

Staff Report



To: General Committee

Subject: Zoning By-law Amendment - 334 & 340 Ardagh Road

Date: February 26, 2025

Ward: 6

From: M. Banfield, RPP, Executive Director of Development Services

Executive Management Approval: M. Banfield, RPP, Executive Director of Development Services

CAO Approval: M. Prowse, Chief Administrative Officer

Staff Report #: DEV008-25

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by Groundswell Urban Planners, on behalf of King Rich Homes Group, to rezone lands municipally known as 334 and 340 Ardagh Road from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX), attached as Appendix A to Staff Report DEV008-25 be approved.

2. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a) Permit a minimum lot area of 134.0m², whereas a minimum lot area of 200.0m² is required;
 - b) Permit a minimum lot frontage of 5.5 metres, whereas a minimum lot frontage of 6.0 metres is required;
 - c) Permit a front yard setback of 1.20 metres to a daylighting triangle, whereas a minimum of 4.5 metres is required;
 - d) Permit a rear yard setback of 6.5 metres, whereas a minimum of 7.0 metres is required;
 - e) Permit a front yard setback to an attached garage of 6.0 metres, whereas a minimum of 7.0 metres is required;

- f) Permit a minimum driveway length of 6.0 metres, whereas a minimum driveway length of 11.0 metres is required;
 - g) Permit a minimum interior side yard setback of 1.2 metres, whereas a minimum of 1.8 metres is required;
 - h) Permit a minimum exterior side yard setback of 2.5 metres, whereas a minimum of 3.0 metres is required;
 - i) Permit a minimum setback to the daylighting triangle for a porch of 1.20 metres, whereas a minimum setback of 1.5 metres is required;
 - j) Permit a maximum lot coverage of 55%, whereas a maximum of 45% is permitted;
 - k) Permit a maximum gross floor area of 134%, whereas a maximum of 60% is permitted; and,
 - l) Permit a minimum landscaped open space area of 30%, whereas a minimum of 35% is required.
3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV008-25.
4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.
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Executive Summary:

The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands municipally known as 334 and 340 Ardagh Road so as to facilitate the future development of twenty (20) residential street townhouse units. The Draft Zoning By-law Amendment is attached to Staff Report DEV008-25 as Appendix A. The application was submitted by Groundswell Urban Planners, on behalf of King Rich Homes Group. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes. A Conceptual Site Plan is included for reference as Appendix B. The Planning Analysis with respect to the submitted amendments to the Zoning By-law is attached as Appendix C and the Density Analysis is attached as Appendix D. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Draft Plan of Subdivision approval through the delegated approval process (Council Motion 10-G-346).

The concurrent Draft Plan of Subdivision application proposes to develop twenty (20) residential street townhouse lots fronting onto Neva Road. The submitted Draft Plan of Subdivision would include the urbanization of a portion of Neva Road. The detailed design of Neva Road would occur during the engineering review of the draft plan of subdivision should the subject Zoning By-law Amendment be approved.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject application and are of the opinion that the proposal is consistent with the Provincial Planning Statement (2024) and the City of Barrie Official Plan (2024). Staff have considered the comments received through the technical review and public consultation process, which included a Public Meeting on January 8, 2025, and are of the opinion that the requested special provisions are considered desirable for the appropriate development or use of the land.

Financial Implications:

The proposed development will be subject to development charges, cash in lieu for parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the site would be the applicant’s responsibility. The applicant is responsible for all capital costs for any new infrastructure required within the development limits as local roads are not Development Charge Credit eligible.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 - General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing “Residential Single Detached First Density’ (R1) zoning over the subject property.

This alternative is not recommended as the proposed development conforms to all Provincial and municipal policies as noted throughout this report and is considered an appropriate use of the subject lands.

Alternative #2 - General Committee could propose an alternative zoning on the subject properties to accommodate increased densities or a greater mix of uses.

This alternative is not recommended as this property and surrounding lands have been comprehensively planned whereby additional dwelling units will be accommodated and a greater mix of residential unit types, commercial and employment needs occur along Ardagh Road at the intersections of Summerset Drive and Ferndale Drive South.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide additional dwelling units and add the potential for more affordable and attainable housing options, and support the local and regional transit network.
Community Safety		Not Applicable
Thriving Community		Not Applicable
Infrastructure		Not Applicable

Investments		Not Applicable
Responsible Governance		Not Applicable

Additional Background Information and Analysis:

Site Description and Location

The subject properties are located on the east and west sides of Neva Road, at the intersection of Ardagh Road and Neva Road. The lands are known municipally as 334 and 340 Ardagh Road and are legally described as Lots 5 & 6, Registered Plan 1192 in the City of Barrie. The total area of the subject lands is approximately 0.74 hectares. Each lot has approximately 24.0 metres of frontage along Ardagh Road and 60.0 metres of frontage along Neva Road. The properties are currently developed with a single detached dwelling on each lot.

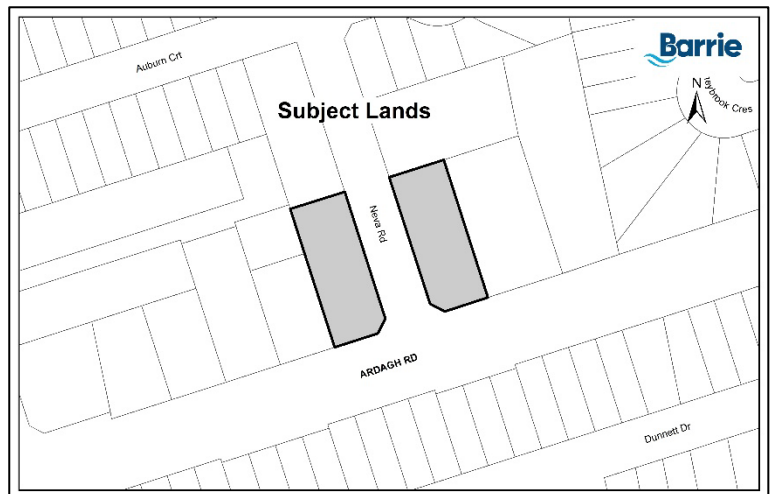
The surrounding land uses include the following:

North: Low rise residential dwellings, a municipal park (Summerset Park), and two elementary schools (St. Catherine of Siena Catholic School and Ardagh Bluffs Public School).

East: Low rise residential dwellings and municipally maintained Park/Open Space (Ardagh Bluffs).

South: Low rise residential dwellings and municipally maintained Park/Open Space (Ardagh Bluffs).

West: Low rise residential dwellings, and lands approved for medium density residential development, one high school (St. Joan of Arc Catholic High School), and a commercial plaza.



Existing Policy

The subject properties are designated “Neighbourhood Area” on Map 2 - Land Use Designations in the City’s Official Plan and are zoned ‘Residential Single Detached Dwelling First Density’ (R1) in the City of Barrie Comprehensive Zoning By-law 2009-141, as amended.

Department and Agency Comments

In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available under [Ward 6 – 334 & 340 Ardagh Road](#):

- a) Planning Justification Report (Groundswell Urban Planners, October 2024)

- b) Functional Servicing Report (Aplin Martin Consultants, October 2024)
- c) Stormwater Management Report (Aplin Martin Consultants, October 2024)
- d) Phase 1 Environmental Site Assessment (Sirati & Partners Consultants Ltd., May 2023)
- e) Traffic Impact Study (TraffMobility)
- f) Tree Inventory and Preservation Plan (Kuntz Forestry Consulting Inc.)
- g) Geotechnical Report (Sirati & Partners Consultants Ltd., April 2023)
- h) Hydrogeological Report (Sirati & Partners Consultants Ltd., April 2023)

The subject application was circulated to staff in various departments and external agencies for review and comment. No objections or concerns were received from the following departments as it relates to the subject Zoning By-law Amendment application:

- a) Development Services - Addressing, Approvals, Parks Planning and Transportation Planning;
- b) Fire and Emergency Services;
- c) Business Performance and Environmental Sustainability – Risk Management Official, Environmental Sustainability and Environmental Compliance;
- d) Finance – Development Charges Department;
- e) Transit and Parking Strategy Department;
- f) Infrastructure Services Department (Water Operations Branch);
- g) Engineering Standards;
- h) Alectra Utilities, Bell Canada, Enbridge and Hydro One;
- i) Simcoe County District School Board;
- j) Simcoe Muskoka Catholic District School Board; and
- k) The Lake Simcoe Region Conservation Authority (LSRCA)

Any comments that were provided will be addressed through subsequent approvals associated with the draft plan of subdivision application.

Plan of Subdivision

Subject to Council approval of the proposed application, the property would be subject to Plan of Subdivision approvals, as per Section 51 of the *Planning Act*. The approval of Plans of Subdivision has been delegated to City staff in accordance with Council Motion 10-G-346. In this regard, review of the Draft Plan of Subdivision remains ongoing with staff currently reviewing details related to the extension of Neva Road. Staff would be in a position to approve the associated Draft Plan of Subdivision once detailed review of the road design is completed should Council approve the rezoning.

Through the Plan of Subdivision process, detailed design matters will be reviewed and addressed including design elements of the lands, access routes, transit, servicing, stormwater management, landscaping, lighting, and zoning compliance. The detailed design component of the Plan of Subdivision process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent neighbourhoods, trails and streets.

Consultation and Engagement:

A Neighbourhood Meeting was held on May 11, 2023 for the subject application and was attended by approximately 10 residents, Ward 6 Councillor Nigussie, the applicant's

Planning consultant, the owner of the property, and City Planning staff. The comments and concerns received from residents are summarized as follows:

- Traffic concerns regarding increased traffic utilizing the intersection at Neva Road and Ardagh Road;
- Concerns regarding the provision of adequate parking within the development so as to avoid on street parking; and,
- Potential impacts on adjacent properties as it relates to groundwater and stormwater management, and preservation of boundary vegetation.

A statutory Public Meeting was held on January 8, 2025 to present the subject application to the Affordability Committee and the public. No members of the public attended the Public Meeting.

Environmental and Climate Change Impact Matters:

The following environmental and climate change impact matters have been considered in the development of the recommendation:

The application, if approved, would result in the redevelopment of an underutilized site within an area designated for residential development which is serviced by existing infrastructure and public service facilities. Smaller lots, alternative built forms for residential dwellings, and maximizing the use of land, services and resources reduces pressures on greenfield development and the extension of significant municipal services where they do not already exist.

Appendix:

- Appendix A – Draft Zoning By-law Amendment
- Appendix B – Conceptual Site Plan
- Appendix C – Planning Analysis
- Appendix D – Density Analysis

Report Author:

Tyler Butler, Planner, Development Services

File #:

D30-023-2024

Pending # (if applicable):

Not Applicable

Appendix A - Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025-XX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being as Lots 5 & 6, Registered Plan 1192 known municipally as 334 and 340 Ardagh Road shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density - Townhouse with Special Provisions' (RM2-TH)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 25-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning of 334 and 340 Ardagh Road, shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density - Townhouse with Special Provisions' (RM2-TH)(SP-XXX) in accordance with Schedule "A" attached to this By-law.
2. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum lot area of 134.0m² shall be provided in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
3. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum lot frontage of 5.5 metres shall be provided in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
4. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum setback of 1.2 metres shall be provided to a daylighting triangle in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
5. **THAT** notwithstanding Section 5.3.5.1 of By-law 2009-141, a minimum setback to a daylighting triangle of 1.2 metres shall be provided for a porch in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
6. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum rear yard setback of 6.5 metres shall be provided in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
7. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum interior side yard setback of 1.2 metres shall be provided in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
8. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum exterior side yard setback of 2.5 metres shall be provided in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
9. **THAT** notwithstanding Table 5.3 of By-law 2009-141, front yard setback to an attached garage of 6.0 metres shall be provided in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
10. **THAT** notwithstanding Section 5.2.5.2 (c) of By-law 2009-141, a minimum driveway length of 6.0 metres shall be provided in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
11. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a maximum gross floor area as a percentage of lot size of 134% shall be permitted in the Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;

12. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a maximum lot coverage of 55% shall be permitted in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
13. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum landscaped open space of 30% shall be permitted in the 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX) zone;
14. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule "A" to this Bylaw, shall apply to the said lands except as varied by this By-law.
15. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____ day of ____, 2025.

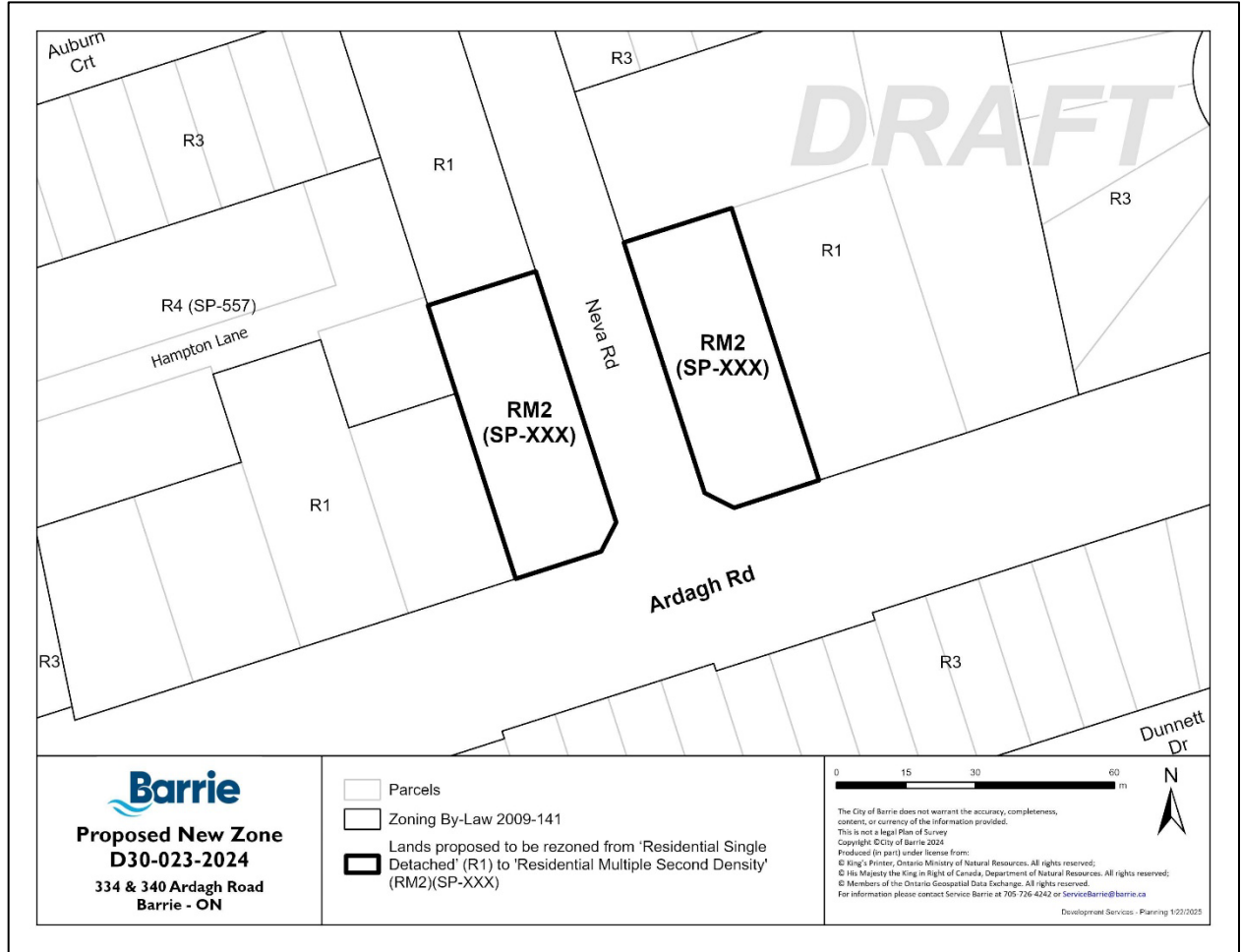
READ a third time and finally passed this ____ day of ____, 2025.

THE CORPORATION OF THE CITY OF BARRIE

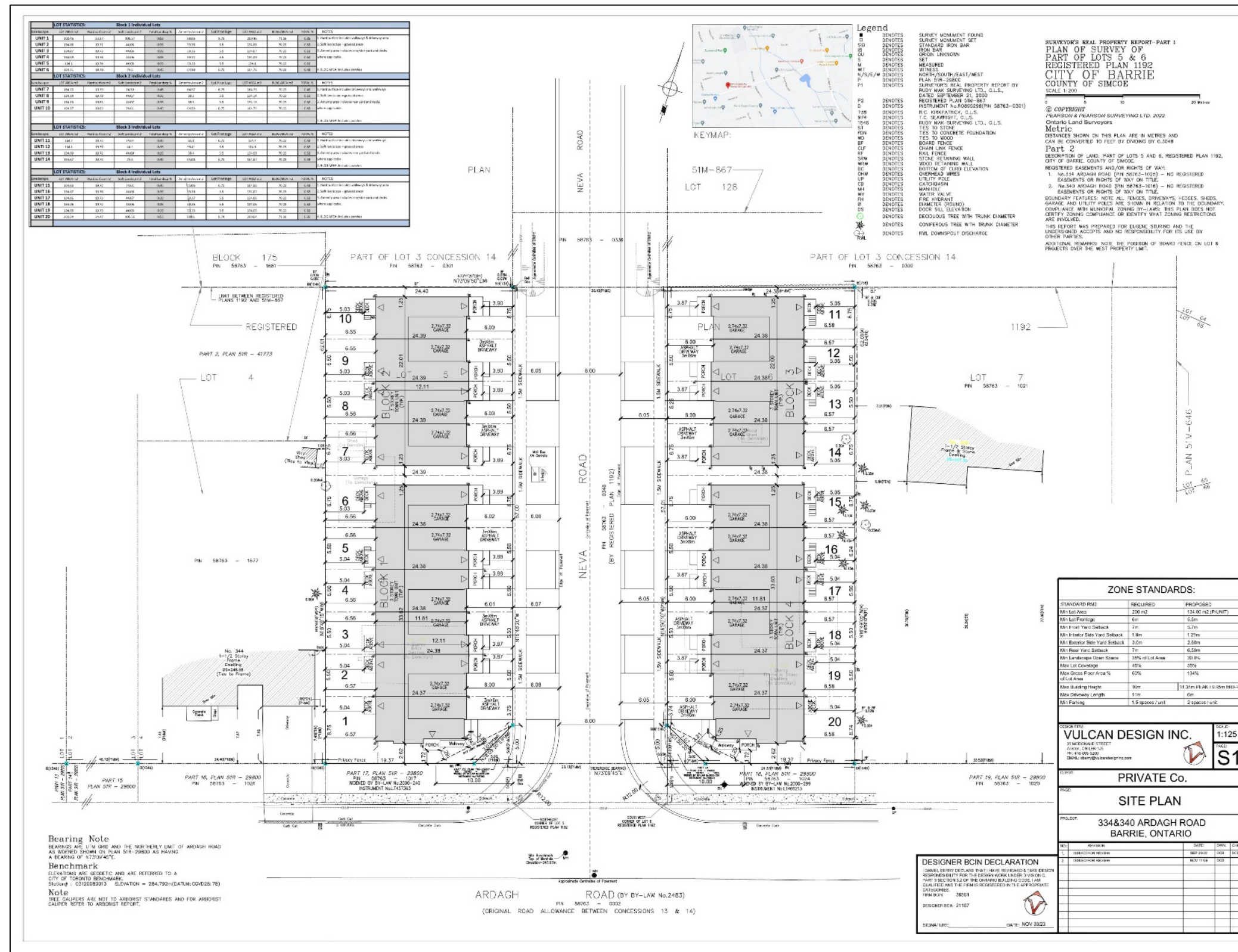
MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule "A" to attached By-law 2025-XXX



Appendix B - Conceptual Site Plan



Appendix C - Planning Analysis

Provincial Planning Statement (2024)(PPS)

Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Planning Statement (2024) which supports the achievement of complete communities by accommodating a wide range and mix of land uses and options to meet long term needs and improving accessibility, social equity and overall quality of life for all people. A mix of housing options and densities to meet housing needs must be provided and land use patterns should be based on densities and a mix of uses which are efficient, support active transportation and are transit and freight supportive. Intensification and redevelopment shall be supported by planning for a range and mix of housing options and infrastructure investment as well as economic competitiveness through a diversified economic base, a range of employment, institutional and mixed uses, intensification and compatible mixed use development and consideration of land use compatibility. The proposed development supports the policies of a healthy, livable, and compact community that efficiently uses land, supports active transportation and transit usage and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

City of Barrie Official Plan (OP) (2024)

Staff have reviewed the relevant policies in the City of Barrie Official Plan which apply to the application and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are designated 'Neighbourhood Area' on Map 2 – Land Use Designations. General land use intentions for the 'Neighbourhood Areas' are provided in Section 2.3.7 and further land use policies that guide development in Neighbourhood Areas are provided in Section 2.6.1. of the Official Plan.

The intent of the 'Neighbourhood Area' designation is to recognize new and existing neighbourhoods and communities. The Neighbourhood Area designation is where the majority of residents are expected to live, while ensuring the protection and connections to the Natural Heritage Systems and Greenspaces. Neighbourhoods are expected to accommodate a scale of development and built form suitable for their planned function, created through plans of subdivision, and shall allow for opportunities for a full range of housing forms, types, and options including affordable housing. Sections 2.6.1.2 (d) and (e) of the Official Plan permit and promote appropriate levels of intensification that is compatible with and sensitive to the character of the surrounding neighbourhood and promotes intensification. In accordance with policy 2.6.1.3 (a), development within a Neighbourhood area on a local street shall be kept to three storeys or less.

The subject application is consistent with the goals and policies of the Official Plan as the subject development is considered a residential infill development that proposes a modest form of intensification within an established neighbourhood that is sensitive to existing and planned development within the area and would not exceed the established height permissions for the Neighbourhood Area designation. In accordance with Density Analysis attached as Appendix D, the existing residential density of the subject area is 19.16 units per net hectare. Should the subject application be approved, the overall residential density of the subject area would increase to 19.55 units per net hectare.

The proposed development provides a low rise built form which is consistent within the Neighbourhood Area designation. The development builds upon an area with existing approvals that will support active transportation options for residents and the long term build out of public transit. The proposed development further conforms with the Plan of Subdivision requirements of Section 9.5.3 which contemplates how such Draft Plans of Subdivision will be developed and incorporated within the City. For these reasons and those described above, staff are of the opinion that the proposed development conforms with the Official Plan.

Zoning By-law 2009-141

The proposed Zoning By-law Amendment is being requested to rezone the subject lands from ‘Residential Single Detached Dwelling First Density’ (R1) to ‘Residential Multiple Dwelling Second Density -Townhouse with Special Provisions’ (RM2-TH)(SP-XXX) in accordance with the City’s Comprehensive Zoning By-law 2009-141. The table below identifies the Zoning By-law requirements and the requested Special Provisions as it relates to the proposed development:

Table 1: Special Provisions Requested

Zoning Standard	Required by Zoning By-law 2009-141 (RM2-TH)	Proposed Zoning Standard (RM2-TH)(SP-XXX)
Lot Area (min.)	200.0m ²	134.0m ²
Lot Frontage (min.)	6.0m	5.5m
Setback to a Daylighting Triangle (min.)	4.5m	1.2m
Rear Yard Setback (min.)	7.0m	6.5m
Front Yard Setback to Attached Garage (min.)	7.0m	6.0m
Minimum Driveway Length	11.0m	6.0m
Side Yard Setback – Interior (min.)	1.8m	1.2m
Side Yard Setback – Exterior (min.)	3.0m	2.5m
Lot Coverage (max.)	45%	55%
Landscaped Open Space (min. % of lot Area)	35%	30%
Maximum Gross Floor Area	60%	134%

The following provides an analysis of the requested amendments to the Zoning By-law:

Minimum Lot Area

The applicant has requested a site specific zoning provision related to a reduced lot area of 134.0m², whereas a minimum lot area of 200.0m² is required. Staff note that the exterior townhouse units adjacent to Ardagh Road would comply with the minimum requirements of the zoning by-law with respect to lot area. The general intent and purpose of requiring a minimum lot area is to ensure that an adequate area is provided to accommodate rear yard amenity space, building separations, and parking areas within the front yard. As identified on the conceptual site plan provided in Appendix B, in staff's opinion, the requested reduction in lot area would provide sufficient space for a parking and a functional private rear yard amenity area, while maintaining adequate building separations.

Lot Frontage

The application proposes a minimum lot frontage of 5.5 metres, whereas the zoning by-law requires a minimum lot frontage of 6.0 metres. In staff's opinion, the reduced lot frontages are considered compatible with the surrounding neighbourhood and would still provide sufficient space for a driveway that can accommodate a parking space while also maintaining the maximum front yard parking coverage (60%) for each proposed townhouse unit.

Minimum Yard Setbacks to a Daylighting Triangle

The application proposes a reduction to the required setback from a daylighting triangle of 1.20 metres, whereas a minimum setback of 4.5 metres and 1.5 metres to a building and porch, respectively, is required. The general intent and purpose of the minimum setback to a daylighting triangle is to ensure that buildings are appropriately setback from the street to provide adequate separation from municipal roadways and to ensure sightlines are maintained. To ensure appropriate sightlines are maintained, Transportation Planning staff have requested that an additional 5.0 metres be dedicated, thereby increasing the daylighting triangle to 5.0 metres along Neva Road and 10.0 metres along Ardagh Road.

The reduced setback to the daylighting triangle can be attributed to the orientation of the building and a requirement of staff to have the building(s) oriented and massed toward the intersection of Ardagh Road and Neva Road. Staff are satisfied that the reduced setback to a daylighting triangle will not impact sightlines and would ensure a continuous, compatible, and an attractive streetscape is realized along Ardagh Road.

Rear Yard Setback

While a rear yard setback of 7.0 metres is required, the applicant is proposing a rear yard setback of 6.5 metres to accommodate a larger floor area for the proposed townhouses. Staff note that the intent of a rear yard setback provision is, in part, to ensure appropriate separation between adjacent land uses and to ensure that sufficient outdoor amenity space is provided for the residents of the dwelling unit. Staff are satisfied that the proposed rear yard setback of 6.5 metres will not result in privacy concerns for adjacent residential properties and that adequate outdoor amenity space would be provided. Given the location, scale and design of the proposed townhouse dwellings, Planning staff are satisfied that the proposed rear yard setback of 6.5 metres is appropriate.

Front Yard Setback to an Attached Garage

The application proposes a front yard setback to an attached garage of 6.0 metres, whereas 7.0 metres is required. The purpose of the 7.0 metre setback is to ensure a consistent streetscape is maintained and adequate parking can be accommodated within the private driveway without conflicting with the right of way. The Zoning By-law requires one parking space be provided per dwelling unit. The current parking configuration identifies one space in the driveway, and an additional parking space within each associated garage. Given the required dimensions of a parking space are 2.7 metres wide by 5.5 metres in length, the proposed width and length of the driveway would be able to accommodate vehicular parking in the front yard without causing a conflict with the right of way.

Minimum Driveway Length

In accordance with the RM2-TH zone standards, a minimum driveway length of 11.0 metres is required for street townhouse units. The required standard of an 11.0 metre driveway length is to provide two parking spaces in a tandem formation for each townhouse lot. A reduction in driveway length to 6.0 metres is appropriate given that a second parking space can be accommodated within the associated garage serving each dwelling unit and tandem parking is permitted. Given that the subject application has not requested a reduced parking ratio, staff have no concerns with the reduced driveway length proposed.

Minimum Side Yard Setbacks

The application proposes an interior side yard setback of 1.2 metres, whereas 1.8 metres is required, and an exterior side yard setback of 2.5 metres, whereas 3.0 metres is required. The intent of a minimum side yard setback is to ensure adequate building separation and access to a rear yard is provided. Staff note that within other residential zones (R1, R2, R3 and R4) a minimum side yard setback of 1.2 metres is required.

With respect to the proposed exterior side yard, staff note that this setback is in addition to the existing right of way along Ardagh Road that provides an approximate 6.0 metre landscaped boulevard. Staff find the reduction to exterior side yard setback is appropriate as the proposed development has been designed with an emphasis on the Ardagh Road frontage. The placement and orientation of the building toward Ardagh Road is intended to enhance the public realm, ensure seamless connectivity between the private development and the municipal sidewalk, and create a pedestrian and transit-supportive environment along Ardagh Road, all while respecting existing development in the area. As such, staff are satisfied that the proposed reduction to the interior and exterior side yard setbacks are appropriate.

Maximum Gross Floor Area as a Percentage of Lot Coverage and Lot Coverage

While the Zoning By-law restricts the maximum gross floor area (GFA) of a development to 60 percent, a maximum GFA of 134 percent is proposed. This is due to the smaller lot sizes proposed. The purpose of regulating GFA and lot coverage is to ensure that sites are not overdeveloped, and that new development conforms to the envisioned character and growth of the neighbourhood. In staff's opinion, the proposed development is appropriate for the site as the design includes the fundamental components required to

maintain the long-term functionality and viability of a residential infill development. The Development includes a safe vehicular access and pedestrian circulation network, sufficient parking, outdoor amenity areas, landscaping, and snow storage areas. Waste/recycling programming for the site would be by way of municipal curbside collection. Additionally, the site design respects adjacent residential land uses through the strategic placement of the building closer to Neva Road and the provision of tight board fencing to mitigate physical impacts (i.e. building height) on neighbouring properties and preserve privacy.

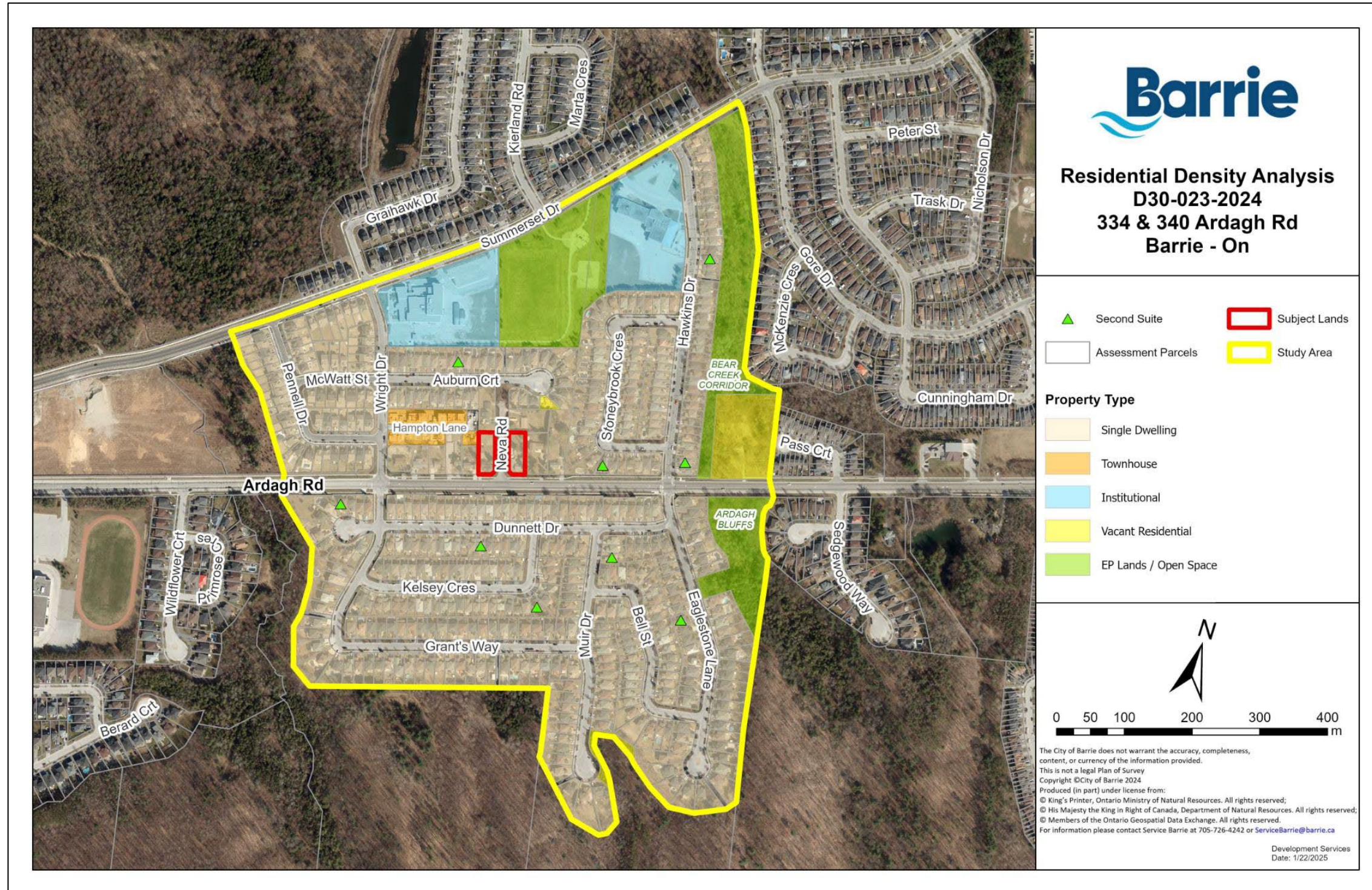
The applicant is proposing a maximum lot coverage of 55%, whereas the Zoning By-law permits a maximum lot coverage of 45%. Staff note that parking is accommodated at grade within the driveway and associated private garage for each unit proposed. The purpose of the lot coverage requirement is to control the scale of development on a site and to ensure compatibility with adjacent uses. Further, maximum lot coverage provisions ensure that adequate landscape/amenity space and building separations can be accommodated. In staff's opinion, the scale of the proposed development is appropriate and the proposal is not anticipated to pose significant impacts on adjacent properties related to privacy and over-look concerns. Planning staff are of the opinion that the requested site-specific provision is appropriate for a residential infill development of this nature, as the design/layout of the proposed development respects the character of the surrounding neighbourhood and site functionality has been demonstrated by the applicant.

Minimum Landscaped Open Space

While the Zoning By-law requires a minimum landscaped open space area of 35% of the total lot area, a minimum landscape open space area of 30% has been proposed. The general intent of requiring a minimum percentage of landscaped open space area is to ensure there is adequate permeable area for drainage, snow storage, outdoor amenity space and opportunities for vegetation to be planted. As it relates to infill and redevelopment, landscaping is generally provided in the form of smaller hard-scaped and green space areas at-grade. The proposal includes adequate space within the front yard for snow storage and permeable areas for stormwater management. The rear yard areas provide ample space for private amenity and vegetative plantings to occur.

Planning staff are satisfied that the requested site specific zoning provisions identified above are appropriate and would contribute to the efficient development of the subject lands. The proposed development represents a modest form of residential intensification that is compatible with the adjacent low rise residential properties and expected development in the area.

Appendix D - Density Analysis



Appendix D - Density Analysis

RESIDENTIAL DENSITY ANALYSIS D30-023-2024 334 & 340 ARDAGH ROAD, BARRIE - ON

Total Study Area	53.64 ha
Total Developable Area - <i>Only residential</i> (Private properties)	30.84 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	34.86 ha
Total Area Parks/ Open Space/ Walkways/ EP Lands	6.52 ha
Total Area Roads right of way	12.26 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	545	28.74	18.96
Townhouse Dwelling Unit	46	0.51	89.60
Vacant Residential Lands		1.29	
Non- Residential Areas (Institutional)		4.01	
Parks/ Open Space/ Walkway/ EP Lands		6.52	
Subject Property 334 & 340 Ardagh Road - D30-023-2024 <i>Proposed ZBA to facilitate the development of 20 street townhouse units fronting Neva Road.</i>	20.00	0.30	66.82
Current Residential Density <i>(Only Residential Lands included)</i>	591	30.84	19.16
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	591	34.86	16.96
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	609	31.14	19.55
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	609	35.16	17.32

Prepared by: Development Services
Date: January 20, 2025

Note:

This Density Analysis is based on the Assessment Database.
MPAC property Code was used to identify the number of residential units in the Area.
Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.
Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.