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**Stateview Homes
189 Summerset Drive**

**Part of Lot 2, Concession 14
Block 76, Registered Plan 51M-1167
City of Barrie**

APPLICATION FOR

SITE PLAN

PREPARED BY

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TABLE OF CONTENTS

1.0 INTRODUCTION..... 1

2.0 BACKGROUND..... 1

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES..... 1

4.0 PROPOSED SITE PLAN APPLICATION..... 4

4.1 Site Plan Application..... 4

5.0 PLANNING POLICY AND ANALYSIS..... 6

5.1 Ontario Planning Act..... 6

5.2 Provincial Policy Statement 7

5.3 Growth Plan for the Greater Golden Horseshoe..... 11

5.4 Barrie Official Plan..... 14

5.4.1 Affordable Housing Brief..... 18

6.0 CONCLUSION..... 20

FIGURES

FIGURE 1: AERIAL PHOTO OF SUBJECT PROPERTY

APPENDICES

APPENDIX 1: Approved Zoning By-law
APPENDIX 2: Site Plan

1.0 INTRODUCTION

Innovative Planning Solutions has been retained by Stateview Homes to complete the following Planning Brief in relation to a proposed Site Plan application on lands legally described as Part of Lot 2, Concession 14, Block 76 of Registered Plan 51M-1167, and municipally known as 189 Summerset Drive, City of Barrie. The lands possess an area of approximately 4.49 hectares (11.2 acres) with 375.54m of frontage on Ardagh Road and 321.89m on the Summerset Drive extension. Figure 1 provides an aerial view of the subject lands and uses in the immediate vicinity. The purpose of this brief is to provide a review of the formal site plan relative to conformity, consistency and compliance with respect to applicable planning policy and zoning.

2.0 BACKGROUND




The subject lands were recently subject to an application for a Zoning By-law Amendment (ZBA) under City File No D30-003-2021 which was approved in May 2022 by Bylaw 2022-046. The lands are officially zoned as Residential Multiple Dwelling Second Density – Special Provision 612 (RM2 SP-612). A copy of this bylaw is provided under Appendix 1. Through the ZBA process, City Planning Staff prepared a recommendation report providing an overview of the proposed ZBA and associated concept plan, ultimately recommending approval in order to facilitate the development of the subject lands as envisioned in the concept plan. Planning Staff supported the proposed special provisions, including a density of 70 units per net hectare among other various special provisions; the development would include Apartment Units (93), Back to Back Townhouse Units (156) and Block Cluster Units (64).

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are designated as Residential in the City of Barrie Official Plan (Schedule A) and zoned as RM2 (SP-612). The lands are located at the northeast corner of Ardagh Road and Mapleton Avenue, immediately south of the Summerset Drive extension which will extend from its current terminus to the north east and connect with Mapleton Ave at Ardagh Road where there is an existing controlled (fully signalized) intersection. Ardagh Road is identified as an arterial road while Summerset Drive is identified as minor collector, per Schedule D of the Official Plan. The lands consist of one vacant parcel with no buildings or structures present; however, contains a pine tree plantation. Public transportation is available to the site along Ardagh Road and Mapleton Avenue via bus routes 7A (Grove) and 7B (Bear Creek), traveling between the Downtown Terminal and Park

Place. The necessary servicing infrastructure is also available along Ardagh Road, including municipal water, sanitary and storm sewers.



 Subject Property	Figure 1. AERIAL VIEW OF SUBJECT LANDS	
 Bus Stops	Source: Simcoe County Maps Aerial Imagery c. 2018	
	Drawn By: TK	File: 17-732
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Forest-covered Environmental Protection (EP) lands exists to the west and north of Summerset Drive, representing the Bear Creek Wetland. EP land also abuts the subject property to the east, delineating a creek corridor running north-south and identified as Block 79 on the Registered Plan 51M-1167. This block and associated EP land was established through recent Planning Act processes and delineated through the registration of Plan 51M-1167. No encroachments into the EP lands are proposed by this application. It is also noted that portions of the lands are regulated by the Nottawasaga Valley Conservation Authority (NVCA).

4.0 DESCRIPTION OF DEVELOPMENT

4.1 SITE PLAN APPLICATION

The proposed Site Plan Application development consists of three hundred and thirteen (313) residential units in the form of Apartment units (93), back to back townhouse units (142) and block cluster townhouse units (78), with an overall density of 69.4 units per hectare whereas the zoning bylaw permits a maximum of 70 units per hectare. A copy of the proposed Site Plan is provided under Appendix 2. The development will be subject to a common element condominium which will include the internal road network including sidewalks and visitor parking as well as the two common outdoor amenity areas. The apartment building, located in the south west corner of the subject lands is intended to provide for rental units, whereas the balance of units will be Parcels of Tied Land (POTLS), created in the future as part of a Common Element Condominium.

The footprint and design of the proposed apartment building has been revised from the original concept plan that was considered through the recent ZBA process on the subject lands, however has been designed in a manner that maintains compliance with the applicable zoning provisions for the site. The apartment is proposed to contain 93 rental units ranging in sizes from 675 square feet -975 square feet, with 1 bedroom (20 units), 1 bedroom plus den (38 units), 2 bedroom (20 units) and 2 bedroom plus den (15 units) options over 6 storeys (20.26m whereas 21m height is permitted). A mechanical penthouse is also proposed which extends a further 1.7m, however this additional building height is not included in the total building height calculation as defined in the Zoning Bylaw. Amenity is proposed at grade – it is noted that this amenity area is provided in addition to the zoning requirements for common outdoor amenity. Parking is provided both at grade (14 spaces – 4 of which are accessible) and below grade (112 spaces). Floorplans and elevations for the proposed apartment have been provided under separate cover for further review.

The site plan application also includes three storey (height in metres range based on average grade calculations from 12.2m-12.5m whereas 13m is permitted)

back-to-back townhome units – 156 units total which represents 50% of the total unit count as permitted by the Zoning Bylaw. Each unit will possess individual private amenity areas in the form of roof top amenity. These units will average 2,211 square feet, with three bedrooms and 2 parking spaces per unit (tandem garage and driveway). These units/blocks generally are located on the perimeter of the site, with a minimum rear yard (east side yard) setback of 2.8m as permitted by the Zoning Bylaw – the setback continues to represent a “pinch point”. Floorplans and elevations for these units have been provided under separate cover for further review.

The site plan application also includes three storey (height in metres range based on average grade calculations from 12.2m-12.5m whereas 13m is permitted) block/cluster townhome units – 64 units total. Similar to the back to back townhouse units, each unit will possess individual private amenity areas in the form of private rooftop amenity. These units will average 2,054 square feet, with three bedrooms and 2 parking spaces per unit (tandem garage and driveway). These units are generally located internal to the site with frontage limited to internal roads only on one side and frontage onto greenspace corridors on the other. Floorplans and elevations for these units have been provided under separate cover for further review.

Collectively, the development proposes a total lot coverage of 34.82% whereas a maximum of 35% is permitted, a total gross floor area (all built forms combined) of 116% of the lot area whereas a maximum of 116% is permitted. Landscape Open Space represents 36% of the lot area whereas the minimum requirement is 35%. Two separate common amenity spaces for the site are provided for a total area of 4,061m², equating to a total of 12.9m² per unit unconsolidated whereas the zoning bylaw requires a minimum rate of 12m² per unit. This does not include private amenity spaces (rooftop amenity areas, balconies and apartment indoor and ground floor amenity) which provides for an additional 9,357m² of amenity space. A total of 13,418.37m² of amenity space is provided, unconsolidated and in the form of private and common areas for resident use, equating to a total of 42.8m² per unit. The site plan conforms to the zoning provision which permits an unconsolidated outdoor amenity area at a minimum rate of 12 square metres per unit split into two (2) locations.

Vehicular access to the development is provided by two entrances: one to the south on Ardagh Road, and the other to the north on Summerset Drive. This will facilitate adequate automobile flow and unfettered emergency access. Additional pedestrian connections to Summerset and Ardagh are provided in several locations and sidewalks are provided along all internal streets, as are designated crosswalks at all internal intersections, providing safe pedestrian circulation. A total of 620 parking spaces are accommodated by the concept

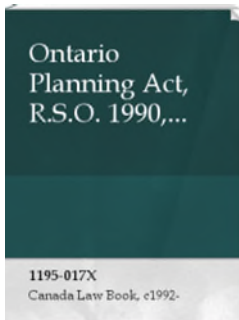
plan, 15 of which are barrier free (7 Type A and 8 Type B), and 220 of which are considered tandem spaces (ie garages). Excluding the tandem parking spaces, a ratio of 1.27 spaces are provided, per unit (398 total), in compliance with the zoning bylaw.

A complete architectural package has been prepared and submitted under separate cover in support of the proposed application.

5.0 PLANNING POLICY AND ANALYSIS

This Section will provide a high level review of the planning and development policy documents which guide the proposed development. Each subsection will outline the applicable policies and contain planning rationale on conformity and development principles where appropriate in consideration of the nature of the application for Site Plan approval. The proposed application is intended to secure detail design approval to implement development in compliance with applicable zoning.

5.1 PLANNING ACT



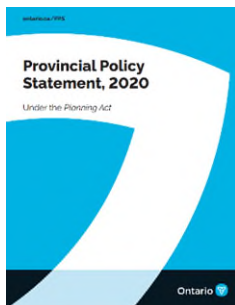
The Planning Act (The Act) is provincial legislation that describes how land uses are controlled, and by whom. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment and the creation of healthy communities, within a provincial policy framework focused on provincial interests and fairness. Section 2 of the Act specifies that all parties partaking in land use planning activities under the Act shall have regard to matters of provincial interest. These interests include:

- the protection of natural areas and features;
- protection of agricultural lands;
- the orderly development of communities;
- the full range of housing;
- the appropriate location of growth and development;
- the promotion of a built form that is well-designed; and
- the adequate provision and efficient use of transportation, sewage and water services.

The proposed site plan application is compliant with the approved zoning of the subject lands and continues to ensure no impact upon and thus helps to protect natural areas, natural features and agricultural areas by developing outside of

them on recognized greenfield lands in the City of Barrie which are designated and zoned for the uses proposed. This application promotes the orderly development of the City of Barrie by proposing development on greenfield lands adjacent to the existing built-up area. The development contributes to a full range of housing in the City by providing a wider range and selection of townhomes and apartment units, representing well-designed built forms which are increasingly seen as attractive and more affordable alternatives to traditional detached and semi-detached housing. The development also makes more efficient use of the City's existing transportation system, sewage and water services by providing transit supportive destinations on Ardagh Road, an arterial road served by transit and in a location where municipal water and sewer infrastructure is available.

5.2 PROVINCIAL POLICY STATEMENT (PPS)



The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land in Ontario. The updated 2020 PPS was released by the Province and has been in effect as of May 1, 2020. The Subject lands are located in the City of Barrie, a primary settlement area. Settlement areas are the focus of growth and development. Land use patterns should reflect a range of uses and provide opportunities to accommodate redevelopment and intensification. The PPS has been reviewed relative to this application with emphasis placed on the following sections:

Section 1.1: Managing and Directing Land Use

Section 1.4: Housing

Section 1.6: Infrastructure and public Service Facilities

Section 1.7: Long-term Economic Prosperity

The province identifies a number of factors which contribute to the creation of healthy, livable and safe communities. These factors are outlined in Section 1.1.1 and include: promoting efficient development and land use patterns which sustain the Province's financial wellbeing; accommodating an appropriate range of affordable and market-based housing types; the provision of parks and open spaces; avoiding development which may cause environmental or public health concerns or prevent the efficient expansion of settlement areas; integrating planning for land use, growth management, transit, intensification and infrastructure to achieve cost effective development patterns and minimizing land consumption; improving accessibility; ensuring the necessary infrastructure and

public service facilities are provided; promoting conservation and biodiversity and preparing for the impacts of a changing climate.

- The proposed development supports both the Province and City of Barrie's financial wellbeing by providing a compact and efficient built form which optimizes the use of land, servicing infrastructure, energy and public transit and facilities. The development includes additional housing types to the area which will diversify the City's housing stock and provide much needed market based, attainable residential units. The development is not anticipated to impact upon public health matters and avoids identified environmental features and natural areas. The adjacent EP lands and features were recently established and delineated through the recent approvals and process of establishing this Block within a Plan of Subdivision. Through the more recent ZBA process, limits of development were established through site specific zoning provisions and are complied with by this Site Plan Application. The development is proposed within a fully serviced area of the City of Barrie, adjacent to the existing built-up area and therefore will not prevent the efficient expansion of the City, if necessary in the future. All units will be built to Building Code and other applicable standards to ensure accessibility requirements are met. The compact nature of the development encourages transit use and active transportation, reduces energy consumption and GHG emissions.

Per Section 1.1.3.1, settlement areas must be the focus for growth and development. Additionally, Section 1.1.3.2 requires that land use patterns be based on densities and a mix of land uses which: effectively use land and resources; efficiently use the infrastructure and public service facilities planned or available; minimize impacts to air quality and climate change and promote energy efficiency; and support active transportation and public transit use.

- The lands are fully located within the urban settlement area of the City of Barrie. The development will efficiently utilize land, available municipal water and wastewater infrastructure. The development is transit supportive, promotes energy efficiency and active transportation and may reduce reliance on the car which is a contributor to GHG emissions. Future residents would have access to active transportation infrastructure including bike lanes and sidewalk networks in addition to convenient public transit and other existing public service facilities.

Section 1.1.3.3 requires that planning authorities identify appropriate locations and opportunities for transit-supportive development, accommodating a significant supply and range of housing options. As directed by Section 1.1.3.6, new development in designated growth areas should occur adjacent to the existing built-up area and have a compact form, mix of uses and densities.

- The development will provide for a transit supportive density and contributes to the range of housing options in the area in an appropriate compact form; the development also contributes to the range of densities in the area. The site is located adjacent to the existing built-up area, is designated and zoned for the development to proceed.

Section 1.4 contains the Province's housing policies. Per Section 1.4.1, planning authorities must provide a range and mix of housing options and densities to meet protected needs of current and future residents of the regional market. Additionally, municipalities must always maintain land with servicing capacity to provide at least a three-year supply of residential units through suitable zoned lands.

- A range of housing options including medium density townhomes – both back to back and block cluster - and higher density apartments are proposed adjacent to the existing built-up area at a density that is transit supportive. The approved special zoning provisions maximizes development potential on the lands and therefore also maximizes the City's capacity to meet housing demands and accommodate forecasted growth in a manner that is appropriate for the area. The proposed site plan application aims to implement the approved zoning in order to bring the housing units to market.

Per Section 1.4.3, development should be directed to locations where appropriate levels of services and infrastructure are available or planned to be available. Densities which promote efficient use of land, resources and infrastructure and support public transit and active transportation are also promoted. Establishing development standards to support new residential development is encouraged where it takes a compact form and minimizes the cost of housing.

- Full municipal water and sewer servicing is proposed to service the development. The development takes a compact form which efficiently uses land and infrastructure and supports public transit and active transportation. The development, including 310 units in the form of apartments and back-to-back & block cluster townhomes, will significantly increase the supply of housing for moderate income individuals and households within the City.

Full municipal water and sewage services are the preferred form of servicing for settlement areas. Section 1.6.6.1 promotes growth which efficiently uses and optimizes these services to ensure the financial viability of their long-term operation, and the protection of the environment and the water resources which the services depend on.

- Full municipal water and sewage services will serve the development and its compact nature means it will efficiently use those services. This promotes sustainability and supports the financial position of the City.

Section 1.6.6.7 provides policies for stormwater management. Stormwater planning must: be integrated with water and sewage service planning to ensure financial viability; minimize or prevent increases of contaminant loads, erosion and changes in water balance; prepare for a changing climate with measures such as green infrastructure and vegetative and permeable surfaces; mitigate risks to human health and safety, property and the environment; and promote stormwater attenuation, re-use and low impact development (LID).

- A comprehensive and detailed engineering submission has been provided with the application under separate cover demonstrating consistency with PPS and in accordance with City and NVCA guidelines.

Section 1.6.7 provides policies related to transportation systems. Transportation systems should: provide the efficient movement of people and goods; be multimodal, connecting several different modes; and be supported by land use patterns and densities which minimize the number and length of vehicular trips.

- The development is transit supportive and is anticipated to contribute to ridership with residents making use of existing public transit with convenient access. The site is accessible to the urban growth centre and Allandale GO station which provides intercity transportation connections to the GTA and beyond. All daily amenities, including commercial, institutional, open space and employment opportunities are accessible from the site by walking, biking or a short bus or car trip.

Section 1.7 provides policies to achieve long-term economic prosperity. They include encouraging residential uses to respond to dynamic market-based needs; optimizing the long-term availability and use of land, resources, infrastructure and public service facilities; promoting well-designed built form and redevelopment; providing an integrated and cost-effective multi-modal transportation system; protecting agricultural and natural resources; and promoting energy conservation.

- The development represents new housing in the City in response to the dynamic nature of the housing market. As housing costs continue to rise, smaller units in more compact developments are increasingly becoming more attractive alternatives to the traditional detached house as developable land becomes scarcer. The development is cost-effective and energy efficient, will be fully integrated within its surroundings and avoids natural features and agricultural areas.

Based on the review, it is determined that the proposed site plan application is consistent with the PPS.

5.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE



The Growth Plan has been approved under the Places to Grow Act and builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management. It provides a framework for implementing Ontario's vision for building strong, prosperous communities, establishing a long-term vision for where and how the region grows. The City of Barrie, in its entirety, is recognized as a Primary Settlement Area within the Plan. The Growth Plan has been reviewed relative to the proposed Site Plan application with emphasis placed on the following sections:

- Section 1.2.1: Guiding Principles
- Section 2.2.1: Managing Growth
- Section 2.2.6: Housing
- Section 2.2.7: Designated Greenfield Areas
- Section 3.2.2: Transportation – General
- Section 3.2.3: Moving People
- Section 3.2.6: Water and Wastewater Systems
- Section 3.2.7: Stormwater Management
- Section 6: Simcoe Sub-area
- Schedule 3: Population and Employment Allocation

The Growth Plan's guiding principles are found in Section 1.2.1. They include: the achievement of complete communities designed to support active living; prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit viability; supporting a range and mix of housing options to serve all household sizes, incomes and ages; protecting built and natural heritage and agricultural areas; and reducing GHG emissions and mitigating impacts of climate change.

- The approval of the site plan application will facilitate the achievement of a complete community by permitting the construction of a higher density development which supports active living and transit use, reduces GHG emissions and energy consumption, and makes more efficient use of land and infrastructure. The site is also in proximity to a number of commercial uses which will benefit and be benefited by an increased population. The development contributes to the range of housing types in the area to

accommodate a wider variety of household sizes, life stages, incomes and lifestyles.

Section 2.2.1 provides policies for managing growth. Section 2.2.1.2 directs the vast majority of growth to settlement areas with delineated built boundaries and existing or planned municipal water and wastewater. Per Section 2.2.1.4, applying the policies of the Growth Plan will support the achievement of complete communities that: provide a diverse range and mix of housing options; expand access to transportation a range of transportation options; and provide a more compact built form. Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; and areas with existing or planned transit and public service facilities.

- The lands are greenfield, positioned within a fully serviced area of the City of Barrie and adjacent to the existing built-up area. The lands are designated and zoned to permit the approval of the site plan and full municipal water and sewer infrastructure is available to service the development, as are existing transit services. Satisfying the objectives of Section 2.2.1.4, the development is compact in nature, provides a diverse mix of housing options and facilitates access to a range of transportation modes including walking, cycling, bus and automobile trips.

Section 2.2.6 contains the Plan's housing policies. Section 2.2.6.1 requires the municipalities provide a diverse range and mix of housing options and densities to meet projected needs of residents now and in the future. Additionally, municipalities are required under Section 2.2.6.2 to support the achievement of complete communities by: accommodating forecasted growth; meeting the minimum intensification and density targets; and diversifying the overall housing stock across the municipality.

- All of the above policies are met as the development proposal includes the construction of 310 new residential units in a variety of forms which do not currently exist in the immediate surrounding area and which will increase the supply and diversity of the City's housing stock, at a density above the minimum density target for greenfield development.

Section 2.2.7 provides policies for designated greenfield areas. Per Section 2.2.7.2, new greenfield development in the City of Barrie must be planned to achieve a minimum density target of 50 residents and jobs per hectare; however, the target is to be measured over the City's entire designated greenfield area.

- The proposed development, with a site-wide average density of 69 units per hectare, achieves this minimum density target while alleviating pressure on development of lands within existing neighbourhoods and which may otherwise have impacts on adjacent development.

The Plan's general transportation policies are found in Section 3.2.2. Section 3.2.2.1 requires that the planning of land use and transportation be coordinated. Further, Section 3.2.2.2 requires that transportation systems provide connectivity among transportation modes, support multi-modal travel and active transportation and reduce reliance on the car.

- The site plan integrates with the City's existing transportation system and enhanced connectivity between modes such as automobile, bus, and active transportation. Garages, driveways and parking areas have been positioned to face away from Summerset Drive and Ardagh Road to deemphasize the car to the extent possible, while providing convenient internal sidewalks throughout. The site plan provides direct connections to the public sidewalks bordering the site and existing and proposed bike lanes are located on Ardagh Road and Summerset Drive.

Section 3.2.3.1 makes public transit and active transportation the first priority, while Section 3.2.3.2 recognizes that higher density developments are transit supportive, contributing to its efficient operation and long-term viability.

- The development supports transit use by providing transit supportive densities along a road served by municipal bus routes linking to major destinations throughout the City.

Section 3.2.6 contains policies for water and wastewater systems. Section 3.2.6.1 requires that municipalities generate enough revenue to recover the full cost of providing and maintaining municipal water and sewer services. Additionally, Section 3.2.6.2 encourages the optimization and improved efficiency within existing systems.

- Compact development in a serviced urban area makes efficient and more cost-effective use of existing municipal water and sewage systems, while introducing more residents and increasing the tax base.

Stormwater management policies are provided in Section 3.2.7. Proposals for large-scale development must be supported by a stormwater management plan which: incorporates an integrated treatment approach using LID features and green infrastructure; identifies practices to minimize soil compaction, sediment and erosion; and aims to maintain or improve water quality.

- The Stormwater Management Plan provides enhanced protection through infiltration galleries and water quality filtration units and safe conveyance of regional flows to Bear Creek and ultimately provides for a water balance improvement post development. The Plan will also improve water quality and protecting against erosion and sediment transfer all as outlined in the report prepared by GEI Consultants Ltd.

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.

- Based on Section 6, all lands within the City of Barrie are recognized as a Primary Settlement Area in the Growth Plan, identified as an area of growth and development. Per Section 6.3, growth must be provided by applying a high standard of urban form and open spaces through site design. Urban design standards should create attractive, vibrant places which support walking, cycling and transit use. The proposed development is located within the Primary Settlement Area and conforms to these policies.

Schedule 3 of the Growth Plan indicates the City of Barrie is projected to reach a population of 298,000 by 2051.

- The City of Barrie must plan to accommodate the forecasted growth of the Growth Plan. This application proposes to facilitate construction of 310 new residential units to the market area. This will assist the City in accommodating anticipated population while meeting minimum density targets and reinforcing the notion that Barrie is ahead of the curve when it comes to smart, sustainable growth.

Based on a review of the Growth Plan, it has been determined that the proposed application conforms to the policies contained within.

5.4 CITY OF BARRIE OFFICIAL PLAN



The subject lands are designated 'Residential' per the City of Barrie Official Plan, Schedule A. The applicable policies of the Official Plan have been reviewed under the context of the proposed application for Site Plan approval with a particular emphasis on the sections noted below.

Section 3.3.1 Goals for Housing

Section 3.3.2.1 General Housing Policies

Section 3.3.2.2 Affordable Housing

Section 4.2. Residential Policies

The proposed development will introduce additional housing stock and typology (apartment, back to back and block cluster townhomes) to the area, contributing to the range and mix of housing options available and designed to enhance the areas urban design. From a location perspective, the site is ideally situated to utilize

existing infrastructure, services, transit and daily living amenities including parks, schools, open space and commercial amenities. The development helps to create a complete community which includes the provision for various housing types in an appropriate location. The proposed 310 units represents an appropriate and efficient use of the lands and complies with the recently approved zoning bylaw amendment, which demonstrated the suitability of the proposed development through all levels of Planning Policy.

Section 6.5 of the Plan provides specific policies relative to Urban Design. As noted, the subject lands were subject to a recent ZBA which was approved by City Council, in part due to its consistency with the City of Barrie Official Plan. At this time, a fulsome review of the applicable Urban Design Guideline policies and Urban Design Manual has been prepared and submitted under separate cover. The intent of this review is to demonstrate continued conformity of the site plan application with the City of Barrie Official Plan.

Section 3.3 provides the City's housing policies. Under Section 3.3.1, goals include: providing an appropriate range and mix of housing types, unit sizes, densities, affordability and tenure to meet the needs of future residents; promoting building designs and densities which efficiently use land, resources, infrastructure, and public service facilities and are pedestrian and cyclist-friendly; and ensuring the development of complete communities.

- A range and mix of housing types, unit sizes and densities are proposed, including back-to-back & block cluster townhomes and apartment units all of which will range in size and cost. These housing forms are considerably more affordable than traditional detached, semi-detached and townhouse units. They are desirable to both younger and older persons and designed as part of a development which promotes efficient use of the lands and servicing infrastructure. The compact nature of the development also makes it pedestrian and cyclist friendly. These are all aspects which contribute to the making of complete communities.

Section 3.3.2.1 encourages the maintenance of reasonable housing costs by promoting all forms of housing and directs that the Zoning By-law be amended to allow for innovative housing where it is shown to represent good land use planning principles.

- The site plan complies with the recently approved site specific ZBA which has established special zoning provisions to facilitate innovative housing at reasonable costs, including back-to-back & block cluster townhomes and apartments which is appropriate in consideration of adjacent lands, encourages active transportation and provides various ground-oriented and rooftop amenity areas for residents' enjoyment.

Section 4.2 contains the City's residential policies. Goals include encouraging the creation of complete communities; developing residential areas with densities that are transit and active transportation-supportive providing high-quality public open spaces; planning the location and design of development to enhance compatibility and minimize land use conflicts; and planning medium and high-density development which encourages mixed use and high-quality urban design.

- This proposal will introduce new residents which will utilize existing transit services and support local businesses. A mix of residential housing types are provided through a high-quality built form which has been designed with compatibility in mind. The apartment building has been situated at the southwest corner of the site to reinforce the intersection and directed away from existing single detached residential dwellings with pedestrian scaled townhouses along existing roadways and internal to the site.

Per section 4.2.2, permitted uses in the Residential designation include all forms of housing and tenure. Section 4.2.2.3 encourages medium and high-density residential development adjacent to arterial and collector roads and near public transit, schools, parks, and commercial amenities.

- The development fully conforms to this policy as demonstrated through the recent rezoning of the lands. The lands are flanked by both an arterial and collector road. Ardagh Road is served by transit and a variety of commercial amenities, schools and parks are located nearby. These elements make the subject lands an optimal location for medium and high-density residential uses.

Section 4.2.2.4 provides design policies for residential development. The necessary on-site parking, open space amenity area and landscaping areas must be provided. Accessibility must also be considered, and densities must be graduated where possible.

- The development complies with the zoning provisions of the site which was recently demonstrated to be appropriate, including consideration for parking, amenity, including common, private, rooftop/balconies areas for residents, as well as landscape areas.

Goals for water and wastewater are provided in Section 5.2.1 and include the provision of environmentally sound and efficient distribution and treatment of water and sanitary sewage. Existing infrastructure should be utilized by new developments where feasible, with expansions/connection to urban services occurring in a contiguous pattern.

- Municipal water and sewer servicing infrastructure are available for connection along Ardagh Road. The compact nature of the development would make for efficient use and optimization of these services, increasing cost efficiencies for the City of Barrie. The site is identified by the City as greenfield and is adjacent to the existing built-up area, making it a logical location for the existing water and sewage systems to connect.

Per Section 5.3.1, goals as they relate to stormwater management include: the protection of watercourses and water quality; controlling flooding, sedimentation and erosion; and minimizing contaminant loads and peak flows while increasing the extent of vegetative and pervious surfaces. Section 5.3.2.2 requires the preparation of a stormwater management plan in support of major developments demonstrating conformity with the above objectives.

- The Stormwater Management Plan provides enhanced protection through infiltration galleries and water quality filtration units and safe conveyance of regional flows to Bear Creek and ultimately provides for a water balance improvement post development. The Plan will also improve water quality and protecting against erosion and sediment transfer all as outlined in the report prepared by GEI Consultants Ltd.

Section 5.4.1 contains the City's transportation policies. Goals include providing safe, efficient and convenient movements; the promotion of healthy communities, active living and energy efficiency; and to develop areas at densities which are transit supportive. Section 5.4.2.2 directs that development adjacent to arterial roads be designed to provide access to the site while minimizing impacts on the roadway. Such designs include shared access points, controlled directional access and the use of access points onto collector or arterial roads.

- The compact nature of the development makes it transit supportive, walkable and energy efficient. Sidewalks are provided throughout the site and connect to Ardagh Road and Summerset Drive featuring bike lanes and public sidewalks. Vehicular access is controlled through one entrance from Ardagh Road (right in/right out only) and another from Summerset Drive, minimizing impacts on those roadways while ensuring multiple accesses during emergencies.

Section 5.4.2.3 promotes the use of existing and the development of new public transit where possible to link communities in the interest fiscal responsibility, energy

conservation and environmental protection. Higher density development is encouraged to locate near public transit routes and provide pedestrian connections. Pedestrian and bicycle connections are also encouraged throughout large-scale new developments.

- The development will support public transit use and the economic viability of the City's public transit system. Pedestrian connections are provided to the Ardagh Road public sidewalk and nearby bus stops.

It is noted that a comprehensive review and analysis of the applicable City of Barrie Urban Design Guidelines has been completed and submitted under separate cover in the form of an Urban Design Brief, prepared by OneSpace Unlimited.

For the above stated reasons, the proposed site plan application conforms to the general intent of the City of Barrie Official Plan.

5.4.1 AFFORDABLE HOUSING BRIEF

The City of Barrie, like many municipalities across Ontario, is facing a housing affordability crisis, with the cost of the average housing unit out of reach of much of the population. Recognizing the continued trend of housing costs outpacing wages, the City of Barrie has put in place a number of policies and initiatives to address this issue. The proposed development offers a variety of housing types for a variety of income levels, life stages and lifestyles. It is anticipated that rental rates and sale prices will be confirmed at a later date, closer to time of occupancy given the fluid nature of housing costs. Notwithstanding, the City is facing a severe shortage of purpose built rental apartment units which this project will deliver, along with soaring demand for more attainable forms of housing. While the anticipated rental rates and sale price may not be considered affordable as defined, the development provides an influx of highly desirable and needed rental apartment units and considerably more affordable homes than the average home sale price in the City of Barrie at the time of writing this report (average price of homes sold in August 2022 was \$801,687) and will ultimately contribute towards housing affordability within the City. Below is a review of the development proposal as it relates to and supports the City's affordable housing objectives.

Official Plan Affordable Housing Policies

Section 1.4.3 requires that planning authorities provide an appropriate range and mix of housing options and densities to meet projected market-based and

affordable housing needs for low- and moderate-income households. Further, this housing should be directed to areas where appropriate levels of infrastructure and public service facilities are or will be available. The application aims to construct and contribute to the housing/rental supply for moderate income households where full servicing is available and all the requirements for daily living are nearby.

Section 3.3.2.2 of the Official Plan Contains the City's affordable housing policies. The following is a review of the policies applicable to this application. Part (a) makes it a goal of the plan to achieve a minimum of 10 percent of all new housing units per year to be affordable. While the units are not considered affordable, as defined, the diversity of residential units provided by the approval of this application, including a range of apartment sizes and a variety of townhomes, introduces more affordable housing options to a wider range of household incomes. The unit types proposed will contribute to a type of housing that is historically the most affordable unit types within the City (apartments, back to back and block cluster townhomes) as opposed to singles, semis and street towns. This will assist in providing much needed housing stock which has the potential to alleviate the need for defined affordable housing units. The development will ultimately contribute to the supply of residential housing which is more affordable in the City of Barrie.

Part (b) encourages medium and high-density housing which will facilitate the availability of affordable housing. The development provides medium to high density housing types which are considered to be more affordable options to get into the housing market while providing additional housing stock to make affordable units more readily available.

Part © encourages affordable housing to locate near shopping, community facilities, and existing or planned public transit routes, including along arterial and collector roads. The area is well served with public transit, is near schools, parks, community centres, grocery stores and many other commercial businesses.

City of Barrie Affordable Housing Strategy (2015)

The City of Barrie's Affordable Housing Strategy provides a framework to encourage, stimulate and increase the supply and range of affordable housing options to meet the needs of residents at all income levels and life stages. Townhomes and condominium apartments provide a wide variety of housing choices for both older and younger individuals at various price points.

The Strategy is aligned with the County of Simcoe's 10 Year Affordable Housing Plan, which allocated the need in the City of Barrie of 840 new affordable units, of

which 252 are to be subsidized by the County. To make up the difference, the City's Strategy identifies a target of a minimum of 600 new affordable housing units for rental and homeownership by 2025, priced for low and midrange income levels. The development proposal would assist the City in meeting this target by providing residential units geared to moderate income individuals and households. Increasing the supply of mid-range housing also eases pressure on areas of the market which lower income households require. Further the development will introduce 93 rental units to the area at time when rental units are desperately needed.

The City recognizes its relatively young population, with 40 percent of its population between the age of 20-44 years of age. Not only is entry level housing important to an aging population as retirees seek to downsize, but it is also important for younger individuals wanting to get a foothold into the market for the first time or start a family. The development proposal provides a large supply of entry level market rate housing which are more attainable and desirable for both older and younger households.

As acknowledged by the strategy, the Ontario Home Builder's Association indicated that condominiums provide an affordable housing type, and there is a continued trend from freehold to condominium tenure, demonstrating that the condominium lifestyle is an increasingly accepted form of housing. The development proposal of 313 units, 93 of which are intended as rentals provides attractive alternatives to the traditional single detached freehold home.

5.0 CONCLUSION

This proposed application for site plan approval will permit the development of the lands with a total of 313 residential units in the form of 156 back-to-back townhomes, a 93-unit apartment building and 64 block cluster townhouse units in compliance with the recently approved zoning bylaw amendment (Bylaw 2022-046). All site specific zoning provisions have been met by the proposed site plan application, and conformity/consistency with applicable Planning policy continues to be demonstrated.

The subject lands represent an ideal location to accommodate residential growth and increase the diversity of housing stock while preserving recognized environmental features. The development would facilitate a more efficient and compact use of these greenfield lands in accordance with applicable Provincial and Municipal policy.

The site is designated and zoned for the development to proceed and is adjacent to the existing built-up area. In accordance with Provincial and Municipal planning directives, site plan approval will allow for construction to proceed in a manner that makes use of available municipal servicing infrastructure and supports the use of transit and active transportation. The site is in proximity to schools, parks, retail and employment opportunities, all elements which contribute to the realization of a complete community.

This Planning Brief is intended to demonstrate conformity/consistency with the goals and objectives of the Planning Act, Provincial Growth Plan, Provincial Policy Statement, and the City of Barrie Official Plan. The Brief also demonstrates compliance with the recently approved site specific zoning bylaw and it is our professional opinion that the application for Site Plan Approval represents good planning and will assist the City of Barrie in achieving sustainable development and a complete community. Subject to the review and approval of the associated detailed design materials submitted in support of the application, we respectfully request the City consider approval of the application.

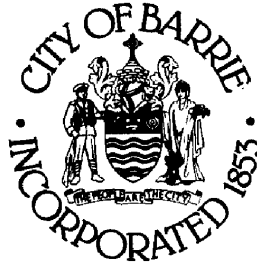
Respectfully submitted,

Innovative Planning Solutions

A handwritten signature in black ink, appearing to read "Greg Barker", with a stylized flourish at the end.

Greg Barker, B.A.A.
Partner

APPENDIX 1: APPROVED ZONING BY-LAW



Bill No. 046

BY-LAW NUMBER 2022-

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands legally described as Block 76, Plan 51M-1163 and municipally known as 189 Summerset Drive as shown on Schedule "A" to this By-law, from 'Residential Multiple Second Density' (RM2) to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-612); and,

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 22-P-015.

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

1. **THAT** the zoning map schedule be amended to change the zoning from 'Residential Multiple Second Density' (RM2) to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-612) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking in By-law 2009-141, the minimum required parking standard shall be 1.27 parking spaces per dwelling unit.
3. **THAT** notwithstanding the provisions set out in Table 5.2 – Permitted Uses in By-law 2009-141, a 6-storey apartment building is a permitted use.
4. **THAT** notwithstanding the provisions set out in Table 5.2 – Permitted Uses in By-law 2009-141, back-to-back townhouse units are a permitted use to a maximum of 50% of the total unit count or 158 units.
5. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 in By-law 2009-141, the maximum density shall be 70 residential units per net hectare.
6. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 b) in By-law 2009-141, an unconsolidated outdoor amenity area shall be provided at a minimum rate of 12 square metres per unit split into two (2) locations.
7. **THAT** notwithstanding the provisions set out on Table 5.3 – Standards of By-law 2009-141, the rear yard setback shall be a minimum of 2.8 metres.
8. **THAT** notwithstanding the provisions set out on Table 5.3 – Standards of By-law 2009-141, the maximum gross floor area shall be 116% of lot area.
9. **THAT** notwithstanding the provisions set out in Table 5.3 – Standards in By-law 2009-141, the maximum building height for stacked/block/back-to-back townhouse units shall be 13 metres.
10. **THAT** notwithstanding section 5.3.2 a) in By-law 2009-141, a 6-storey apartment building is permitted to a maximum height of 21 metres.
11. **THAT** notwithstanding section 5.3.7.2 of By-law 2009-141, a continuous landscape buffer of 3 metres is not required along the side and rear lot lines.
12. **THAT** notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition, or division had occurred.
13. **THAT** for the purposes of this by-law, the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this bylaw shall not apply.
14. **THAT** the owner/applicant is required to provide community benefits as per Section 37 of the *Planning Act* and Section 6.8 Height and Density Bonus of the City of Barrie Official Plan to the satisfaction of the Director of Development Services.

15. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this 16th day of May, 2022.

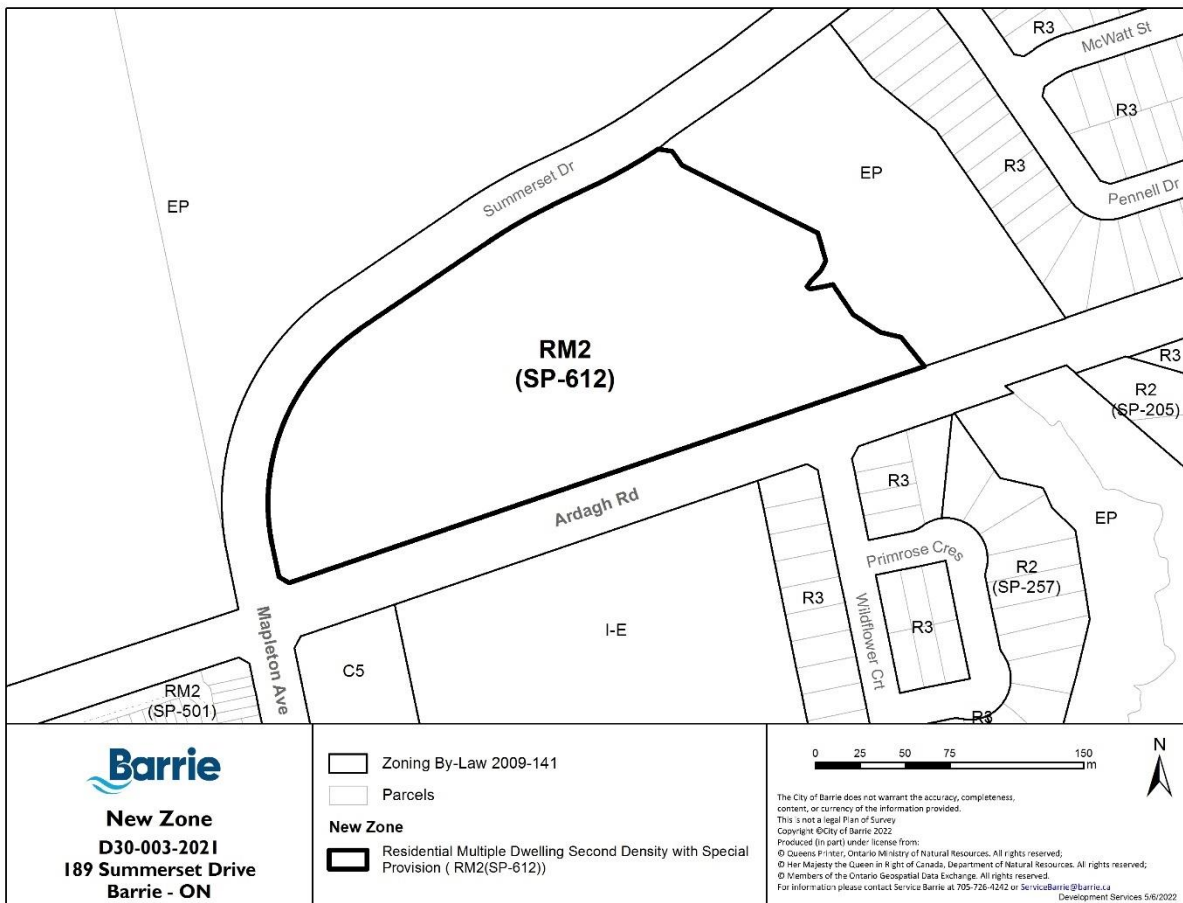
READ a third time and finally passed this 16th day of May, 2022.

THE CORPORATION OF THE CITY OF BARRIE

DEPUTY MAYOR – B. WARD

CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2022-XXX

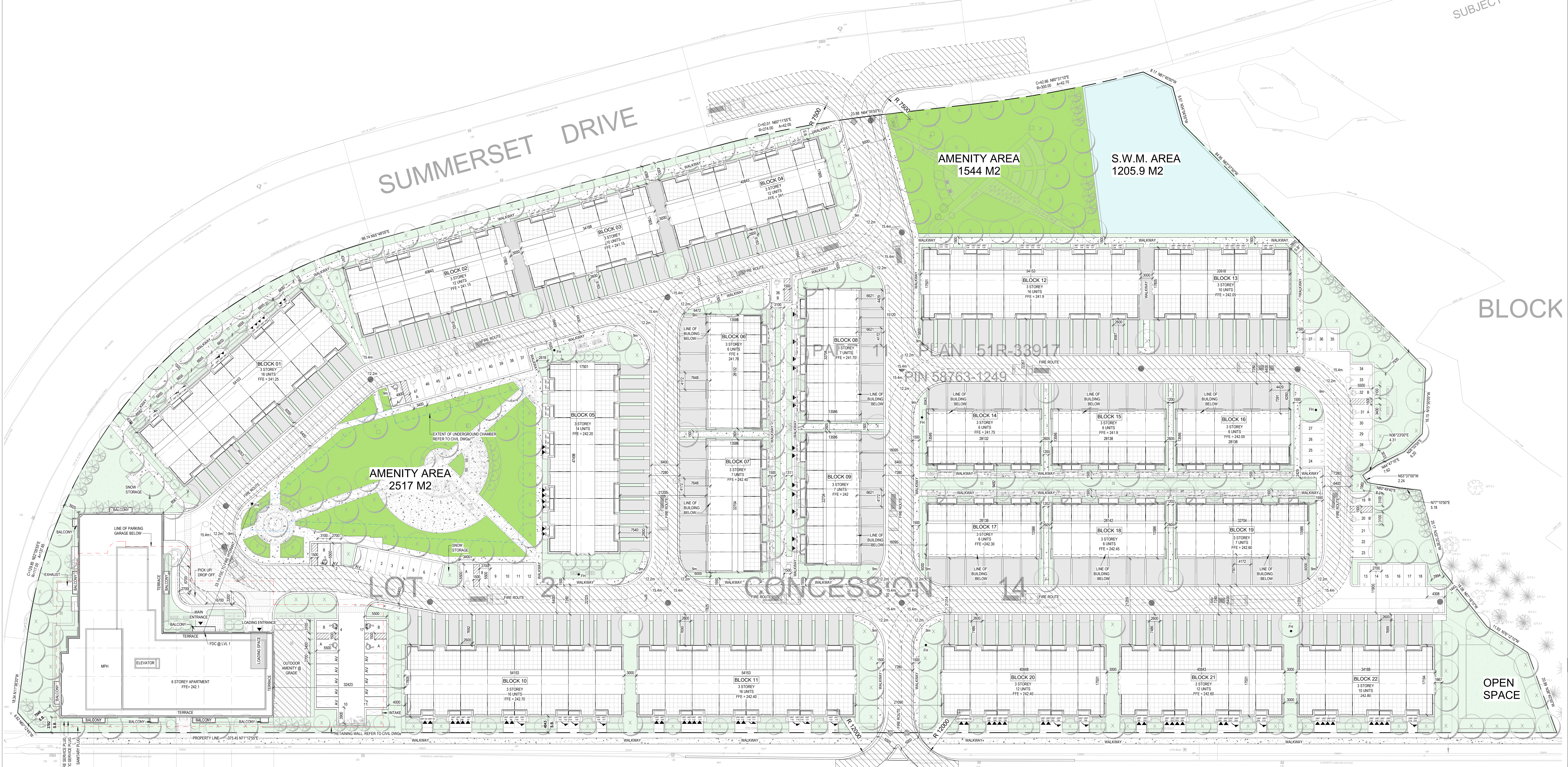


THE CORPORATION OF THE CITY OF BARRIE

DEPUTY MAYOR – B. WARD

CITY CLERK – WENDY COOKE

APPENDIX 2: SITE PLAN

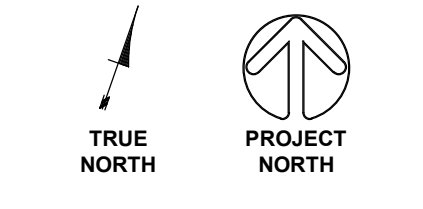


(ROAD ALLOWANCE BETWEEN CONCESSIONS 13 AND 14)

SUBJECT 1

BLOCK

OPEN SPACE



No. DATE ISSUED



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DRAWINGS ARE INTENDED TO CONVEY SCOPE OF WORK AND ARRANGEMENT AND SIZES OF MATERIALS AND PRODUCTS. ALL CONSTRUCTION TO BE ACCORDING TO BEST CONSTRUCTION PRACTICES AND CONFORM TO THE ONTARIO BUILDING CODE IN EFFECT AT THE TIME.

ARD

BEA
Barrie Enea Ardagh

CLIENT
StateView Homes
16-410 Christie Rd
Vaughan, ON L4L 8B5
ADDRESS

BEA MID-RISE & TOWNHOUSE
500 Ardagh Rd
Barrie, ON L4N 3Y9

DRAWING
Site Plan

PROJECT NUMBER DATE
22013 13/OCT/2022

SCALE PLOTTED DATE
1:350 13/10/2022 3:40:37 PM

A-040



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