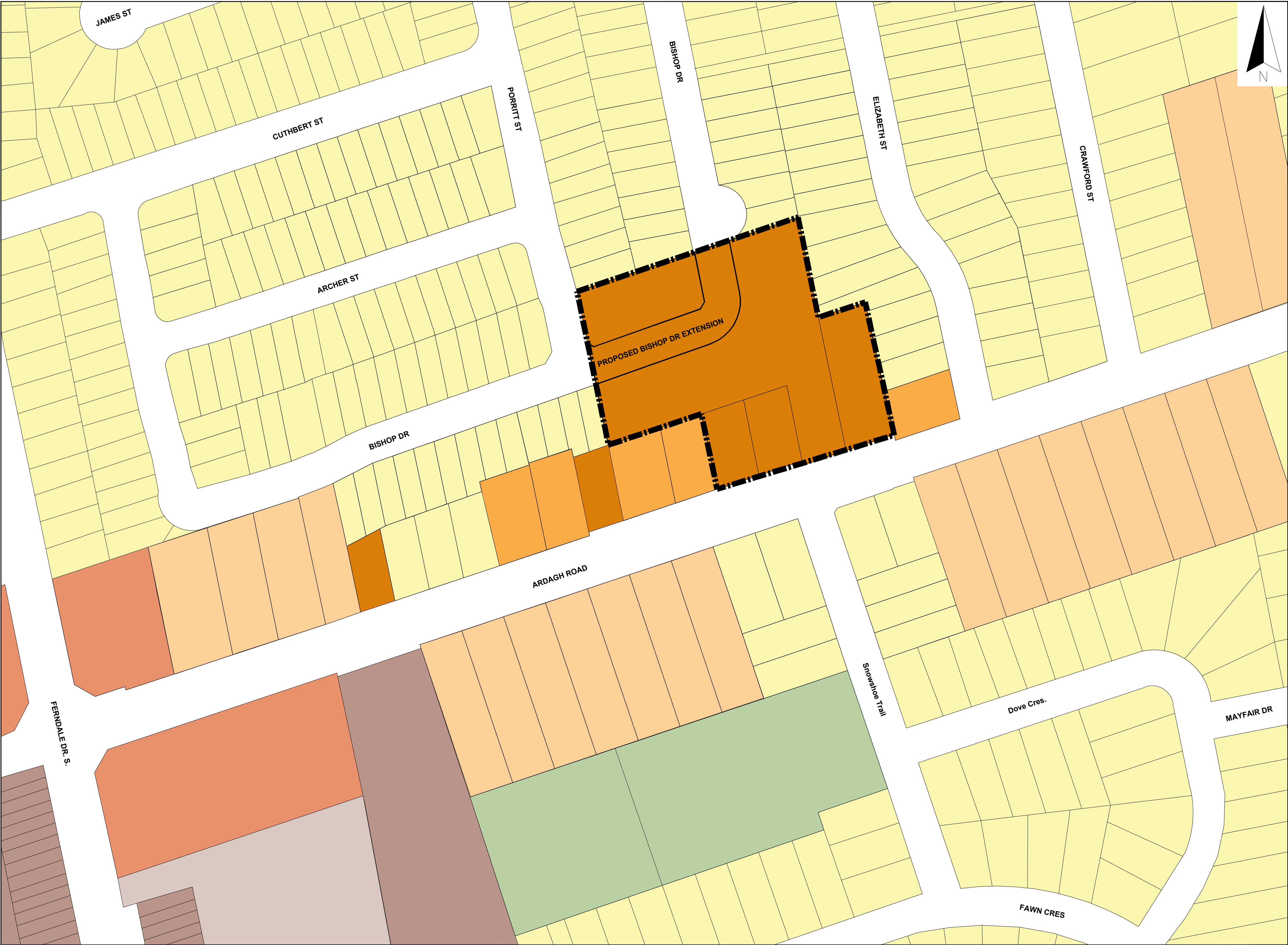
0 10 20 30 40 50m

Source: City of Barrie Comprehensive Zoning By-Law 2009-141
Note: Information shown in approximate and subject to change.

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Date:	August 21, 2019	Drawn By:	AS
File:	14-529	Checked:	GB

Appendix 4: BLOCK PLAN



CONCEPTUAL BLOCK PLAN

158, 162, 166 & 170 ARDAGH ROAD,
PART OF LOT 5, CONCESSION 14
IN THE
CITY OF BARRIE

Scale 1:1,000
0 10 20 30 40 50 60 70 80m

- LEGEND**
- SUBJECT LANDS
(Area: 1.62ha / 4.00ac)
 - EXISTING LOW DENSITY RESIDENTIAL
 - EXISTING MEDIUM DENSITY RESIDENTIAL
 - EXISTING GENERAL COMMERCIAL
 - EXISTING OPEN SPACE
 - PROPOSED MEDIUM DENSITY RESIDENTIAL
 - POTENTIAL MEDIUM DENSITY (SEMI-DETACHED)
 - POTENTIAL MEDIUM-HIGH DENSITY PENDING LAND ASSEMBLY

Source: Parcel fabric by County of Simcoe Interactive Mapping, 2019
Note: This drawing is for discussion purposes only.
The information shown is approximate and subject to change.

CONCEPTUAL BLOCK PLAN

158, 162, 166 & 170 ARDAGH RD - CITY OF BARRIE

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