

Staff Report



To	General Committee
Subject	Zoning By-law Amendment – 324 & 328 Ardagh Road
Date	April 22, 2026
Ward	6
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV-010-2026

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of Cal-Parc Ardagh Road Inc., to rezone lands municipally known as 324 and 328 Ardagh Road from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX), as attached as Appendix A to Staff Report DEV-010-2026, be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a) Permit Block/Cluster (Back-to-Back) Townhouse Units as a permitted use, whereas Block/Cluster (Back-to-Back) Townhouse Units are not permitted;
 - b) Permit a minimum front yard setback to a dwelling unit of 3.5 metres to Block 1, whereas a minimum front yard setback of 7.0 metres is required;
 - c) Permit a minimum front yard setback to a porch of 2.0 metres to Block 1, whereas a minimum front yard setback to a porch of 3.0 metres is required;
 - d) Permit a minimum rear yard setback of 6.0 metres to the north lot line, whereas a minimum rear yard setback of 7.0 metres is required;
 - e) Permit a maximum lot coverage of 42 percent, whereas a maximum lot coverage of 35 percent is permitted;
 - f) Permit a maximum building height of 15.5 metres, whereas a maximum building height of 10 metres is permitted;
 - g) Permit a maximum gross floor area of 122.5 percent, whereas a maximum

gross floor area of 60 percent is permitted;

- h) Permit an outdoor amenity area to be provided in an unconsolidated form, whereas an outdoor amenity area is to be provided in a consolidated form;
 - i) Permit a maximum density of 104 units per net hectare (51 units total), whereas a maximum density of 40 units per net hectare is permitted;
 - j) Permit the use of in-ground waste containers (in-ground bins) for waste storage, whereas the storage of waste is to be within the main building or an accessory building that is weather tight; containing a solid roof, walls, roll-up door and an exterior finish consistent with that of the main building;
 - k) Permit a reduced landscape buffer of 1.3 metres to the east of the parking area that provides for more than four (4) parking spaces adjacent to a residentially zoned lot, whereas a minimum landscape buffer area of 3.0 metres is required; and,
 - l) Permit a minimum of 1.43 parking spaces per dwelling unit for a total of 73 parking spaces, whereas a minimum of 1.5 spaces per dwelling unit 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 DEV-010-2026.
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 324 and 328 Ardagh Road to facilitate the development of a three (3) blocks of four and a half (4.5) storey back-to-back townhouse units containing a total of fifty-one (51) dwelling units. The Draft Zoning By-law Amendment is attached to Staff Report DEV-010-2026 as Appendix A. The application was submitted by Innovative Planning Solutions, on behalf of Cal-Parc Ardagh Road Inc. 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 consultation engagement processes. A Conceptual Site Plan is included for reference as Appendix B. The Planning Analysis with respect to the Zoning By-law amendment is attached as Appendix C and the Density Analysis is attached as Appendix D. Subject to Council's approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Site Plan Control approval through the delegated approval process.

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 Neighbourhood Meeting on May 5, 2025, and Public Meeting on November 5, 2025, and are of the opinion that the requested special provisions are considered desirable for the appropriate development and 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.

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 Dwelling First Density’ (R1) zoning over the subject properties.

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.

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		
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Site Description and Location

The subject property is located on the north side of Ardagh Road, east of Neva Road. The lands are known municipally as 324 and 328 Ardagh Road and are legally described as Lots 7 and 8 on Plan 1192, S/E Parts 19 and 20 on Plan 51R-29800, in the City of Barrie. The total area of the lands is approximately 0.49 hectares in size with a lot frontage of approximately 95 metres along Ardagh Road. The subject lands both contain a single detached dwelling.

The surrounding land uses include the following:

North: Low rise residential dwellings.

East: Low rise residential dwellings.

South: Ardagh Road and low rise residential dwellings.

West: Low rise residential dwellings.



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.

Development and Agency Comments

In support of the application, the following plans, reports, and studies were submitted. Copies of the submission materials are available on the City's Development Projects webpage under [Ward 6 – 324 & 328 Ardagh Road](#).

- a) Planning Justification Report (Innovative Planning Solutions, January 2026)

- b) Functional Servicing Report (Pinestone Engineering Ltd., February 2026)
- c) Traffic and Parking Brief (JD Northcote Engineering Inc., July 2025)
- d) Phase 1 Environmental Site Assessment (GEI Consultants, August 2025)
- e) Phase 2 Environmental Site Assessment (GEI Consultants, October 2025)
- f) Geotechnical Investigation & Report (GEI Consultants, July 2025)
- g) Hydrogeological Investigation (GEI Consultants, July 2025)
- h) Tree Preservation Report (Landmark Environmental Group Ltd., August 2025)
- i) Mitigation for Tree Encroachment Memo (Landmark Environmental Group Ltd., February 2026)
- j) Photometric Plan (EME Engineering Inc., August 2025)

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, Transportation Planning, and Parks Planning;
- b) Fire and Emergency Services;
- c) Business Performance and Environmental Sustainability – Risk Management Official, Environmental Sustainability and 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 and Enbridge Gas;
- i) Nottawasaga Valley Conservation Authority (NVCA); and,
- j) The Simcoe County District School Board and Simcoe Muskoka Catholic District School Board.

Any comments that were provided will be addressed through subsequent approvals associated with a required Site Plan Control application.

Site Plan Control

Subject to Council approval of the proposed application, the property would be subject to

Site Plan Control approvals, as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. The Site Plan Control process provides an important mechanism for addressing site development matters such as access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc. This detailed design process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.

Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent Site Plan Control application.

Consultation and Engagement:

A Neighbourhood Meeting was held on May 5, 2025, for the proposed development and was attended by approximately 16 members of the public, Ward 6 Councillor Nigussie, the applicant's Planning Consultant, the owner of the property, and City Planning staff. The comments and concerns received from the residents are summarized below:

- Concerns about the increased density and number of proposed units;
- Concerns about the proposed height and loss of privacy on neighbouring properties;
- Protection and preservation of existing mature boundary trees;
- Concerns with reduced landscape buffer areas and development setbacks;
- and,
- Concerns regarding the proposed parking ratio, and increased demand for on-street parking.

A statutory Public Meeting was held on November 5, 2025, to present the subject application to the Affordability Committee and the public. Three (3) members of the public attended the Public Meeting. The comments and concerns received from the residents at the Public Meeting did not differ from those received at the Neighbourhood 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 a 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:

R. Anderson, Planner, Development Services

File #:

D30-009-2025

Pending #:

Not Applicable

Appendix A – Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2026 - XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands described as: Lots 7 & 8 on Plan 1192, S/E Parts 19 & 20 on Plan 51R-29800; City of Barrie, County of Simcoe, known municipally as: 324 and 328 Ardagh Road and as shown on Schedule "A" to this By-law, from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX); and,

AND WHEREAS the Council of The Corporation of the City of Barrie adopted resolution 26-A-XXX,

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

1. **THAT** the Zoning map be amended to change the zoning of 324 and 328 Ardagh Road from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX); pursuant to City of Barrie Comprehensive 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 Table 5.2 of By-law 2009-141, Block/Cluster (Back-to-Back) Townhouse Units shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
3. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum front yard setback to a dwelling unit of 3.5 metres to Block 1 shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
4. **THAT** notwithstanding Section 5.3.5.1 of By-law 2009-141, a minimum front yard setback to a porch of 2.0 metres to Block 1 shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
5. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum rear yard setback of 6.0 metres to the north lot line shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;

- 6. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a maximum lot coverage of 42 percent shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
- 7. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a maximum building height of 15.5 metres shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
- 8. **THAT** notwithstanding Table 5.3 of By-law 2009-141, a maximum gross floor area of 122.5% shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
- 9. **THAT** notwithstanding Section 5.2.5.2 (b) of By-law 2009-141, the minimum outdoor amenity area shall be permitted in an unconsolidated form in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
- 10. **THAT** notwithstanding Section 5.2.5.1 (a) of By-law 2009-141, a maximum density of 104 units per net hectare (51 units total) shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
- 11. **THAT** notwithstanding Section 5.3.5.5 of By-law 2009-141, in-ground waste containers (in-ground style bins) shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
- 12. **THAT** notwithstanding Section 5.3.7.1 of By-law 2009-141, a minimum landscape buffer area of 1.3 metres to the east of the parking area that provides more than four (4) parking spaces shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
- 13. **THAT** notwithstanding Table 4.6 of By-law 2009-141, a minimum of 1.43 parking spaces per dwelling unit (total of 73 parking spaces) shall be permitted in the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) zone;
- 14. **THAT** lands zoned 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B" to this By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
- 15. **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.
- 16. **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 , 2026.

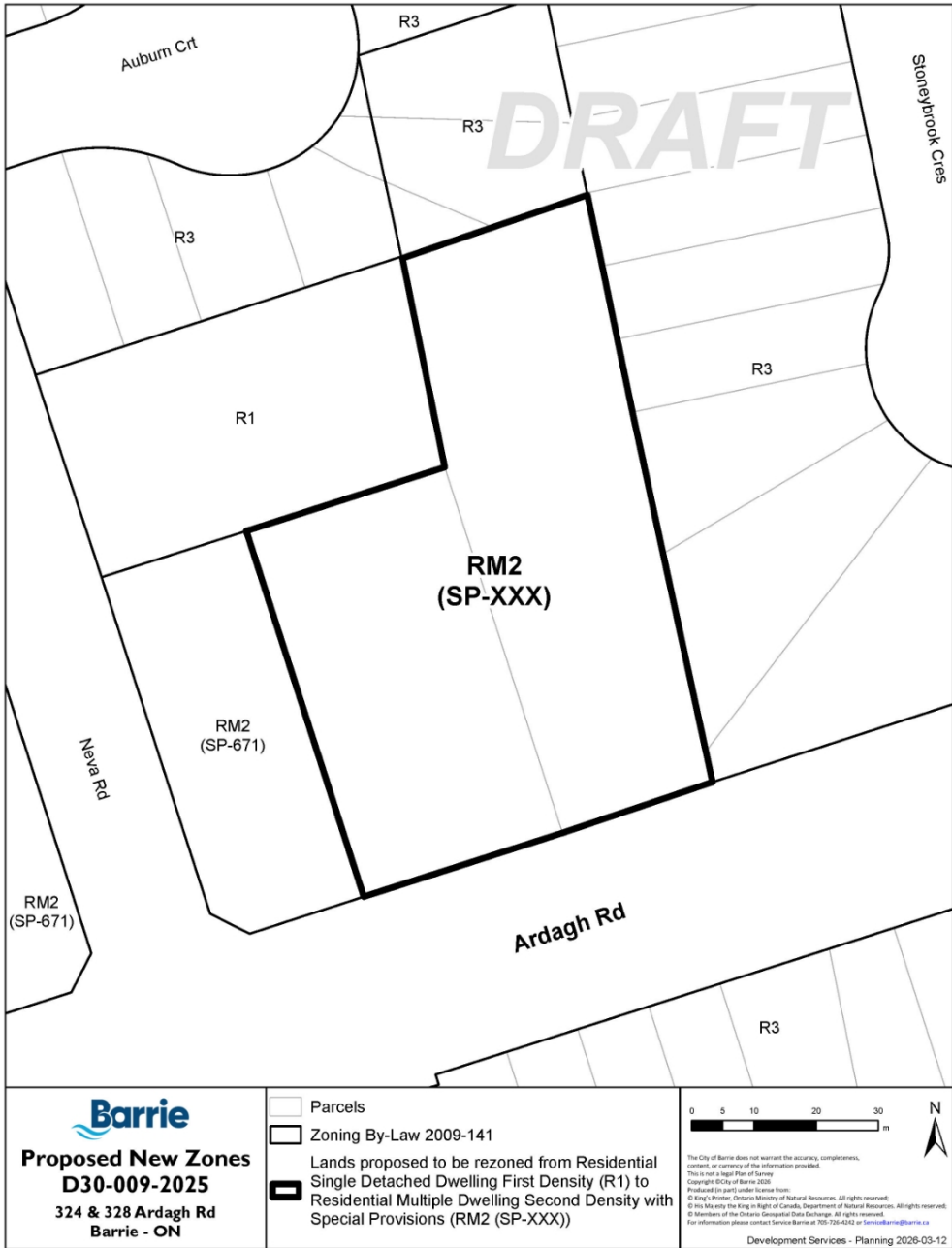
READ a third time and finally passed this day of , 2026.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – ALEX NUTTALL

CITY CLERK – WENDY COOKE

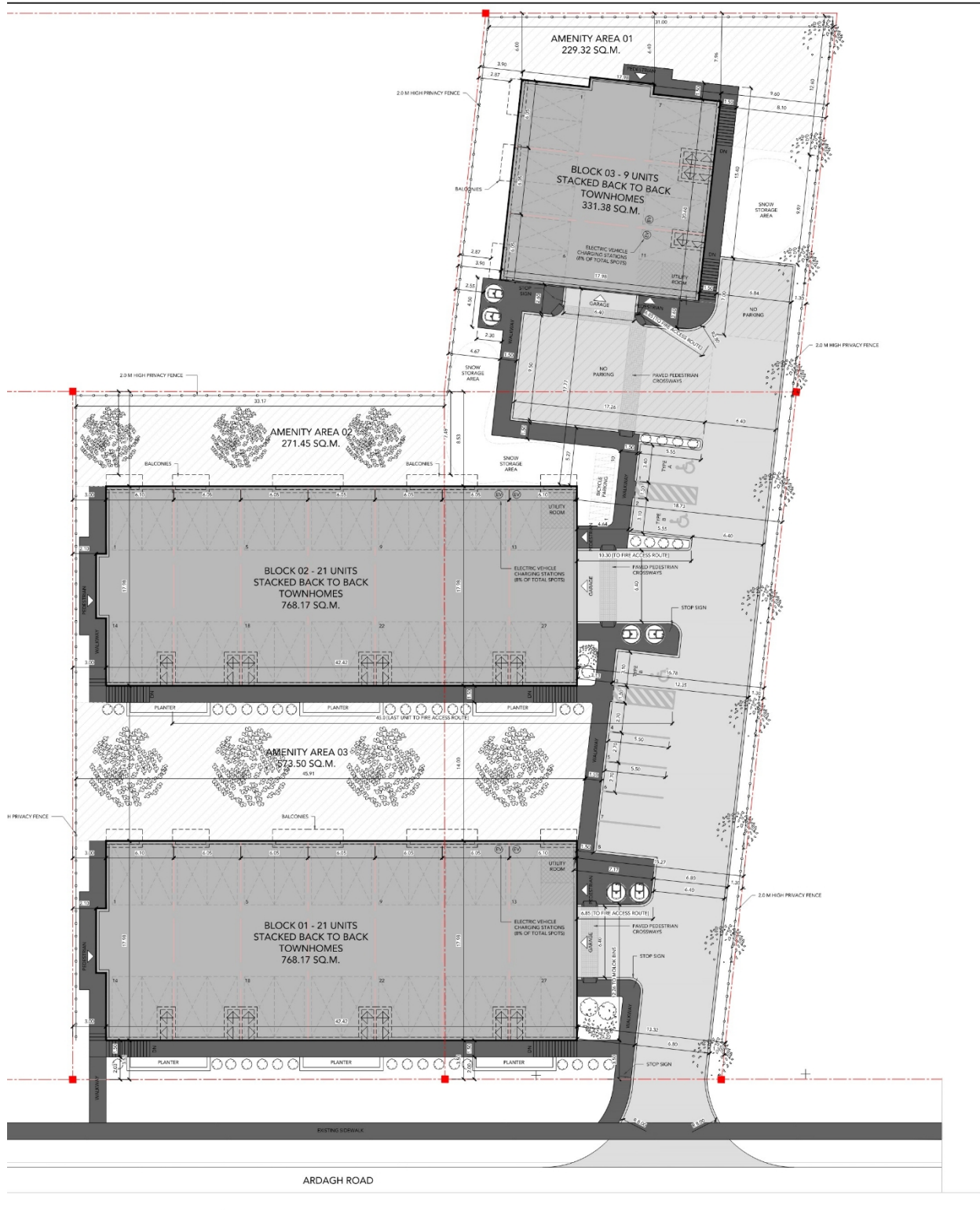
Schedule "A" to attached By-law 2026-XXX



MAYOR – ALEX NUTTALL

CITY CLERK – WENDY COOKE

Schedule "B" to Attached By-law 2026-XXX



Appendix B – Conceptual Site Plan (See Attachment 1)

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, liveable, 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 (2024) (OP)

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 (d), development outside of historic neighbourhoods and that fronts onto an arterial road may be up to six (6) storeys in height. Section 3.3.2 (f) of the Official Plan outlines that in order to provide appropriate privacy and daylight for any adjacent lower-scale housing forms, low-rise buildings on a lot that abuts another detached house, semi-detached house or townhouse should

incorporate setbacks and buffers that maintain a high quality of urban design.

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 19.78 units per net hectare. Should the subject application be approved, the overall residential density of the subject area would increase to 20.55 units per net hectare.

The proposed development provides a low rise built form which is consistent with 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. 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 with Special Provisions' (RM2)(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 Special Provisions requested as they relate to the proposed development:

Table 1: Special Provisions Requested

Zoning Standard	Required by Zoning By-law 2009-141 (RM2)	Proposed Zoning Standard (RM2)(SP-XXX)
Permitted Built Forms	Block/Cluster/Street/Stacked Townhouse	Block/Cluster (Back-to-Back) Townhouse
Front Yard Setback (min.)	7.0m	3.5m – Block 1
Front Yard Setback to Porch (min.)	3.0m	2.0m – Block 1
Rear Yard Setback (min.)	7.0m	6.0m – North Lot Line
Lot Coverage (max.)	35%	42%
Gross Floor Area (max.)	60%	122.02% - proposed 122.5% - <i>recommended</i>
Building Height (max.)	10.0m	15.5m
Amenity Area	To be provided in a consolidated form	To be provided in an unconsolidated form

Density (max.)	40 units per net hectare	104 units per net hectare (51 units total)
Secondary Means of Egress (min.)	7.0m	2.1m – Blocks 1 and 2 6.4m – Block 3 (requested, not required)
Waste Management	The storage of garbage, recyclables, and organic waste shall be within the main building or an accessory building that is weather tight; containing a solid roof, walls, roll-up door and an exterior finish consistent with that of the main building	In-ground waste containers (in-ground style bins)
Landscape Buffer Area (min.)	3.0m	1.3m – east parking area
Required Parking	1.5 spaces per dwelling unit	1.43 spaces per dwelling unit

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

Permitted Built Form

The Zoning By-law does not currently permit Back-to-Back Townhouses within the RM2 zone. As such, the applicant is requesting a site specific provision to allow Block/Cluster (Back-to-Back) Townhouses as a permitted built form, facilitating the separation of units by a common rear wall. While Block/Cluster Townhouses are permitted in the RM2 zone, they are defined as units attached along the main wall, both above and below grade. In contrast, the proposed development consists of townhouse units that are separated by a common rear wall, with each back-to-back unit oriented in the opposite direction of its adjoining pair. It is the opinion of Staff that permitting Block/Cluster (Back-to-Back) Townhouses through a site specific provision is appropriate.

Front Yard Setback (Block 1)

While the Zoning By-law requires a minimum front yard setback of 7.0 metres, the applicant is proposing a reduced setback of 3.0 metres to Block 1 of the development. The intent of the 7.0 metre setback is to maintain a consistent streetscape and provide adequate separation from the public street. However, staff note that existing setbacks along Ardagh Road vary, with several properties in the immediate area having setbacks of approximately 5.0 metres or less. In staff's opinion, given the built form type proposed and the orientation of the building towards Ardagh Road, this request is appropriate as the development has been designed with an emphasis on the Ardagh Road frontage with consolidated access into the site. 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. Given this orientation, the absence of parking along the Ardagh Road frontage, and the non-uniform character of the existing streetscape, staff are of the opinion that the proposed 3.0 metre front yard setback is appropriate as it will maintain a reasonable separation from the street and support the orderly development of the site.

Front Yard Setback (Porches)

While a minimum front yard setback of 3.0 metres to a porch is required, the applicant is proposing a reduced front yard setback of 2.0 metres to Block 1 to accommodate a walk-up porch providing direct access to the units fronting onto Ardagh Road. The purpose of the 3.0 metre setback is to enhance the streetscape through the provision of landscaping and pedestrian connections between the sidewalk and building entrances. Planning staff are of the opinion that the requested site specific provision is appropriate for the site, as adequate space remains within the front yard of Block 1 to accommodate vegetative buffering, walkways, and landscaped areas. The reduced setback is not anticipated to result in any adverse impacts on the subject lands or adjacent properties, nor will it affect the planned functionality of the site.

Rear Yard Setback (North Lot Line)

While a minimum rear yard setback of 7.0 metres is required, the applicant is proposing a reduced rear yard setback of 6.0 metres along the north lot line to accommodate a consistent building footprint on a sloping site, as well as the required laneway widths and access to the ground floor parking within Block 3. The proposed 1.0 metre reduction is considered minor and facilitates the provision of functional amenity space at the rear of the building. 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. Staff are satisfied that the proposed rear yard setback of 6.0 metres will not result in any adverse privacy impacts on adjacent residential properties to the north and that adequate outdoor amenity space would be provided. Given the location, scale and design of the proposed townhouse development, Planning staff are satisfied that the proposed rear yard setback of 6.0 metres is appropriate.

Lot Coverage

The application proposes a maximum lot coverage of 42%, whereas the Zoning By-law permits a maximum lot coverage of 35%. The purpose of regulating lot coverage is to ensure that sites are not overdeveloped and that new development conforms to the envisioned character and growth of the neighbourhood, as well as to provide adequate landscaping and ground level amenity area. Planning staff are of the opinion that the requested site specific zoning provision is appropriate, providing additional flexibility for development while still maintaining 58% of site area for appropriate landscape and amenity requirements, site access, and parking.

Maximum Gross Floor Area (GFA)

While the Zoning By-law restricts the maximum gross floor area (GFA) of a development to 60 percent, a maximum GFA of 122.02 percent is proposed. The purpose of regulating GFA is to prevent overdevelopment and to ensure that new development aligns with the envisioned character and anticipated growth of the neighbourhood. An increase in maximum allowable GFA is primarily attributed to the proposed townhouse dwellings being 4.5 storeys in height. In staff's opinion, the proposed development is appropriate for the site as it incorporates key elements to support the long-term functionality and viability of a residential infill development. Specifically, the development can be adequately serviced by municipal infrastructure and includes a safe vehicular access, a well-defined pedestrian circulation network, outdoor amenity areas, landscaping, and dedicated snow storage areas. To provide flexibility in the final design, staff are recommending that a maximum GFA of 122.5 percent be permitted for the proposed development as reflected in the recommended motion. Overall, staff are satisfied that the proposed increase in GFA is appropriate for the site.

Building Height

The application proposes a maximum building height of 15.5 metres, whereas the Zoning By-law restricts the maximum building height to 10.0 metres within the RM2 zone for townhouse units. The requested increase in height is required to accommodate parking on the ground floor, with 3 storeys of residential units above. Staff note that walk-up apartment buildings are permitted up to a maximum height of 4 storeys or 20 metres in the RM2 zone. The purpose of regulating building height is to ensure compatibility between built forms and to mitigate impacts to privacy and shadowing on adjacent properties, particularly within residential areas. The design and layout of the site respects the surrounding context, as it relates to maintaining compatibility with, and preserving privacy for, existing residential land uses located to the immediate north, east, and west. Planning staff are of the opinion that the requested site-specific provision for an increase in building height is appropriate given the nature of the proposed development and context of the site. The proposed side yard setbacks have been increased from the required 1.8 metres for all buildings on site. Additionally, the individual units have been oriented inward with no balconies provided along the side yards and adequate screening will be provided between the rear yard and Block 3 to further minimize any perceived privacy impacts on adjacent residential properties.

Amenity Area (Unconsolidated)

While the Zoning By-law requires a minimum consolidated outdoor amenity area of 12 square metres per dwelling unit, an unconsolidated outdoor amenity area is proposed. Specifically, the conceptual plan proposes a total outdoor amenity area of 21.06 square metres per dwelling unit in an unconsolidated form, distributed across three (3) ground level amenity areas to serve each back-to-back townhouse block. The proposed amenity areas are appropriately sized and scaled to support a range of programmable activities, while also resulting in a greater overall provision of outdoor amenity area for the development. It is the opinion of Planning staff that the proposed unconsolidated amenity areas are well-suited to the site layout and provide adequate, functional space for residents.

Maximum Density

The proposed increase in density from a maximum of 40 units per net hectare to 104 units per net hectare represents gentle intensification within the built-up area of the City. The purpose of regulating residential density is to ensure that sites are not overdeveloped. When evaluating the density provisions of a development proposal, particularly in the case of infill and intensification projects, it is important to consider the functionality of the site, as well as compatibility with and transitions to adjacent land uses. Additionally, the regulation of density ensures that demand for City's services and infrastructure does not exceed the forecasted capacity. In this regard, it is staff's opinion that the site functionality is not compromised by the proposed increase in density. A Density analysis has been included as Appendix D. The Density Analysis identifies that the current density of the neighbourhood study area is approximately 19.78 units per hectare. Should the proposed development be approved, the neighbourhood study area's overall density would increase to 20.55 units per hectare. The proposed density is supported by the abovementioned Official Plan policies, noting that intensification is appropriate within the Neighbourhood Area designation when it is compatible with and sensitive to the character of the surrounding neighbourhood. Based on the foregoing, Planning staff are of the opinion that the proposed density of 104 units per hectare on the subject development site is appropriate.

Secondary Means of Egress (West and North Lot Lines)

The Zoning By-law requires a minimum landscaped area with a depth of 7.0 metres where multiple dwelling units have a secondary ground-level access to the exterior. The application proposed reduced landscape depths of 2.1 metres along the west lot line and 6.4 metres along the north lot line to accommodate the secondary means of egress. Through the technical review of this application, Planning staff have determined that the ground-level exterior access is intended for the parking areas rather than for individual dwelling units. As such, this requested provision is not necessary.

Waste Management

The application is proposing to accommodate refuse storage within in-ground containers located adjacent to the buildings they serve. The Zoning By-law requires that when more than six (6) dwelling units are proposed that the storage of refuse materials must occur either within the main building or within a fully enclosed accessory structure equipped with a roof and roll-up door, and screened from view of the street. While this matter is typically addressed through site plan control, the applicant has indicated that refuse collection will be privately managed. As such, Planning staff are satisfied that the provision of in-ground refuse containers is appropriate as they minimize nuisance impacts such as odour and rodents, they would be appropriately screened from view of the street, and they would provide adequate access for both residents and waste contractors.

Landscape Buffer Area (Parking Areas – East Lot Line)

While the Zoning By-law requires a minimum landscape buffer area of 3.0 metres for parking areas providing more than four (4) parking spaces adjoining a residentially zoned lot and for apartment dwellings, the application proposes a reduced landscape buffer area with a depth of 1.3 metres along the east lot line. The intent of the landscape buffer area is to provide mitigation between the parking area and adjacent residential lots. A 2.0 metre tight board fence is provided adjacent to the parking area in addition to the reduced landscape buffer area. The reduced landscape buffer area of 1.3 metres will still provide adequate separation for noise, light, and privacy purposes. Planning staff are of the opinion that the requested provision is not expected to result in any adverse impacts to the adjacent properties.

Reduced Parking Ratio

While a minimum parking ratio of 1.5 spaces per residential unit is required, the application proposes a reduced ratio of 1.43 spaces per unit. This is achieved through the provision of visitor and barrier-free parking spaces throughout the site to be provided on the surface and within the ground floor of the proposed townhouse units. In support of this proposed reduction, a Traffic Brief and Parking Study was submitted and reviewed to the satisfaction of Transportation Planning staff. The reduced parking standard is considered a suitable design approach that aligns with the goals of fostering walkable communities, promoting multi-modal transportation options, encouraging transit use, and enhancing overall housing affordability. The subject lands are well-situated to support transit-oriented development, with local bus service available along Ardagh Road. The area also benefits from nearby commercial and employment uses at the intersections of Ardagh Road and Ferndale Drive South and Ardagh Road and Mapleton Avenue/Summerset Drive, and nearby public amenities including neighbourhood schools (Ardagh Bluffs Public School, St. Catherine of Siena Catholic Elementary School, and St. Joan of Arc Catholic High School), parks (Summerset Park), and the Ardagh Bluffs all within walking distance.

Development Generally in Accordance with the Conceptual Site Plan

Planning staff are recommending that the subject lands be developed generally in accordance with the Conceptual Site Plan submitted in support of the application, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking area (see Appendix B). The Conceptual Site plan would be included as a schedule to the implementing zoning by-law. This site-specific provision will provide clarity as it relates to the zoning provisions for the site and ensure that the development, as proposed, is realized at the time of construction.

Appendix D – Density Analysis (See Attachment 2)