



PLANNING RATIONALE

667, 669, 673 & 675

YONGE STREET

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR:

TRAN GROUP
REV. APRIL 2023



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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INTRODUCTION

1

Innovative Planning Solutions has been retained by Tran Group to complete a Planning Justification Report in support of a Zoning By-law Amendment to the City of Barrie Zoning By-law 2009-141 as amended to permit a mixed-use development along the Yonge Street Intensification Corridor.

The subject lands are legally described as CON 12 PLAN 1213 LOTS 5, 6, 7 AND 8, and municipally known as 667, 669, 673, and 675 Yonge Street, in the City of Barrie. The subject lands have an area of approximately 0.55 hectares (5,575 square metres), with 52.6 metres of frontage on Montgomery Drive and 63.3 metres of frontage along Yonge Street. See Figure 1.

The subject lands are currently designated 'Residential' in the City of Barrie Official Plan. The subject lands are zoned 'Residential Single Detached Dwelling First Density (R1)' in the City of Barrie Zoning By-Law.

The purpose of this report is to obtain approval for a Zoning By-Law Amendment to rezone the subject lands to Mixed Use Corridor with Special Provisions (MU2-SP-___). The proposed rezoning is intended to facilitate the

future development of an 11-storey mixed-use condominium building with grade related commercial/retail uses along the Yonge Street Intensification Corridor and in close proximity to the Barrie South GO Station.

This report will review the applicable policies found within the documents noted below to demonstrate consistency and good planning principles:

- Provincial Policy Statement, 2020 Consolidation
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Lake Simcoe Protection Plan, 2009
- City of Barrie Official Plan, 2018 Consolidation
- City of Barrie Zoning By-Law, 2021 Consolidation



Figure 1. Subject Site

LOCATION & CONTEXT

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2.1 Subject Site

The subject lands are located within the Built-up Area of the City of Barrie, and along the Yonge Street Primary Intensification Corridor between two Primary Intensification Nodes. The subject lands are a corner lot, located at the northeast corner of the intersection of Yonge Street and Montgomery Drive. The lands have an area of approximately 0.55 hectares (5,575 square metres), with 52.6 metres of frontage on Montgomery Drive and 63.3 metres of frontage along Yonge Street.

The subject lands currently hold four (4) single detached dwellings with various accessory structures. The site is largely comprised of manicured lawn. Trees and vegetation can be found along the northern boundary of the site, as well as intermittently scattered within the interior. The subject site is within the Lake Simcoe watershed, and thereby subject to the Lake Simcoe Protection Plan (LSPP), and is within an Intake Protection Zone (IPZ-2). The topography of the site is generally flat with little change in elevation.

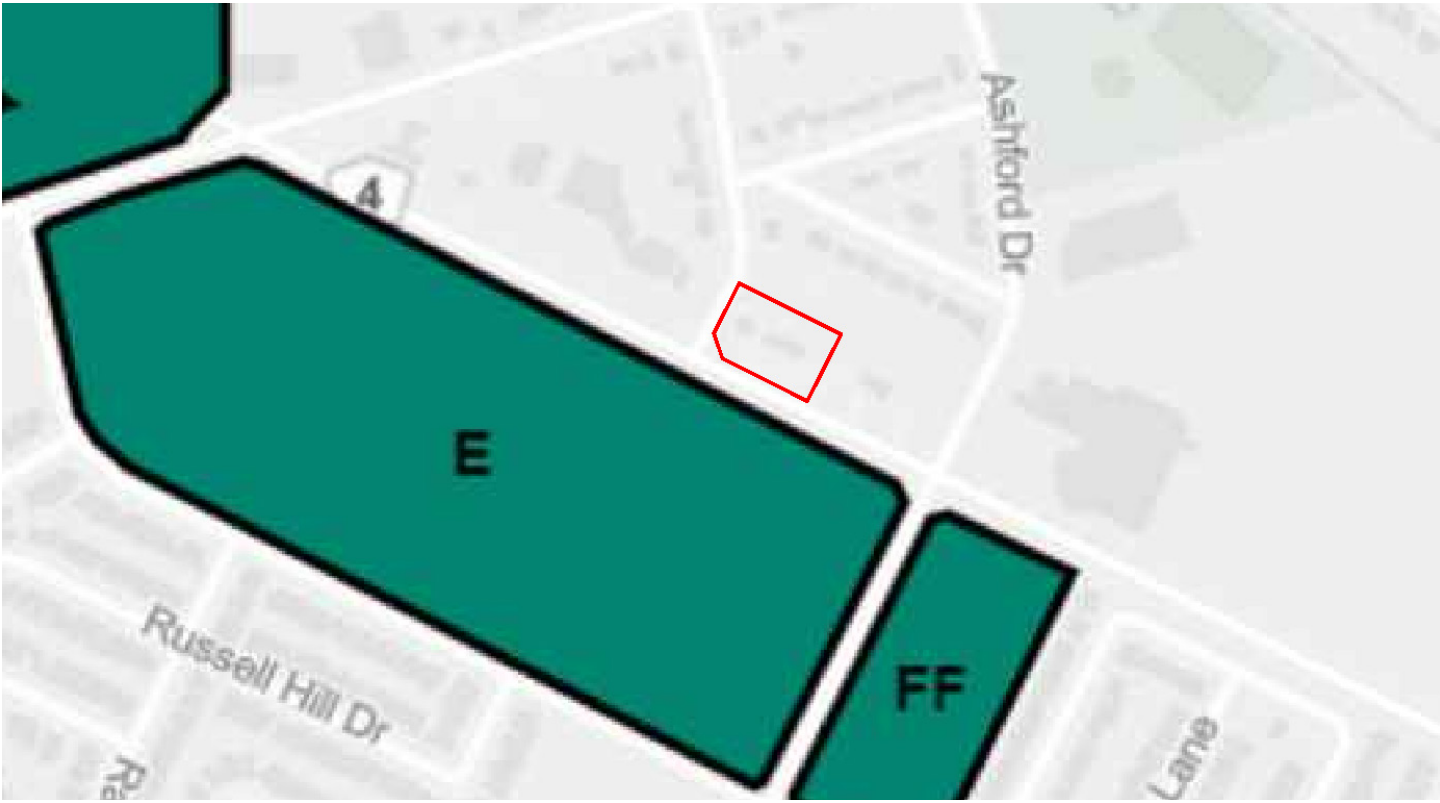
The lands are designated 'Residential' in the City's Official Plan (Figure 2) and are adjacent to Defined Policy Area E (4.8.2 of the OP) (Figure 3). The subject lands are zoned 'Residential Single Detached Dwelling First Density (R1)' in the City's Zoning By-Law (Figure 4).





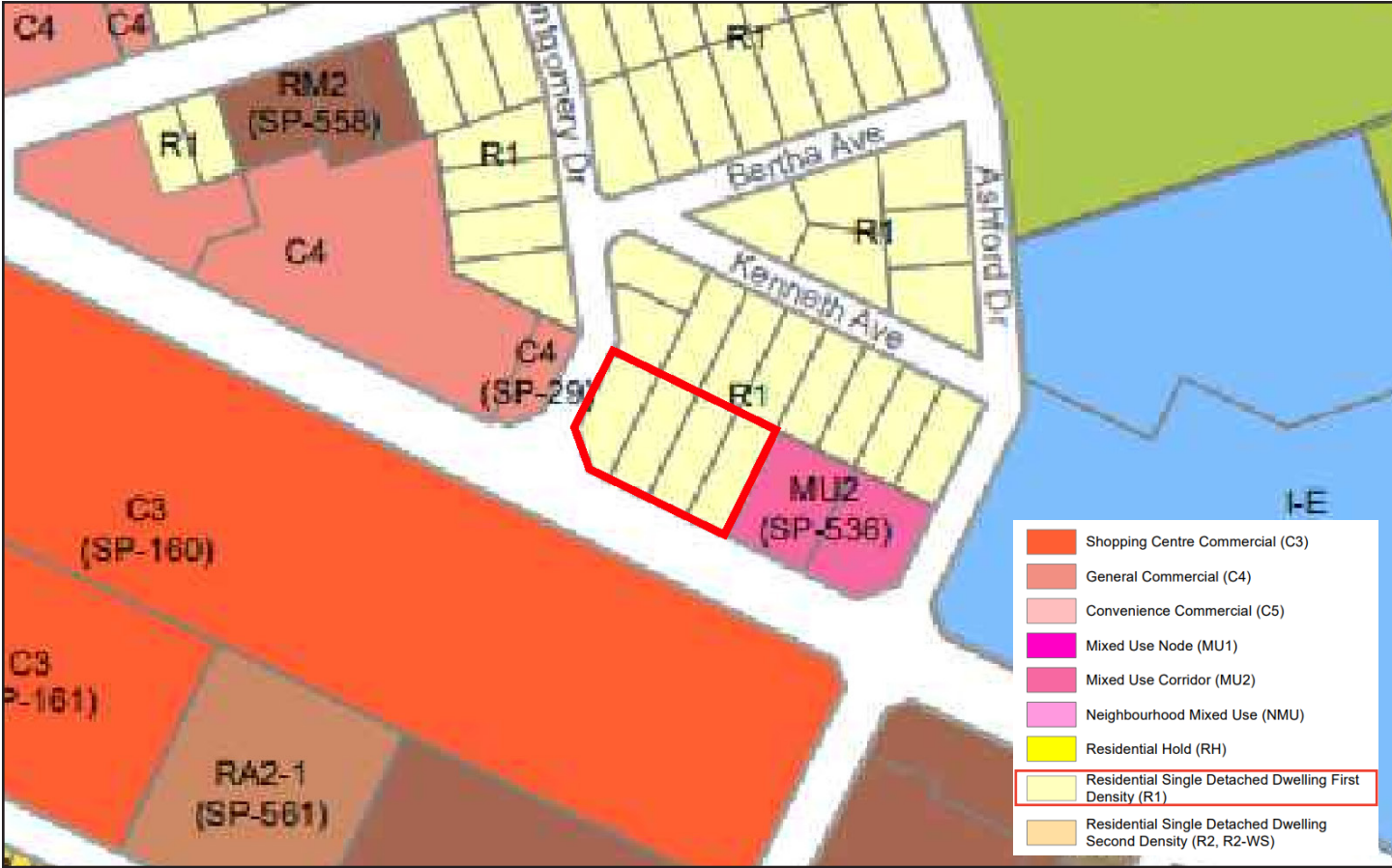
SUBJECT SITE

Figure 2. City of Barrie Official Plan Designation - Schedule A



SUBJECT SITE

Figure 3. City of Barrie Official Plan Special Policy Areas - Schedule C



SUBJECT SITE

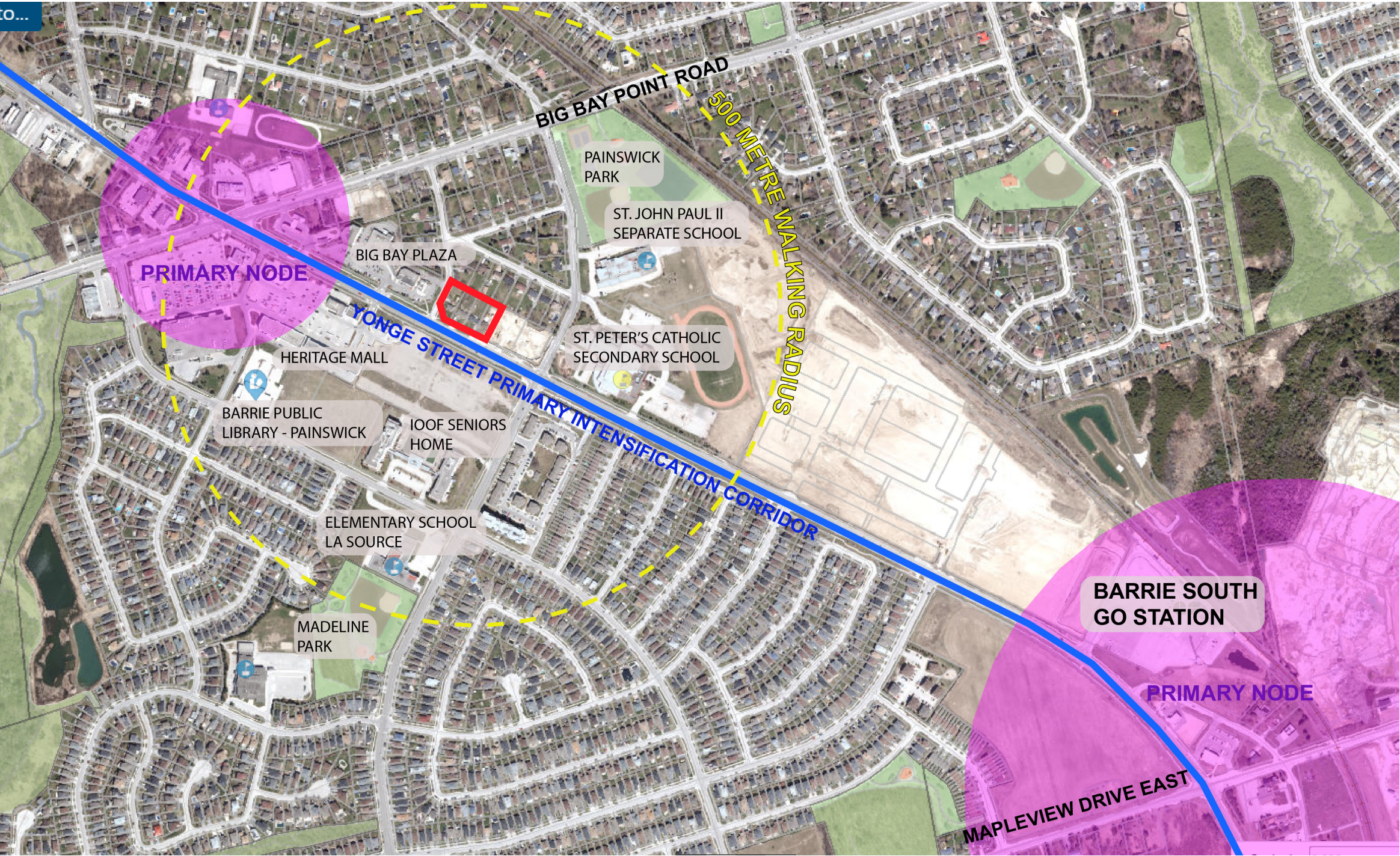
Figure 4. City of Barrie Zoning By-Law

2.2 Surrounding Context

Yonge Street is considered an arterial road and a Primary Intensification Corridor, with public transit (Route 8) and a 34 metre right-of-way for a projected road widening. Located along Yonge Street, and within a 500 metre walking radius of the subject lands, are schools, institutional uses, retirement homes, parks, a public library, commercial plazas, restaurants and other commercial uses. A number of these uses are associated with Defined Policy Area E (Figure 3) of the City Official Plan, which provides specific direction for this area to be developed as a community level shopping centre.

A Primary Intensification Node exists at the intersection of Yonge Street and Big Bay Point Road (400 metres north). A second Primary Intensification Node is located just 1 kilometre south of the site at the intersection of Yonge Street and Mapleview Drive East, and is anticipated to accommodate for a mix of uses in alignment with the Barrie South GO Major Transit Station Area. Parks and greenspace are located close by with Painswick Park approximately 5 minutes walking distance north of the site and Madeline Park located within the residential subdivision to the south. Close access is provided to the Lovers Creek and Hewitt's Creek Ravine systems. Along with the public transit route along Yonge Street, the subject property has access to the Barrie South Go Station (1.0 kilometre south), and access to Highway 400 (4.0 kilometres southwest off Mapleview Drive).

In summary, the location of the subject lands provides convenient access to necessary amenities including commercial uses, transit, parks, recreation, and schools. The surrounding land uses are depicted in Figure 2.



 SUBJECT SITE

Figure 5. Surrounding Land Uses

2.3 Greater Surrounding Context

Future growth and development in the surrounding area will be driven by the planning policies and directives of two major development areas: 1) the Barrie South GO Major Transit Station Area and; 2) the Hewitt's Secondary Plan Area.

Barrie South GO Major Transit Station Area

The Barrie South GO Major Transit Station Area (MTSA) is located approximately 1.0 kilometre south of the subject site along Yonge Street, centred around the Barrie South GO Transit Station. Through both Provincial and City planning directives, the Barrie South GO MTSA is planned to be a walkable, urban community that will leverage and optimize regional transit infrastructure to accommodate higher levels of intensification, while providing a wider range of housing choices, convenient access to a community services/amenities, and greater mobility options. Through the City of Barrie's adopted new Official Plan, greater density targets are contemplated for the Barrie South GO MTSA (145 persons and jobs per hectare).

Hewitt's Secondary Plan Area

The Hewitt's Secondary Plan Area (SPA) comprises of additional lands annexed from the Town of Innisfil in 2010 to expand the City's urban boundary. The Hewitt's SPA is "envisioned to accommodate a significant portion of the City's growth through a more walkable, urban, and intensified form of development than was typical in Barrie's past." The Hewitt's SPA provides that the Yonge Street Corridor will be the focus of high density, mixed use development that will create hubs and gathering points for community and neighbourhood activity. Similar to the Barrie South GO MTSA, development along the Yonge Street Corridor is intended to contribute to greater mobility options for residents. This is reflected through the City of Barrie's adopted new Official Plan, which identifies the Hewitt's SPA Yonge Corridor lands as an Intensification Corridor that is meant to support transit-oriented and pedestrian-oriented development.



Figure 6. Greater Surrounding Context

2.4 Adjacent Development

The proposed development of the subject site has been made with strong consideration for the adjacent and currently under construction development at 681 & 685 Yonge Street. The development is a 7-storey mixed use building with 176 residential units, ground floor commercial space fronting onto Yonge Street, surface parking, and two levels of underground parking. The development is commonly known as the South District Condominiums.

The development of the South District Condominiums was one of the first to proceed under and implement the provisions of the City's Mixed Use Zone category ("MU2"). As such, the South District Condominiums reflect higher density development, a more compact built form, and a mix of uses that are meant to contribute to the creation of vibrant and complete communities throughout Intensification Nodes and Corridors, including the Yonge Street Intensification Corridor. As noted through implementing OPA44, "the policies proposed by this amendment are intended to achieve the vision of the Growth Plan and Intensification Study by introducing new standards and provisions to facilitate Mixed Use development throughout the City of Barrie."

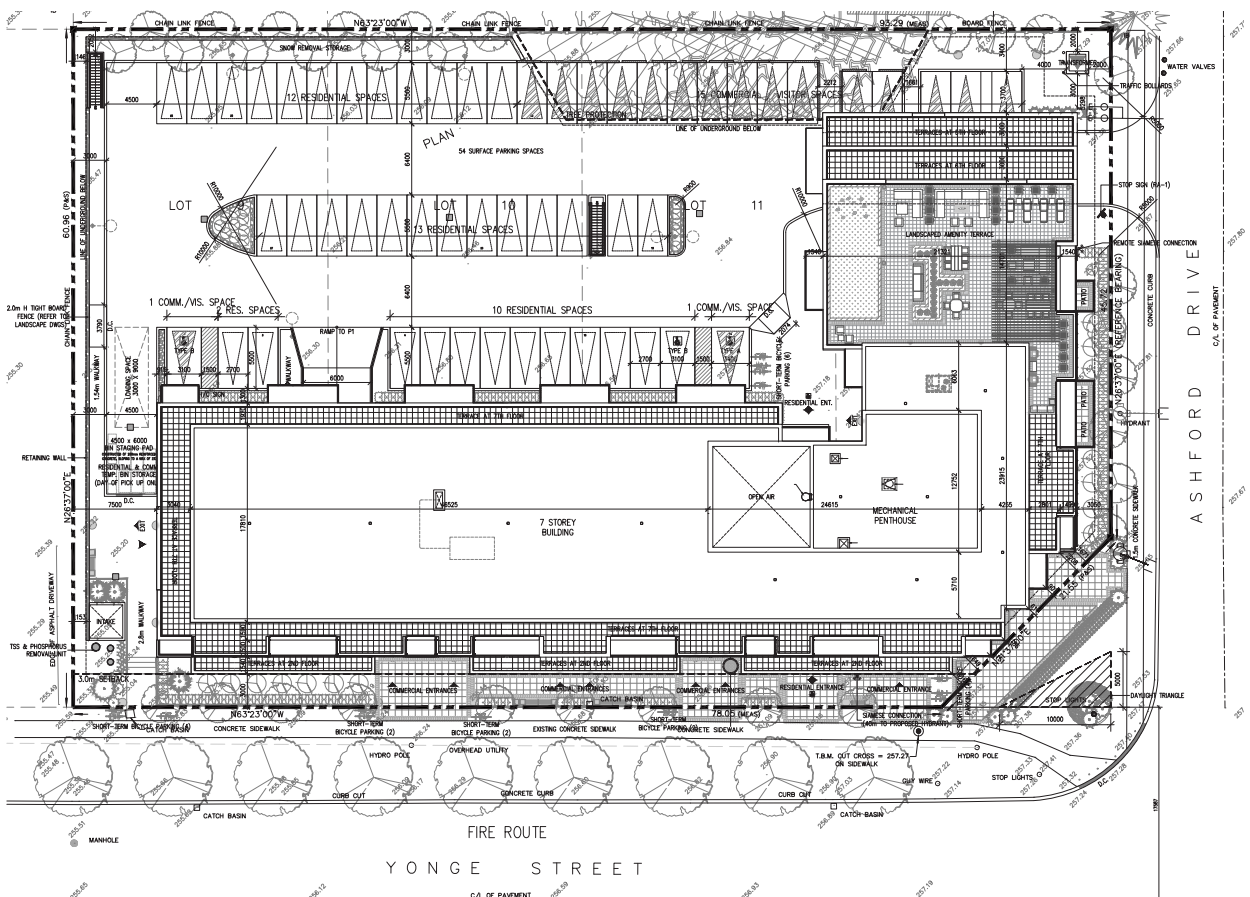


Figure 7. Site Plan for 681 & 685 Yonge Street (South District Condominiums)

DESCRIPTION OF THE PROPOSAL

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3.1 The Proposal

The intent of this application is to obtain approval for a Zoning By-Law Amendment to rezone the subject lands from 'Residential Single Detached Dwelling First Density (R1)' to 'Mixed Use Corridor with Special Provisions (MU2-SP-___)'. The proposal represents an opportunity to provide for redevelopment and intensification along the Yonge Street Primary Intensification Corridor. The proposed Site Plan is included as Appendix 1.

The proposal comprises of an 11-storey mixed-use condominium providing a total of 249 residential units and 797m² of ground floor commercial space. The proposal will result in a total gross floor area (GFA) of approximately 17,298m², comprised of 16,501m² residential GFA and 797m² of retail/commercial GFA. The proposal will also provide approximately 4,275m² total amenity space and a total of 321 parking spaces to meet the parking requirements of the Zoning By-law.

The development is proposed as a rectangular building, sited towards the intersection of Yonge Street and Montgomery Drive. The building thereby provides primary building face along Yonge Street. Vehicular access is provided through a single private condominium road accessed off Montgomery Drive. Two levels of underground parking are provided for residents, with some surface level parking available. Access to the underground parking is provided internally to the site. A total of 321 parking spaces will be provided, comprising of 249 required residential parking spaces, 27 commercial parking spaces, and an additional 45 parking spaces to be allocated towards visitor parking or other uses as needed.

Amenity space is provided through a combination of at-grade outdoor amenity space, indoor amenity space, patios, terraces, and balconies. The at-grade outdoor amenity space is located internally to the site, adjacent to the rear building face. Terraces are provided along the building frontages and towards Kenneth Avenue, in keeping with the design and building articulation for the South District Condominiums. A total of 3,851m² of outdoor amenity space (private and shared) will be provided. Indoor amenity areas provide an additional 424m² of amenity space for the site.

The massing and siting of the proposed building demonstrates consideration for the principles of good urban design. The building has been brought forward and sited towards the intersection of Yonge Street and Montgomery Drive, to support separation from the existing residential uses along Kenneth Avenue while also providing opportunities for an activated street edge at this intersection. To ensure that the proposed development will lend to a comfortable and attractive pedestrian environment along both Yonge Street and Montgomery Drive, building step-backs are implemented to support adherence to the City's angular plane provisions and to reduce the visual and

physical impact of the built form. The proposed step-backs will be leveraged to provide terraces for resident amenity use, while also offering continuity with the design and building articulation of the abutting South District Condominiums. Consideration for the principles of good urban design are further detailed within the Urban Design Report (UDR).

The proposed density for the site of approximately 446 units per net hectare facilitates development that is transit-supportive and encourages active transportation along the Yonge Street Primary Intensification Corridor. As mentioned previously, the development will have nearby access to a public transit route along Yonge Street as well as the Barrie South GO Station, while municipal sidewalks along Yonge Street will facilitate pedestrian access to nearby shops, schools, parks and trails. The proposed density for the site is also in keeping with the vision for the Yonge Street Intensification Corridor as outlined within the City's Official Plan, as further discussed in Section 5.0 of this Report.

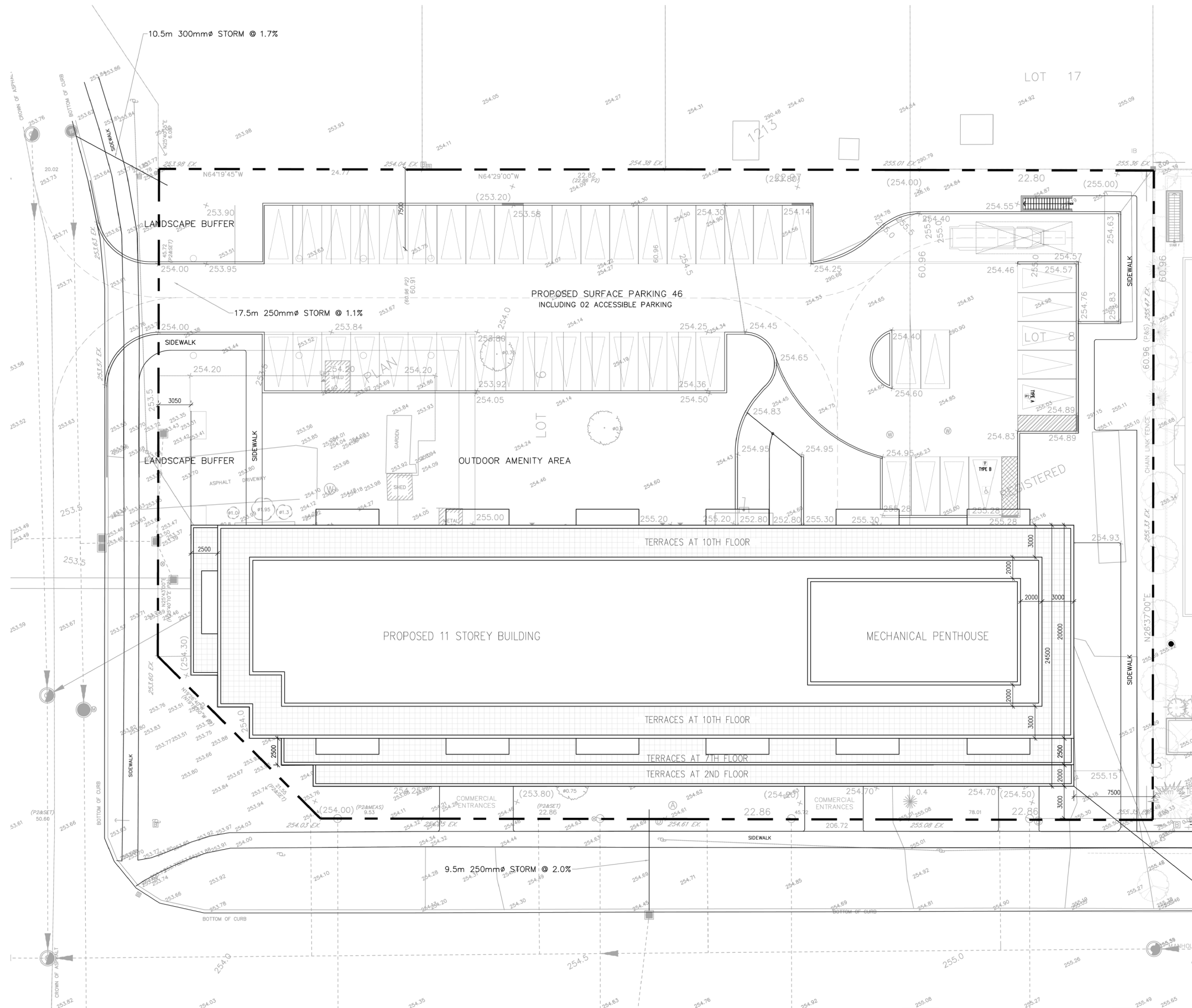


Figure 8. Site Plan

3.2 Zoning By-law Amendment

The proposed Zoning By-law Amendment application will allow the lands to be rezoned to ‘Mixed Use Corridor with Special Provisions’ (MU2-SP-___), which will facilitate the development of the proposal and facilitate development in alignment with the City’s Official Plan.

A Draft Zoning By-law Amendment and Schedule are included as Appendix 2 of this Report.

Table 1 provides a zoning comparison of the ‘MU2’ zone in relation to the proposal. The special provisions requested with the amendment are highlighted. These special provisions are considered minor, as they are not anticipated to cause adverse impacts to the surrounding area, nor do the proposed special provisions impact the overall functionality of the site. Additional discussion surrounding the proposed special provisions is provided below.

Special Provision 1 - Side Yard Setback - 34.0 metres is provided where 3.0 metres maximum is permitted by the MU2 Zone.

Comment: A maximum side yard setback (north) of 34.0 metres is provided. The intent of the maximum front yard setback is to ensure appropriate separation and buffer to the existing residential uses along Kenneth Avenue. The proposed maximum side yard setback is intended to accommodate for plantings, landscaping, and fencing to support privacy and separation. Landscaping drawings have been submitted in support of this application to demonstrate how the provided buffer is sufficient to provide plantings and landscaping. Further details to support the separation buffer to the existing residential uses along Kenneth Avenue will be reviewed at Site Plan Control (i.e. strategic lighting and detailed planting plans).

Special Provision 2 - Side Yard Setback - 0.5 metres provided where 3.0 metres minimum is permitted abutting a street or laneway within the MU2 Zone.

Comment: A minimum side yard setback (south) of 0.5 metres is provided from the proposed building to the daylight triangle at the intersection of Yonge Street and Montgomery Drive. In conjunction with the increased side yard setback (north), the intent of the proposed 0.5 metre minimum side yard setback (south) is to increase separation between the proposed building and the existing residential uses along Kenneth Avenue. The proposed 0.5 metre minimum side yard setback (south) also provides the opportunities to create a visual landmark along this corner of the Yonge Street Corridor, while supporting an activated street edge.

Special Provision 3 - Rear Facade Step-back - 3.0 metre minimum step-backs are not applied where 3.0 metre minimum step-backs are required underneath a 45 degree angular plane above 7.5 metres within the MU2 Zone.

Comment: Step-backs are not proposed to be applied to the rear facade of the building, where the rear facade of the building abuts the 7-storey mixed use condominium at 681 & 695 Yonge Street. Rather, step-backs are more appropriately provided along Yonge Street, Montgomery Drive, and towards Kenneth Avenue. It is the intent of this development to provide continuity in the built form along the Yonge Street Intensification Corridor that supports an activated pedestrian realm, as per the Mixed Use standards and policies. By removing the required rear facade step-back, the proposal is allowed to provide a consistent streetwall height with the adjacent development that supports a rhythmic, pedestrian-scaled streetscape along Yonge Street.

Special Provision 4 - Building Height - 36.5 metres is provided where 25.5 metres maximum is permitted through Section 5.4.3.4 of the Zoning By-law.

Comment: A maximum building height of 36.5 metres is provided. The intent of the maximum building height provision is to ensure a built form that is appropriate to the use and surrounding uses, as well as in alignment with the vision of the Official Plan. The proposal seeks to develop an 11-storey mixed use building, where direction from the City’s new Official Plan, as approved and modified by the MMAH on April 11, 2023, for the subject lands is to develop to a maximum height of 12 storeys. Furthermore, the proposed building height allows density and massing to be directed towards Yonge Street and away from the low density residential uses along Kenneth Avenue, supporting greater separation and improved compatibility between these uses.

Special Provision 5 - Parking for Underground Structure - A minimum setback from the streetline to the nearest part of an underground parking structure of 0.5 metres is provided, where 1.8 metres is required by Section 4.6.5.2 of the Zoning By-law.

Comment: A minimum setback of 0.5 metres is provided between the daylight triangle at the intersection of Yonge Street and Montgomery Drive and the nearest part of the underground parking structure. Should a minimum side yard setback (south) of 0.5 metres be permitted for the reasons discussed above, a 0.5 metre setback to the proposed underground parking structure is appropriate to the site and found to be in alignment with the Zoning By-law.

MIXED USE CORRIDOR (MU2) ZONE		
PROVISIONS	REQUIRED	PROVIDED
Lot Area (5.4.3.1)	--	5,575.0m²
Lot Frontage (5.4.3.1)	--	52.72m (Montgomery Dr.) 85.17m (Yonge St.)
Front Yard Setback (5.4.3.1)	1.0m for 75% of Frontage (min.)	3.02m for 23% of Frontage (Montgomery Dr.)
	5.0m for 25% of Frontage (max.)	
Side Yard Setback (5.4.3.1)	-- (min.)	--
	3.0m (max.)	34.0m (max.)
	3.0m (min.) (abutting a street or laneway)	0.5m (min. to the daylight triangle) 3.0m (Yonge St.)
Rear Yard Setback (min.) (5.4.3.1) (5.4.3.3.b)	7.0m (abutting Residential, OS or EP zone)	7.4m
Front Façade Step-back (min.) (5.4.3.1)	45° angular plane at height above 80% equivalent of right-of-way using 3.0m min. step-backs	3.0m min step-backs applied
Rear Façade Step-back (min.) (5.4.3.1)	45° angular plane at height above 7.5 using min. 3.0m step-backs	3.0m min. step-backs not applied
Lot Coverage (max.) (5.4.3.1)	--	34.87%
Gross Floor Area (max.) (5.4.3.1)	--	311 %
Ground Level Floor Height (min.) (5.4.3.1)	4.5m	4.5m
Min. Coverage for Commercial Uses (5.4.3.5)	If ground level use is a commercial or institutional use, the min. coverage for the commercial or institutional use must be 50% of the gross floor area for the ground level floor area	60.83% 797.3m² (ground floor retail) 1,310.5m² (ground floor GFA)
Building Height (5.4.3.4)	7.5m (min.)	36.5m
	25.5m (max. with commercial ground floor use)	
Landscape Buffer Areas (5.4.4.0)	3.0m setback and a continuous tight board fence with a min. height of 2.0m to be constructed along the lot line where abutting a lot in a Residential zone	3.0m setback with a continuous tight board fence provided where abutting a lot in a Residential zone
Lot Coverage for Parking for Apartment Dwellings (max.) (5.4.4.1)	35% (max.)	31.27%
Enclosed Parking Areas/Parking Structures (4.6.5.2)	The min. setback from the street line to the nearest part of a parking structure underground shall be 1.8m, except where the minimum yard setback for the applicable zone is less than 1.8m, in which base the minimum setback shall be the same as the minimum required yard setback	0.5m
Required Parking: Residential	249 spaces (1 space/unit)	294 spaces
Required Parking: Retail	27 spaces (1 space/24.0m²)	27 spaces
Required B.F. Parking	4 Type ‘A’ and 5 Type ‘B’ B.F. Spaces (over 100 spaces)	7 Type ‘A’ and 7 Type ‘B’ B.F. Spaces

NEIGHBOURHOOD MEETING

4

As part of the Zoning By-law Amendment process, the City requires a Neighbourhood Meeting to be held prior to a formal application submission. The Applicant is required to host the neighbourhood meeting in conjunction with City of Barrie Planning Services. The Neighbourhood Meeting provides the public an opportunity to hear details of the proposal and ask questions/ provide feedback in the development.

A virtual Neighbourhood Meeting was held on February 3, 2022 in which a presentation was given to introduce the development concept and proposed ZBA to the public.

Members of the public gave feedback in relation to the proposed development. Main themes arising from the Neighbourhood Meeting included the following:

- traffic and parking, and
- height and density.

It is anticipated that the materials submitted in support of this application provide the additional information necessary to address the comments and concerns brought forward by residents through the Neighbourhood Meeting. Specifically, the Traffic Impact Study submitted in support of the application concludes that the proposed development will not cause any operational issues and will not cause significant delay or congestion to the local road network, and also offers recommended infrastructure improvements to support satisfactory traffic operations. Furthermore, this Report, in conjunction with the Urban Design Brief, conclude that the proposed height and density are in keeping with the policies, goals, and objectives for mixed-use development along the Yonge Street Intensification Corridor.

PLANNING POLICY & ANALYSIS

5

4.1 Provincial Policy Statement (2020)

The PPS recognizes the subject lands as being within the City of Barrie Primary Settlement Area. The following policies are analyzed in relation to the subject application.

Section 1.1.1 of the PPS provides development goals for healthy, livable, and safe communities. They highlight the importance of accommodating for a mix of uses, while also providing efficient development and land use patterns. These policies aim to integrate planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve development that is cost-effective, optimizes transit investment, and minimizes land consumption and servicing costs.

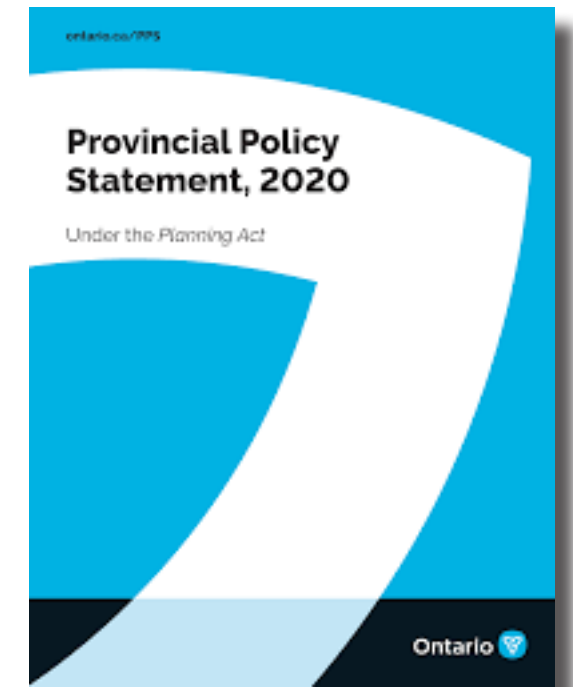
The proposed development supports the Province's goal of building healthy, livable, and safe communities within the City of Barrie Primary Settlement Area. The proposed development provides residential and commercial uses within a Primary Intensification Corridor, and on a property that is in close proximity to commercial plazas, schools, parks, and two intensification nodes. The density and compact built form will ensure the efficient use of land, infrastructure, services, and public facilities.

Settlement Areas

Section 1.1.3 of the PPS states policies for Settlement Areas, promoting the efficient use of land, resources, public service facilities, infrastructure, and transportation systems. Settlement Areas are stated as being the focus of growth and development (1.1.3.1). The subject lands are within the built-up area of the City of Barrie. The proposed ZBA will allow for the efficient use of land and surrounding resources, will provide for a mix of uses along an Intensification Corridor, and will provide for development that is transit supportive (located along a public transit route), therefore aligning with Section 1.1.3.2. The proposal further aligns with the policies of the PPS as it provides for intensification within the existing built-up area, maintains a compact form, provides for a mix of uses, and brings new densities to an intensification corridor (1.1.3.6), thereby supporting the efficient use of land, infrastructure, and public service facilities.

Housing

Section 1.4 of the PPS states policies for Housing with the goal of providing for an appropriate range and mix of housing options and densities in order to meet the current and future needs of residents. As stated in Section 1.4.3(c), new housing development should be directed to areas where there is existing or planned infrastructure and public service facilities. As stated in Section 1.4.3(d), new housing densities are promoted that can support the efficient use of land, resources, infrastructure, and where applicable support transit



investments and transit infrastructure. The proposed ZBA will facilitate a housing development that uses a compact form to efficiently use land while providing a new housing type and density to the area. The development is transit supportive, providing residential development along a public transit route, and in proximity to the Barrie South GO Station. The proposed development is well-positioned to support the development of future transit and active transportation infrastructure.

Sewage, Water and Stormwater

Section 1.6 of the PPS speaks to Infrastructure and Public Service Facilities. Specifically, Section 1.6.6.2 and 1.6.6.4 note municipal sewage services and municipal water services as the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas, on existing municipal sewage services and municipal water services should be promoted, where feasible. Where Section 1.6.6.7 states that planning for stormwater management shall promote best practices, including attenuation, re-use, water conservation, and low impact development.

The FSR submitted in support of this application provides details on the proposed stormwater management controls, concluding that appropriate stormwater management measures can be implemented to maintain acceptable water quality and post-development flow rates, in accordance with the standards and guidelines of the various review agencies including the City of Barrie, Lake Simcoe Region Conservation Authority (LSRCA) and Ministry of the Environment, Conservation, and Parks (MECP).

Transportation Systems & Transportation & Infrastructure Corridors

Section 1.6.7 of the PPS speaks to the provision of transportation systems. Land use and development patterns should be encouraged that minimize the length and number of vehicle trips, and support the use of transit and active transportation. Section 1.6.8 relates to transportation and infrastructure corridors. Transportation and infrastructure corridors shall be protected for current and future use and needs. New development proposed on adjacent lands to existing or planned corridors should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate, or minimize negative impacts on and from the corridor and transportation facilities.

Reducing auto dependency is encouraged through the proposed development. Active transportation is encouraged as the proposal is walking distance to a variety of services, shops, amenities, and open spaces. Transit use is encouraged as direct access to transit is provided along the Yonge Street frontage of the site, which also provides connections to access the GO Transit System. Through the above, the proposed ZBA seeks to provide development in line with the vision for the Yonge Street Corridor that makes efficient use of the transportation facilities provided and planned along Yonge Street.

Long-Term Economic Prosperity

Section 1.7 focuses on how to achieve and support long-term economic prosperity. In adherence to the policies of Section 1.7, the proposed ZBA promotes redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and supports the continued viability and vitality of Yonge Street.

Energy Conservation, Air Quality and Climate Change

Section 1.8 contains policies relating to energy conservation, air quality and climate change. In alignment with the policies of Section 1.8, and to provide development that supports energy conservation, energy efficiency, improved air quality, and reduced greenhouse gas emissions, the proposed ZBA will provide development of a compact built form that is transit supportive and in proximity to open spaces.

Water

Section 2.2.2 provides that development and site alteration shall be restricted in or near sensitive ground water features, such that these features and their related hydrologic functions will be protected improved or restored. Mitigative measures are permitted in this regard. The subject site is located within the City of Barrie's Intake Protection Zone 2. Analysis of potential impacts to groundwater features are provided within the Geotechnical Investigation, Hydrogeological Investigation, and FSR submitted in support

of this application. All studies confirm that the appropriate implementation of stormwater management control measures and tertiary technology will support the maintained groundwater quantity and quality through the proposed development.

Through a review of the applicable policies noted above, the proposed development demonstrates consistency with the Provincial Policy Statement.

4.2 Places to Grow - Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan provides guiding policies for efficient and coordinated growth within the Greater Golden Horseshoe. The subject lands are recognized as being within the City of Barrie Primary Settlement Area. The following policies have been analyzed in relation to the application.

Settlement Areas

Similar to the PPS, the Growth Plan uses an intensification approach for development in Settlement Areas. Settlement Areas are identified as the focus of population and employment growth. Policy 2.2.1.2 provides that growth will be directed within settlement areas and focused in locations with existing or planned transit, with a priority on higher order transit where it exists or is planned. Directing growth to these areas encourages the achievement of complete communities. Section 2.2.1.4 describes complete communities as having a mix of land uses, housing options, a more compact built form, and convenient access to a range of transportation options, public service facilities, and safe and accessible open space.

The proposed ZBA will permit mixed use development of both residential and commercial uses, which will assist in achieving the population targets for the City as set out in through this policy and in Schedule 3 of the Growth Plan. The proposal supports the Growth Plan's intensification and mixed-use directives by adding new residential units in an intensification area within the City of Barrie that will utilize existing and planned public infrastructure and focus new growth through intensification on an underutilized site. The proposal will have access to a range of transportation options, public service facilities, and safe and accessible open space.

Delineated Built Up Areas

Section 2.2.2 of The Growth Plan directs municipalities to encourage intensification generally throughout built-up areas and supports the achievement of complete communities. The proposed ZBA supports these policies by facilitating mixed-use intensification on strategic growth area lands within the built-up area of the City of Barrie Primary Settlement



Area. The proposal introduces new residential units to the Yonge Street Intensification Corridor in proximity to various amenities and public service facilities.

Section 2.2.2.3 provides that all municipalities will develop a strategy to achieve intensification within the delineated built up areas. Strategies include:

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - The proposed ZBA will facilitate increased residential density along the Yonge Street Intensification Corridor, a strategic growth area within the City where municipal services and infrastructure are suitable to support the growth proposed. Development is directed to lands where re-development and intensification is the focus, encouraging revitalization and new housing options.
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - Given the location within the city, access to transit, connection to public services facilities, and proximity to various community amenities, the proposal is of an appropriate type and scale of development. The proposal has implemented mitigation measures such as step-backs and angular plane provisions to create a transition in built form to adjacent lands.
- c) *encourage intensification generally throughout the delineated*

built-up area;

- The proposed development is located within the delineated built up area of the City of Barrie. In addition, the lands are located within the Yonge Street Intensification Corridor. These areas are targeted for intensification.

d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*

- The current zoning does not maximize upon the potential of the site to contribute to the achievement of complete communities. The application represents an opportunity to align the zoning of the lands with provincial policy directing growth to lands with access to existing infrastructure and public transportation.

e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*

- The proposal will utilize the existing infrastructure in the area.

f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

- The Official Plan for the City of Barrie, the adopted new Official Plan for the City of Barrie, and other supporting documents encourage development such as the proposed development.

Housing

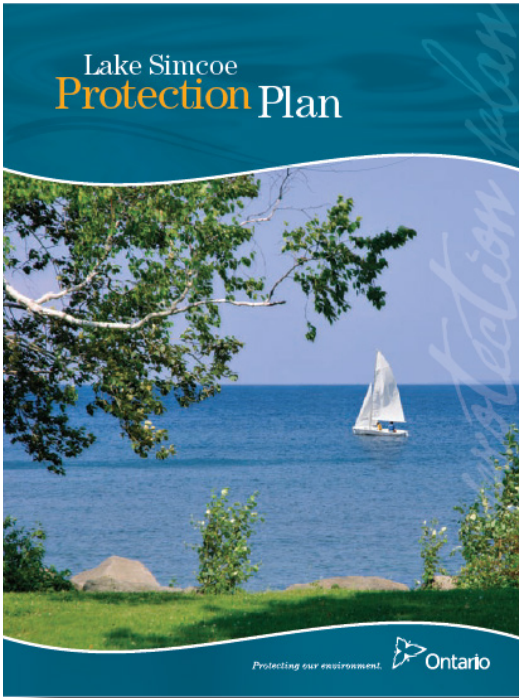
Housing policies stated in Section 2.2.6 seek to meet the needs of current and future residents through the provision of a range and mix of housing types and densities, contributing to a more diverse housing stock. The housing policies seek to provide complete communities while also supporting the minimum intensification and density targets set out in the Growth Plan and Local Municipal Plans. As stated in Section 2.2.2.1, the minimum intensification target for the City of Barrie is a minimum of 50% of all residential development occurring annually within the delineated built-up area.

In aligning with the goals and policies stated in the Growth Plan, the proposed development brings new housing options and provides for a higher density along the Yonge Street Corridor. The proposed development takes place along an intensification corridor with existing transit and public service facilities. The proposed development encourages complete communities by providing a mix of residential and commercial uses in close proximity to current and future parks, a range of transportation options, and two commercial nodes. The proposed building will provide for housing through a more compact built form, as directed through the City's mixed use policies.

Simcoe Sub-Area

Section 6 of the Growth Plan provides more specific direction for the Simcoe Sub-area. “The policies in Section 6 direct a significant portion of growth within the Simcoe Sub-area to communities where development can be most effectively serviced, and where growth improves the range of opportunities for people to live, work, and play in their communities with a particular emphasis on primary settlement areas.” Further, “The policies in Section 6 recognize and support the vitality of urban and rural communities in the Simcoe Sub-area. All municipalities will play an important role in ensuring that future growth is planned for and managed in an effective and sustainable manner that conforms with this Plan.” Barrie is considered a primary settlement area and the proposed development represents an opportunity for community growth and economic prosperity contributing to a more livable, compact, complete urban structure with good design and built form which will support the achievement of economic and environmental benefits.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity with the policies and intent of the Growth Plan.



4.3 Lake Simcoe Protection Plan

The subject lands are within the Lake Simcoe Protection Watershed boundary and are therefore subject to the policies in the Lake Simcoe Protection Plan (LSPP).

The LSPP establishes policies aimed at protecting, improving, or restoring the elements that contribute to the ecological health of the Lake Simcoe Watershed, including water quality, hydrology, key natural heritage and hydrologic features and their functions. The LSPP also aims to manage the effects of climate change, the impacts of invasive species, and reducing loadings of phosphorus and other nutrients of concern within the watershed.

The proposed development has proceeded with a Pre-Consultation Meeting with the City, which took place on November 18, 2021. Based on conversations and comments provided by the LSRCAs, the following reports and studies have been prepared in adherence with the LSPP:

- Functional Servicing Report - Prepared by Pinestone Engineering
- Stormwater Management Report - Prepared by Pinestone Engineering
- Phosphorus Budget - Prepared by Pinestone Engineering
- Hydrogeological Report - Prepared by Terraprobe Inc.
- Geotechnical Report - Prepared by Terraprobe Inc.

The proposed development demonstrates further adherence to the LSPP as it relates to the following policies:

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

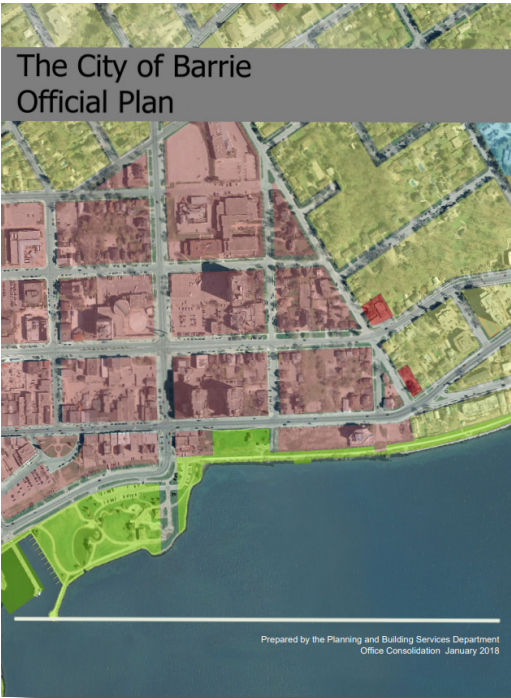
- a. consistency with stormwater management master plans prepared under policy 4.5, when completed;
- b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;
- c. an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;
- d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and
- e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

Comment: The proposed development constitutes major development as defined by the LSPP, as the construction of a building within a ground floor area of 500 m² or more. A Functional Servicing Report (FSR), stormwater Management Report, and phosphorus budget have been prepared in support of this application. These reports assess the potential impacts of the proposed development and provide measures for how changes shall be minimized to support the ecological and hydrologic integrity of Lake Simcoe.

In accordance with Designated Policy 6.40 of the LSPP, a Hydrogeological Investigation has been completed to assess the environmental impact of the proposed development in relation to groundwater quality and quantity, and in relation to the integrity of recharge areas.

Through a review of the local groundwater conditions, the Hydrogeological Investigation offers site design considerations to support maintained water quantity and quality on-site. Further details on the assessed impact on groundwater quality and quantity are provided within the Hydrogeological Investigation and FSR submitted in support of these application.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity with the policies and intent of the LSPP.



4.4 The City of Barrie Official Plan (2018)

The City of Barrie Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprises. The Official Plan provides direction and guidelines to control growth so as not to exceed the City’s capacity to provide a healthy community environment. Growth and development within the City of Barrie is guided by the Provincial Planning instruments, which identify the City of Barrie as a Primary Settlement Area within the Simcoe Sub-Area.

The lands are designated ‘Residential’ in the City’s Official Plan (Schedule A) and identified as part of the Yonge Street Primary Intensification Corridor (Schedule I). The subject lands are located within the Painswick South Planning Area; however, a Secondary Plan does not apply. The subject lands are located along the Yonge Street Primary Intensification Corridor and conform to the direction set forth for intensification corridors as identified through OPA 44, through the City’s Intensification Study, and through the Urban Design Guidelines for Intensification Areas. The lands are located within an Intake Protection Zone 2 (IPZ-2) (Schedule G).

The applicable policies of the Official Plan are outlined and reviewed below.

- 3.1 – Growth Management
- 3.3 – Housing (including Affordable Housing Policies)
- 3.7 – Energy Conservation and Renewable Energy Systems
- 3.9 – Lake Simcoe Protection Plan
- 4.2 – Residential (4.2.1(g))
- 4.9 – Mixed Use
- 5.0 – Servicing and Transportation
- 6.5 – Urban Design Guidelines
- 6.6 – Tall Buildings

Community Context - Assumptions

Section 2.3(d) states that there will be a growing need to provide higher residential densities which are more cost effective, energy efficient, and environmentally sustainable than past development in the City. Barrie's new housing stock will continue to include a growing share of multi-unit development at medium and high densities to provide a complete range of housing options for the City's residents. Here, intensification is identified as an essential component of Barrie's growth management strategy to minimize infrastructure requirements and utilize existing services.

The proposed ZBA will facilitate compact and efficient residential intensification which will diversify the area's housing stock and lead to the better utilization of existing municipal infrastructure including transit, parks, and schools. In this regard, the proposal will provide integral intensification to support Barrie's growth management strategy.

Growth Management

Section 3.1.1 outlines the growth management goals of the Official Plan, which aim to accommodate the projected residential, employment and other needs in order to achieve complete communities. The goals also aim to direct growth to areas that can take advantage of existing services and infrastructure. The goals aim to provide for a mix of uses while ensuring that increased densities can appropriately be accommodated.

The subject property represents underutilized lands in a prime location to accommodate forecasted growth where municipal services and facilities are available. The development proposal assists the City in meeting its intensification and density targets.

Section 3.1.2.3 outlines density considerations for growth management. Section 3.1.2.3(b) states that a minimum of 40% of new residential development shall be directed within the built-up area. The section further states through Section 3.2.1.3(d) that of the 13,500 housing units that can be accommodated within the built-up area, approximately 61% (8,235 housing units) are to be accommodated on lands outside of the Urban Growth Centre, such as the subject lands. Section 3.2.1.3(f) notes that residential densities

will be used to support the efficiency and viability of existing transit services. The proposal would assist the City of Barrie in meeting the 40% minimum intensification target, providing 249 residential units within the built-up area and on a corridor prioritized for intensification (Yonge Street). The proposal would provide a residential density of 446 units per net hectare to support the efficiency and viability of existing transit services along Yonge Street.

Housing

Section 3.3 states the goals and policies on housing for the City of Barrie Official Plan. Section 3.3.1 notes that one of the goals for housing includes promoting building designs and densities for new housing that efficiently uses land, resources, infrastructure, and public services while supporting safe and vibrant pedestrian and cyclist-friendly streetscapes. The goals of Section 3.3.1 also seek to direct the development of new housing to locations where appropriate levels of infrastructure and public services will be able to support current and future populations. Section 3.3.1 additionally states that a mix of land uses and housing types is encouraged to ensure the development of complete communities.

The proposed development will allow for a range of unit sizes to accommodate various household sizes, ages, and incomes, providing greater options for those looking to enter the City of Barrie housing market. The development has been designed to be compact which efficiently uses land and infrastructure and has been designed to be active transportation friendly. These are all aspects which contribute to a complete community.

Section 3.3.2.1(a) 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. Revitalization and intensification throughout the built-up area is also encouraged so long as it is compatible and satisfies the targets of the Plan.

The proposal represents innovative planning and adheres to the principles of good planning by accommodating for an appropriate mix of land uses (residential and commercial) and residential intensification through a compact form, in an area of the City where intensification and redevelopment is encouraged. Rezoning of the lands to a mixed use zone with site specific special provisions would permit such development that helps the City maintain a healthy supply of land designated for residential use without encumbrances.

Section 3.3.2.1(b) of the Official Plan states that the City shall support programs and policies encouraging a wide range of housing opportunities in order to meet identified housing needs in accordance with good land use planning principles.

The proposal intends to provide a range of unit sizes to accommodate a range of household sizes, ages and incomes, that can support identified housing needs in accordance with good land use planning principles and in accordance with the City of Barrie's housing strategy.

Section 3.3.2.1(c) of the Official Plan states that the review process for intensification applications within the built up area will consider the existing and planned character and lot fabric of the areas, in addition to the intensification and density targets of the Official Plan.

The proposed development has regard for the existing and planned character of the surrounding area. The proposal is situated along an intensification corridor where the planned character of the area is encouraged to be compact and comprised of a mix of uses, including high density residential uses. Additionally, the development has been proposed in consideration of and to provide continuity with the abutting condominium development at 681 & 685 Yonge Street. Urban design consideration such as step-backs and angular planes have been implemented in respect of the existing character of the surrounding area. The proposal provides 249 residential units to support in the achievement of the 40% minimum intensification target along the corridor.

Land Management

Section 3.5.2.2 supports tree planting, preservation, and conservation initiatives so as to maintain vegetation cover.

Landscaping Drawings have been submitted in support of this application to demonstrate how the proposal will accommodate for tree planting and preservation so as to maintain satisfactory vegetation cover.

Groundwater Protection

Section 3.5.2.3 states that the City shall protect the quantity, quality, and sustainability of groundwater related resources at a watershed level, as well as promote the efficient use of water resources. Section 3.5.2.3.3 states that the City may require a risk assessment or hydrogeology analysis where there is potential of a proposed development to pose risk to an aquifer as shown on Schedule G of the Plan.

An FSR and Hydrogeological Investigation have been submitted in support of the application. Where the subject site is located within the Lovers Creek Sub-watershed of the Lake Simcoe Watershed, and within the City's In-take Protection 1 Zone, a geotechnical investigation, hydrogeological investigation, and FSR have been submitted in support of this application to discuss design recommendations to support the ecological and hydrologic integrity of the groundwater feature. The FSR concludes that appropriate stormwater management measures can be implemented to maintain acceptable groundwater quality and post-development flow rates.

Drinking Water Protection

Section 3.5.2.3.5 specifically outlines policies related to drinking water protection, with the overarching goal being to encourage and promote water conservation measures and build awareness of best practices to prevent contamination or overuse. Where the site is identified as lying within an 'Intake Protection Zone 2', comments have been received from the City's Risk Management Official (RMO) that provide guidance to ensure that the proposal does not demonstrate as a significant drinking water threat. Comments from the RMO request specific considerations at the Site Plan stage to support the health of local groundwater resources, including site drainage to avoid high traffic areas and deep drilling activities in accordance with the City's Deep Drilling Terms of Reference.

Energy Conservation & Renewable Energy Systems

Section 3.7 provides goals and policies to support energy conservation and the use of renewable energy systems. Section 3.7.2.1(a) provides that it is a policy of the City to promote a compact urban form that supports active transportation, transit use, and trip reduction as means of reducing energy consumption and improving air quality. The compact form of the proposed mixed-use development will support active transportation as a means to access the nearby amenities along Yonge Street and within the nearby commercial plazas, while access to an existing transit route will support transit use. Both active transportation and transit use will support reduced energy consumption and improved air quality.

Lake Simcoe Protection Plan

Section 3.9 offers alignment with the policies and objectives of the Lake Simcoe Protection Plan. The review of the LSPP in relation to the proposal is provided in Section 4.3 of this Report.

Residential

Section 4.2 provides policy direction for lands designated 'Residential'. The site is designated 'Residential' within Schedule 'A' of the City's Official Plan. Notwithstanding the 'Residential' designation of the site, through Official Plan Amendment 44 (OPA 44), Mixed Use policies were implemented for Intensification Areas (Intensification Nodes and Corridors) as identified on Schedule I of the City Official Plan, such as the Yonge Street Intensification Corridor. OPA 44 was implemented to provide consideration for the appropriate development of Intensification Areas in alignment with Provincial and City growth objectives. Through OPA 44, the policies of Section 4.9 of the City's Official Plan take precedence over other Land Use Policies contained in Section 4.2 ('Residential' designation policies) and 4.3 ('Commercial' designation policies) but shall have consideration for Section 4.2.1(g) of the Official Plan.

Section 4.2.1(g) provides that it is a goal of the ‘Residential’ designation to plan for medium and high density residential development which encourages mixed use and high quality urban design within Intensification Areas, while continuing to support the integrity of stable neighbourhoods.

The proposal will accommodate a mix of uses (residential and commercial) and will demonstrate high quality urban design, as detailed within the Urban Design Report submitted in support of this application. In acknowledgement of the need to support the integrity of stable neighbourhoods, while also providing for intensification to support municipal and Provincial growth directives, Section 4.9.2.3 of the City’s Official Plan provides a number of design policies to support the transition from Intensification Areas to lower density areas. A review of the policies of Section 4.9.2.3 as it relates to the proposal is provided further below in this Report.

Mixed Use

Section 4.9 contains the City’s Mixed-Use policies. These policies pertain to lands located within the City’s Intensification Areas (nodes and corridors), which take precedence over other land use policies contained in Section 4.2 and 4.3 of the Official Plan. Given that the subject lands are located on the Yonge Street Intensification Corridor, the policies of Section 4.9 apply.

Section 4.9.1 lists the Goals:

- a) To plan for new medium and high-density development that supports an appropriate mix of residential, commercial and institutional uses.
- b) To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures.
- c) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation and public transit.
- d) To establish intensification Nodes and Corridors as the focal points of activity and a destination for surrounding neighbourhoods.

The proposal represents high density development that provides a mix of uses, provides a range of unit sizes to satisfy a range of incomes, and contributes to the creation of a vibrant and complete community. The proposed development represents a compact, pedestrian oriented built form which encourages multimodal transportation patterns and supports the establishment of the Yonge Street Corridor as a focal point/destination for the surrounding neighbourhood.

Section 4.9.2.1 provides the permitted uses for Mixed Use areas, which is noted to include a variety of residential, commercial, and institutional uses. Through Section 4.9.2.1, multiple uses within one building is strongly encouraged, with active commercial uses promoted on ground floors with residential uses accommodated above. Section 4.9.2.1(b) states that

residential uses and vehicular parking should not be located at ground level adjacent to principal streets. Section 4.9.2.1(c) states that medium and high density residential uses are encouraged to provide for a range of types, sizes, affordabilities, and tenures to accommodate for the City’s population growth.

Multiple uses are proposed through the development, including residential and commercial uses. Ground floor commercial uses are provided to activate Yonge Street with residential uses accommodated above. Vehicular parking and lay-by areas will be located internally and out of sight from Yonge Street, with majority of parking provided underground. The proposal represents high density residential development that can offer a range of unit sizes in order to accommodate for various household sizes and incomes thereby providing greater options for those looking to enter the City of Barrie housing market and accommodating for the City’s population growth.

Section 4.9.2.2 provide the General Policies:

a) Improvements to the public realm will contribute towards the creation of a pedestrian oriented environment. When possible, the City will make use of opportunities to redefine the street and boulevard within the existing right-of-way. Larger setbacks may be required in certain areas to facilitate the creation of larger boulevards, wider sidewalks or landscaping features including trees and planters.

Comment: It is the intent of the proposal to contribute to the improvement of the Yonge Street public realm as discussed in the Urban Design Report submitted in support of this application, including but not limited to framing the street through the built form, providing at-grade commercial uses to activate the streetscape, and incorporating landscaping to support an attractive public realm. These design opportunities will support an inviting streetscape not just for vehicles but more importantly for pedestrians and alternate modes of transportation.

b) Transit supportive design will be promoted through the public realm improvements and private land development that achieves higher densities and supports a variety of land use to create local destinations throughout the Mixed Use areas.

Comment: Higher density developments lend themselves to be transit supportive developments. The proposal supports a variety of land uses (residential and commercial) to create a vibrant destination along the Yonge Street Corridor. More specifically, the proposed development offers opportunities to support and provide continuity with the adjacent ‘Defined Policy Area E’ of the City Official Plan, which provides specific direction for this policy area to be developed as a community level shopping centre.

c) Parks and civic open spaces are encouraged throughout the Intensification

Areas to provide opportunities for recreation and social gathering. As these locations will experience the most optimal conditions for tree growth, larger tree species are encouraged to enhance the overall tree canopy.

Comment: The proposal accommodates for one at-grade outdoor amenity area for resident enjoyment, in addition to terraces and indoor amenity areas. Landscape Drawings have been submitted in support of this application to visualize the proposed landscaping and design of the amenity areas, including vegetation and tree plantings. Public open spaces do exist within close proximity to the site, including Painswick Park approximately 5 minutes walking distance north of the site and Madeline Park located within the residential subdivision to the south. Close access is provided to the Lovers Creek and Hewitt’s Creek Ravine systems. Both the on-site amenity spaces and nearby public open spaces will provide opportunities for recreation and social gathering.

d) The gradual evolution of the Intensification Nodes and Corridors into Mixed Use areas will be recognized through short-term design that supports long term development opportunities.

Comment: The proposed development fosters the short and long term interests of the City creating a vibrant and urban Yonge Street Intensification Corridor. The long term development opportunities of the site would be supported through the proposed site specific provisions which would permit development that helps maintain a healthy supply of land designated for residential use without encumbrances and with respect for the surrounding context. The short term development opportunities result from the proximity of the site to two primary intensification nodes, the Barrie South GO Station, and the community level shopping centre developed within Defined Policy Planning Area D.

e) The city will generally not support rezoning applications that result in a decrease of density or a reduction in the variety of uses on a property within the Mixed Use areas.

Comment: The proposal will not result in a decrease of density or reduction in the variety of uses. This application proposes residential intensification and a mix of uses on site and in alignment with the intent for Intensification Corridors and Mixed Use areas.

f) Development and redevelopment within the Mixed-Use areas shall not proceed unless the City is satisfied that the required infrastructure, including internal and external transportation infrastructure and community services, can be delivered in a timely and fiscally response manner.

Comment: Through pre-consultation with City Staff, no concerns were identified regarding potential infrastructure or community service constraints to developing the subject lands.

Section 4.9.2.3 provide Design Policies for lands located within the Intensification Nodes and Corridors. These policies are addressed within the Urban Design Report submitted as part of this application.

Servicing & Infrastructure

Section 5.1 outlines policies for the appropriate development of servicing infrastructure, including but not limited to municipal sanitary and storm sewers, municipal water, electrical, and other utilities. In alignment with the goals and policies of this section, the proposal intends to provide for intensification on existing municipal water, sewage, and storm services along Yonge Street, with the intent of ensuring that growth and redevelopment take place in an efficient, cost effective, and environmentally sound manner. A FSR has been submitted in support of this application to demonstrate further adherence to the goals and policies of this Section, including analyses to confirm that the proposal can be accommodated for through the existing servicing mains.

Section 5.2 seeks to ensure development is provided in a manner that maintains the efficient and sustainable use of water resources. In alignment with the goals and policies of this section, the proposal provides for intensification along an urban corridor which is serviced by municipal water and sanitary sewers, which contributes to greater efficiencies within these systems and minimizes waste.

Section 5.3 looks to ensure development has appropriate regard for stormwater management. Section 5.3.1 outlines the City’s goal in this regard, and 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 policies of Section 5.3.2.2 and design criteria in Section 5.3.2.3.

A Stormwater Management Report has been submitted in support of this application, which demonstrates the proposed stormwater management plan in adherence to the required policies. The report concludes through the proposed SWM plan, appropriate stormwater quantity and qualities can be maintained through the proposed development, including controlled flooding, erosion control, and appropriate phosphorous loads.

Section 5.4 contains the City’s transportation policies. Section 5.4.1 provides the goals for the City’s transportation system, which includes providing safe, efficient, and convenient movements; the promotion of healthy communities, active living and energy efficiency; and developing Intensification Areas at densities which are transit supportive and provide linkages to major transportation hubs and routes such as major transit stations.

The proposal seeks to provide safe, efficient, and convenient movement, by providing for development along the Yonge Street Intensification Corridor, where places to live, work, and play are easily accessible along Yonge Street and in proximity to the site. The density proposed supports a pedestrian-oriented environment, lending to active living, energy efficiency, and the promotion of healthy communities. The proposed density of the site demonstrates to be transit-supportive, with the site having direct transit links to the Barrie South GO Station.

Section 5.4.2.2 directs that development adjacent to arterial roads be designed to provide access to the site while minimizing impact on the roadway. The proposed density is transit and active transportation supportive, and the building has been sited to front Yonge Street in accordance with Mixed Use area design directives. Access to the site is provided off Montgomery Drive, with no proposed vehicular access to Yonge Street, to minimize points of conflict for ingress and egress. A TIS is submitted in support of the application. 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 of 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 proposal is fiscally responsible, energy efficient, and supportive of many transportation alternatives to the private car. For the above stated reasons, the proposal conforms to the general intent of the City of Barrie’s Official Plan.

Parkland Dedication

Policy 6.4.(a) states:
“as a condition of development of land for residential or institutional purposes, the City may require the conveyance of land for park purposes or the equivalent cash-in-lieu in accordance with the provisions of the Planning Act and the following criteria or combination thereof:
i. development of densities of less than fifteen units per net hectare will require up to a five percent land dedication.

ii. development of densities greater than fifteen units per net hectare will require a dedication of up to one hectare per 300 units.”

The proposed development will provide parkland through a cash-in-lieu payment in accordance with the applicable requirements under the Planning Act.

Urban Design Guidelines
Section 6.5 of the Official Plan provides Urban Design Guidelines to provide a framework for the development and maintenance of a healthy, safe, convenient, efficient, and aesthetically pleasing urban environment. A separate Urban Design Report prepared by Innovative Planning Solutions has been submitted along with this application. Details regarding the policies and goals of the Official Plan with respect to Urban Design are within the report which should be read in conjunction with this report.

Tall Buildings and Height Control
Section 6.6. of the Official Plan provides policies and guidelines applicable to any building proposed to be greater than three (3) storeys in height. A separate Urban Design Report prepared by Innovative Planning Solutions has been submitted along with this application. Details regarding the policies and goals of the Official Plan with respect to Tall Buildings are within the report which should be read in conjunction with this report.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity with the policies and intent of the City of Barrie Official Plan.

AFFORDABLE HOUSING



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 to 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. Below is a review of the City's affordable housing objectives as they apply to the development proposal.

Section 3.3.2.2 of the Official Plan contains the City's affordable housing policies, they are as follows:

a) It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:

- i. In the case of home ownership, the least expensive of:*
 - 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or*
 - 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.*
- ii. In the case of rental housing, the least expensive of*
 - 1. a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or*
 - 2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.*

b) Low, medium and high-density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan.

c) Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.

d) Consideration will be given to modifications to existing zoning and servicing standards that will facilitate the provision of affordable housing units in new residential developments where such revisions are in accordance with the intent of the Official Plan.

The City of Barrie Affordable Housing Strategy notes that consideration of the City of Barrie Official Plan policies is just one of many avenues to support affordable housing initiatives for the City. Overall, the Official Plan encourages the production of affordable housing by promoting an appropriate range of housing types, sizes, affordability and tenures. This also sits in alignment with Implementation Recommendation 3.7 - New Development from the City of Barrie Affordable Housing Strategy.

The proposal seeks to provide a range of housing sizes, which caters to a range of household incomes. The proposed density lends itself to facilitate affordable housing units (3.3.2.2(b)). The development is in close proximity to shopping, community facilities and public transit routes, all which further support both high density housing and specifically affordable housing units (3.3.2.2(c)). The proposed development will increase the overall attainable housing stock for the City of Barrie.

SUPPORTING STUDIES



The following is a summary of reports/studies which have been submitted in support of the applications and should be read in conjunction with the Planning Justification Report.

5.1 Urban Design Brief

The Urban Design Brief, prepared by Innovative Planning Solutions, dated April 2023, addresses the various guidelines and policies developed to direct urban design in the City of Barrie. The guidelines and policies have been reviewed and contrasted against the proposed development demonstrating that the proposal is consistent with the intent and objectives of the City’s direction for urban design. The brief addresses issues relating to: land use, built form, building placement and siting, high quality design and materials, streetscape, landscaping, walkability, and pedestrian scale among others. It concludes that the proposal is aligned well with the Urban Design Criteria established by the City of Barrie. Please refer to the report for details.

5.2 Traffic Impact and Parking Study & Addendum

A Traffic Impact Study (TIS) was prepared by JD Northcote Engineering Inc. , dated February 2022, in support of this application. The study reviews the requirements of the City of Barrie with respect to the potential transportation impacts of the development on the local road network.

The report establishes the existing road network and the subsequent traffic-related impacts on the adjacent future road network during the weekday a.m. and p.m. peak hours. These impacts are based on projected future background traffic derived for 2024, 2029 and 2034.

The report concludes the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network. Please refer to the report for details.

An Addendum to the Traffic Impact Study was prepared by JD Northcote Engineering Inc, dated March 2023, in support of this application. The Addendum states that the addition of 22 apartment units (total 249 residential units) will result in no changes to the recommendations and conclusions presented in the TIS 2022.

5.3 Functional Servicing Report and Stormwater Management Report

A Functional Servicing Report (FSR) was prepared by Pinestone Engineering Ltd., dated March 2023, in support of this application. The study presents a

municipal servicing strategy covering water supply and distribution, sanitary sewage collection, drainage and stormwater management, grading and landscaping, and utility servicing.

The report details the proposed servicing solutions with additional details to be provided at the detailed design stage of the development. The report summarizes its findings as follows:

Water Supply and Distribution

The proposed development will be serviced with the existing watermain on Montgomery Drive. A new 150mm watermain will be extended from Yonge Street into the subject site for domestic supply to service the full build out of the site. A separate 250mm watermain extension will beprovided from Yonge Street for firefighting supply. Vipond has undertaken a flow data test and confirmed that sufficient capacity exists to provide domestic and fire flows for the proposed development.

Sanitary Sewer Collection

The site will be serviced with a 200mm diameter sanitary sewer that will be constructed from the existing sanitary MH on Montgomery Drive.

Stormwater Management Plan

The preliminary stormwater management plan (SWMP) demonstrates the proposed development will not result in negative impacts with respect to stormwater. Oversized pipes will provide storage to attenuate peak flows up to the 100-year storm event. Stormwater quality enhancement will be achieved using a “treatment train” of quality control techniques including grass swales, underground box pipe, and a hydrostorm separator unit. Stormwater phosphorous removal can be achieved through the “treatment train” to maintain appropriate phosphorous loads.

Siltation & Erosion Control

Siltation and erosion controls will be provided with the proper construction and mitigation efforts.

Grading & Landscaping

The grading of the proposed development will match to existing perimeter grades along the limits of the development.

Utilities

Hydro, natural gas, and telephone services appear to be immediately available to the site from Yonge Street and Montgomery Drive.

Please refer to the report for details.

5.5 Hydrogeological Investigation

A Hydrogeological Investigation has been completed by Terraprobe Inc., dated February 2022, and submitted in support of this application. The investigation was completed to provide an overview of the existing geological and hydrogeological conditions at the site, and to provide an assessment of hydrogeological constraints to the development, including an estimation of dewatering requirements and potential impacts to local groundwater resources. Please refer to the report for details.

5.6 Geotechnical Investigation

A Geotechnical Investigation was completed by Terraprobe Inc., dated February 2022, regarding the subject site. The purpose of the report was to assess the subsurface conditions of the site and provide geotechnical recommendations for the following:

- foundation design
- earth pressure design
- slab-on-grade design
- drainage and site servicing
- excavations
- groundwater control
- shoring design and site work.

Please refer to the report for details.

5.7 Pedestrian Level Wind Impact Study

A Pedestrian Level Wind Impact Study (PLW) was completed by Gradient Wind, dated March 2023, and submitted in support of this application. The study concludes the following:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, the proposed outdoor amenity area, surface parking, and in the vicinity of building access points, are considered acceptable.
- 2) Regarding the rooftop terrace, wind conditions during the typical use period of late spring through early autumn are predicted to be suitable for sitting over the west half of the roof and suitable for standing over the east half. Depending on the programming of the space, the noted conditions may

be considered acceptable. Specifically, if the windier areas of the terrace to the west will not accommodate seating or lounging activities, the noted conditions would be considered acceptable. If seating areas are to be accommodated to the west of the terrace, sitting conditions may be extended by implementing perimeter wind screens and in-board wind barriers and canopies installed around sensitive areas. The extent of wind mitigation measures is dependent on the programming of the space. If necessary, mitigation strategies will be developed in collaboration with the building and landscape architects for the future Site Plan Control application.

3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

Please refer to the report for details.

5.8 Arborist Report, Tree Inventory and Preservation Plan, and Landscape Drawings

A Tree Inventory, Analysis, Preservation Plan, Canopy Survey and Conceptual Landscape Drawings were prepared by Landmark Environmental Group Ltd. (LEGroup), dated February 2022, and submitted in support of the application. The intent of the materials are to ensure compliance with the City of Barrie’s Tree Preservation policies and any requirements of the Lake Simcoe and Region Conservation Authority. In particular, the materials provided by LEGroup address the following:

- Review of applicable City of Barrie Tree Protection/Preservation requirements and Engineering Standards as they pertain to the subject site along with the Lake Simcoe Region Conservation Authority (LSRCA) development policies (on non-regulated lands) as applicable and discussion with respective staff if necessary;
- Conduct a field review to inventory tree specimens on the subject site, and the impacts of any boundary trees on both the subject site and within the dripline of neighbouring properties as per City tree preservation policy requirements, by visually assessing and identifying the type, location, size and condition of any trees on site within the developable area and indicating the presence of any Butternut (Juglans cinerea) (in accordance with the Endangered Species Act 2007);
- Provide a Tree Inventory, Assessment, Preservation Report & Canopy

Survey Plan Report that sets out the methodology, observations, criteria, analysis and recommendations of our review and area conditions;

- Indicate on a Tree Inventory and Protection Plan, those trees that are suitable for preservation or removal and providing the methods of protecting the same.

Please refer to the report for details.

5.9 Shadow Study

A Shadow Study was completed by Architecture Unfolded for the proposed development. This study demonstrates the shadows cast by the proposed development at different times of day and through different seasons, to determine whether shadows generated will impact adjacent properties, streets, and public spaces, and to what extent. An analysis of the Shadow Study is included within the Urban Design Report submitted in support of this application.

5.10 Noise Study

A Roadway Traffic Noise Feasibility Assessment was completed by Gradient Wind, dated February 2022, and submitted in support of the application. The report notes that the major source of roadway traffic noise is Yonge Street, bordering the site directly to the south. The study concludes that the noise levels predicted due to roadway traffic are below the limits listed in NPC-300 for upgraded building components. Therefore, standard building components in conformance with the Ontario Building Code (2020) will provide sufficient noise attenuation. Please refer to the report for details.

5.11 Archaeological Assessment Stage 1 & 2

A Stage 1 & 2 Archaeological Assessment was completed by Irvin Heritage Inc., dated November 2021, for the subject lands. The assessment concludes the following:

- It is the professional opinion of the archaeological licensee, Thomas Irvin (P379) that the Study Area has been sufficiently assessed and is free of further archaeological concern.
- Notwithstanding the above recommendations, the provided Advice On Compliance With Legislation shall take precedent over any recommendations of this report should deeply buried archaeological resources or human remains be found during any future earthworks within the Study Area.

Please refer to the report for details.

CONCLUSION



This report explores the merits of the proposed development as it relates to all levels of applicable planning policy. The proposed Zoning By-law Amendment seeks to rezone the subject lands from ‘Residential Single Detached Dwelling 1st Density (R1)’ to ‘Mixed Use Corridor with Special Provisions’ (MU2-SP-___). The proposed ZBA will facilitate the development of an 11-storey mixed-use building, providing a total of 249 residential units with 797m² of ground floor commercial space. The proposal will result in a total gross floor area (GFA) of approximately 17,298m², comprised of 16,501m² of residential GFA and 797m² of retail/commercial GFA. The proposal will also provide approximately 4,275m² of total amenity space and a total of 321 parking spaces to meet the parking requirements of the Zoning By-law. The proposal represents an opportunity to provide for redevelopment and intensification along the Yonge Street Primary Intensification Corridor.

The proposal will assist the City of Barrie in achieving its targets for population growth, new housing units, jobs, and employment. Redevelopment is directed to a location where growth and development is anticipated and encouraged. The subject location and proposed built form represent functional and appropriate development, through an intensification redevelopment project on underutilized lands. The proposed development would serve to revitalize the area, supporting future economic growth and encouraging other development.

Based on the results of the technical analysis and on an evaluation of the applicable planning policy noted above, the proposed application:

- are consistent with the applicable policies of the Provincial Policy Statement 2020;
- conform with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2020;
- conform with the applicable policies of the Lake Simcoe Protection Plan;
- conform with the applicable policies of the City or Barrie Official Plan (Office consolidation - January 2018);
- do not contain, adjoin or impact significant cultural heritage / archaeological resources; and
- do not contain, adjoin or are impacted by any natural or human-made hazards.

For the preceding reasons, the proposed development represents good planning in the public interest.

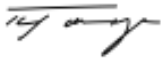
As such, it is respectfully requested that the City of Barrie approve the Zoning By-law Amendment.

Respectfully submitted,

Innovative Planning Solutions



Darren Vella, MCIP, RPP
President & Director of Planning

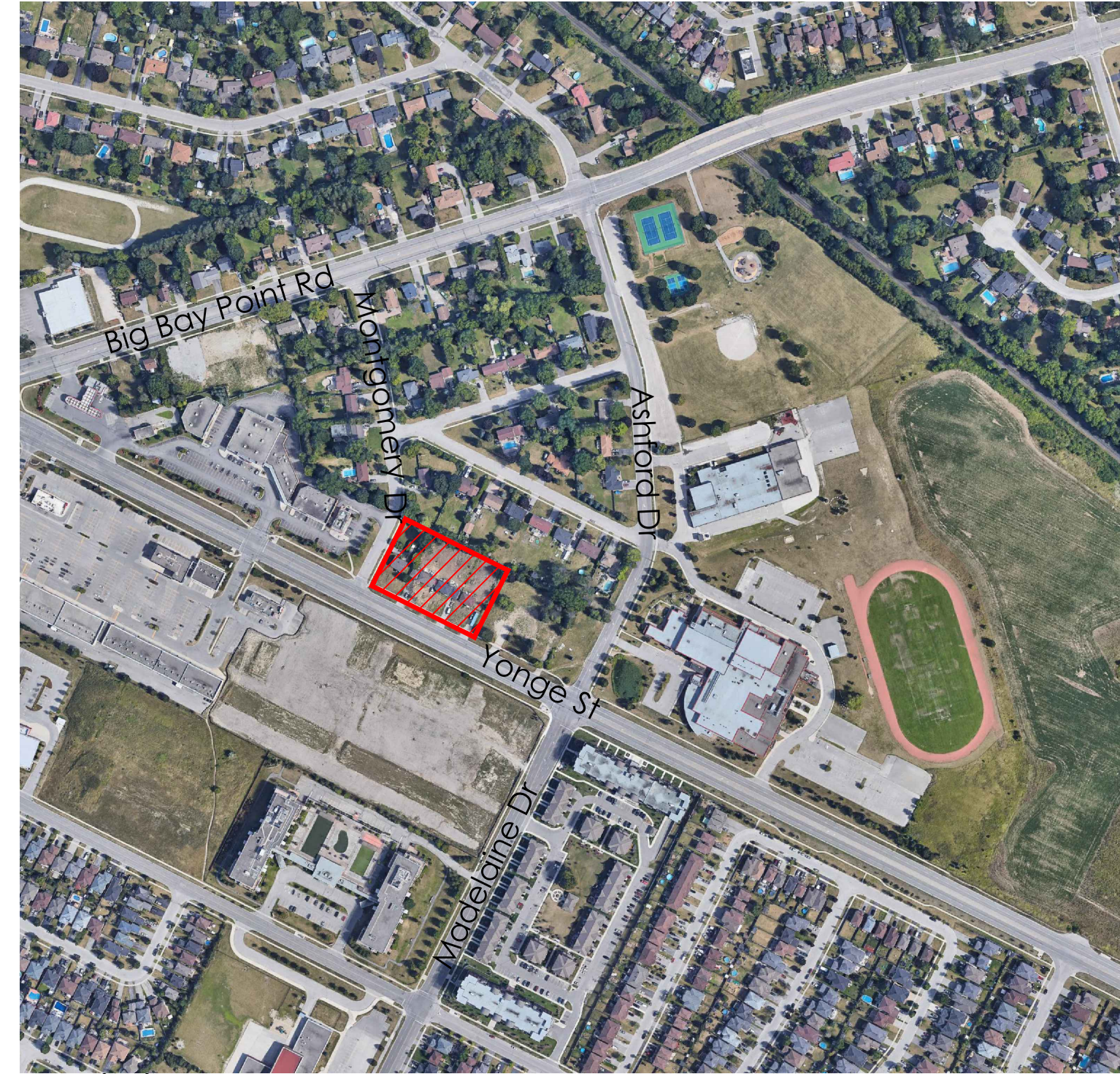


Karla Tamayo, M.Pl.
Senior Planner



Appendix 1

context plan



Copyright of this drawing and design is reserved by the Designer. The drawing and all associated documents are an instrument of service by the Designer. The drawing and the information contained herein may not be reproduced in whole or in part without prior written permission of the designer.

These Contract Documents are the property of the architect. The architect bears no responsibility for the interpretation of these documents by the Contractor. Upon written application the architect will provide written graphic clarification or supplementary information regarding the intent of the Contract Documents. The architect will review Shop Drawings submitted by the Contractor for design performance only.

Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the work and report any discrepancies with the Contract Documents to the architect before commencing work.

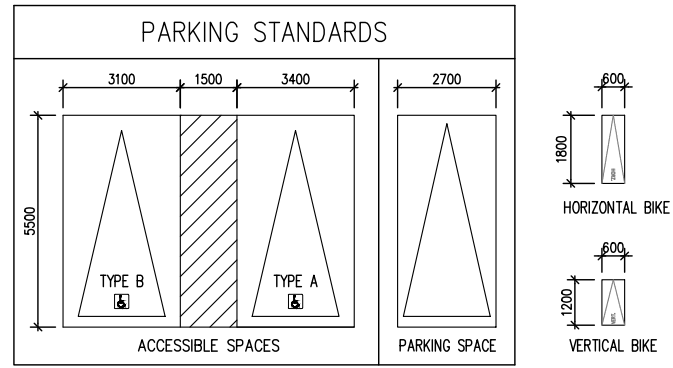
Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on architectural drawings. The locations shown on the architectural drawings govern over the mechanical and electrical drawings. Those items not clearly located will be located as directed by the architect.

These drawings are not to be used for construction unless noted below as "Issued for Construction".

All work to be carried out in conformance with the Code and bylaws of the authorities having jurisdiction.

The Designer of these plans and specifications gives no warranty or representation to any party about the constructability of the represented by them, all contractors or subcontractors must satisfy themselves when bidding and at all times that they can properly construct the work represented by these plans.

notes:



statistics

architectureunfolded		368 dufferin street, toronto, on, m6k 1a1, tel: (416) 601-5416	
STATISTICS - 675 YONGE ST., BARRIE, ONTARIO		21-37	
Feb. 14, 2023			
ZONING		R1	
SITE AREA	TOTAL	M2	FT2
		5,575.0	60,009
		1.38	acres
		3.1	density (FSI)
PROPOSED PARKING	GND	m2	ft2
	P2	0.0	0
	P1	5,193.2	55,899
	TOTAL	5,193.2	55,899
		10,386.4	111,798.3
TFA	GROUND FLOOR	HEIGHT	FLOORS
	RESIDENTIAL	1	1
	RETAIL	1,890.0	20,344
	2ND	1,092.7	11,762
	3ND - 6TH	797.3	8,582
	7TH-10TH	1,811.1	19,495
	11TH	1,757.3	18,915
	TOTAL RESIDENTIAL (including amenity)	1,598.4	17,205
	TOTAL RETAIL	1,032.2	11,111
	TOTAL	17,358.8	186,849
		797.3	8,582
		18,156.1	195,430.6
GFA	GROUND FLOOR	1	1
	RESIDENTIAL	1,310.5	14,106
	RETAIL	513.2	5,524
	2ND	797.3	8,582
	3ND - 6TH	1,783.3	19,195
	7TH-10TH	1,729.5	18,616
	11TH	1,570.6	16,906
	TOTAL RESIDENTIAL	1,004.4	10,811
	TOTAL RETAIL	16,501.3	177,619
	TOTAL	797.3	8,582
		17,298.6	186,200.6
SALEABLE AREA	GROUND FLOOR	1	1
	RESIDENTIAL	874.9	9,417
	RETAIL	136.1	1,465
	2ND	738.8	7,953
	3ND - 6TH	1,664.1	17,912
	7TH-10TH	1,610.3	17,333
	11TH	1,451.4	15,623
	TOTAL RESIDENTIAL	895.5	
	TOTAL RETAIL	14,942.5	160,840
	TOTAL	738.8	7,952
		15,681.3	168,791.8
UNIT BREAKDOWN	GROUND FLOOR	BA	1B
	2ND	0	1
	3ND - 6TH	0	3
	7TH-10TH	0	15
	11TH	0	2
	TOTAL	0	77
	PERCENTAGE	0%	31%
PARKING REQUIREMENT	RESIDENTIAL (including Visitors)	1/unit	249
	RETAIL	1/24m2	33
	TOTAL		282
	ACCESSIBLE PARKING	1+3% OF REQUIRED	9
PROPOSED PARKING	GROUND		46
	P1		133
	P2		142
	TOTAL		321
	INCLUDED ACCESSIBLE PARKING		14
AMENITY	REQUIRED OUTDOOR AMENITY	12m2/unit	M2
	PROVIDED:		2988
	GROUND FLOOR INDOOR AMENITY		4,566
	GROUND FLOOR OUTDOOR AMENITY		431.3
	GROUND FLOOR LANDSCAPE AREA		1,529.1
	GROUND FLOOR PRIVATE PATIO		38.2
	2ND FLOOR PRIVATE TERRACES & BALCONIES		204.9
	3RD-6TH FLOOR TERRACES & BALCONIES		115.5
	7TH FLOOR PRIVATE TERRACES & BALCONIES		274.1
	8TH-10TH FLOOR TERRACES & BALCONIES		115.3
	11TH FLOOR PRIVATE TERRACE		566.2
	TOTAL OUTDOOR AMENITY		4,275.9

2. issued for rezoning 24.04.23
1. issued for rezoning 15.03.22
revisions: dd.mm.yy

architectural team :

mark zwicker
inab daakour

project:
675 Yonge St
Barrie, ON L4N 4E8

site plan

Apr. 18, 23

1:200

21-37

id - hs

date:

scale:

project:

drawn by:

drawing number:

A101

Appendix 2

BY-LAW NUMBER 2023-

OF

THE CITY OF BARRIE

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 known municipally as 667, 669, 673, and 675 Yonge Street and as shown on Schedule "A" to this By-law, from Residential Single Detached Dwelling First Density (R1) to Mixed Use Corridor (MU2[SP-____]); and,

AND WHEREAS the Council of the Corporation of the City of Barrie have reviewed a recommendation to amend By-law 2009-141 and has approved the recommendation; and,

WHEREAS authority is granted pursuant to Section 34 of the Planning Act, R.S.O. 1990 to enact such amendments; and,

NOW THEREFORE be it enacted as a By-law of the City of Barrie the following:

1. **THAT** the Zoning map be amended to change the zoning from Residential Single Detached Dwelling First Density (R1) to Mixed Use Corridor (MU2[SP-____]) 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** the following Special Provision (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands proposed to be zoned Mixed Use Corridor (MU2[SP-____]).
 - i. Notwithstanding the mixed use standards of Table 5.4.2, the following shall be permitted:
 - a. Maximum side yard setback (north) of 34.0 metres.
 - b. Minimum side yard setback (south) of 0.5 metres to daylighting triangle.
 - c. Rear Façade Step-back shall not be applied.
 - d. Maximum building height of 36.5 metres.
 - ii. Notwithstanding the general provisions and standards of Section 4.6.5.2, the minimum setback from the daylight triangle to the nearest park of a parking structure underground shall be 0.5 metres.
3. **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 By-law, shall apply to the said lands except as varied by this By-law.

4. **THAT** this By-law shall take force and come into force and effect immediately upon the final passing thereof and pursuant to the provisions and regulations made under the Planning Act, R.S.O. 1990, c.P.13.

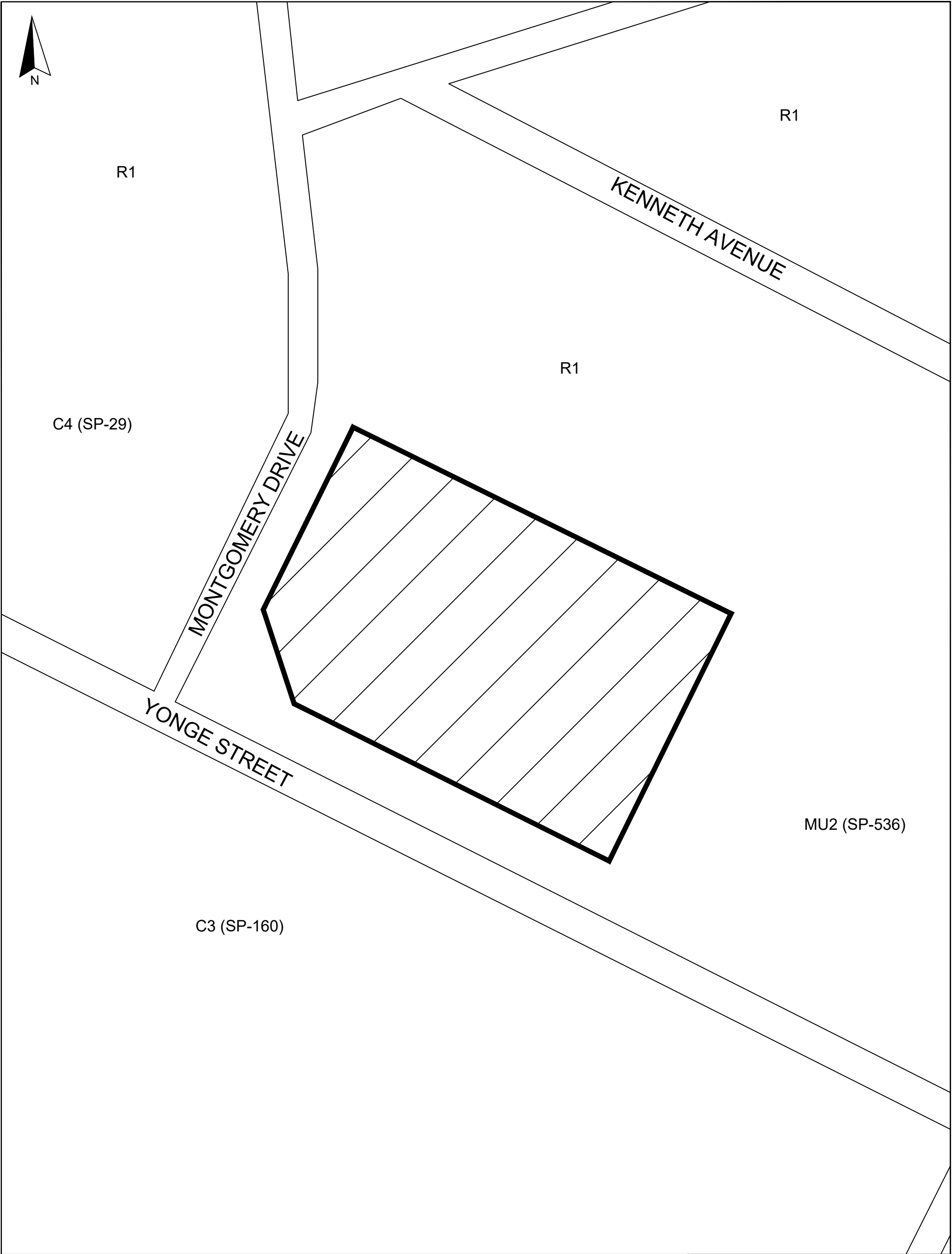
READ a first and second time this _____ day of _____ 2023.

READ a third time and finally passed this _____ day of _____ 2023.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CLERK



- LEGEND**
- Subject Site (Area: ±0.55ha / ±1.37ac)
 - Lands to be rezoned from 'Residential Single Detached Dwelling First Density (R1)' zone to 'Mixed Use Corridor with Special Provisions (MU2 SP-XXX)' zone

SCHEDULE "A" ZONING BY-LAW AMENDMENT

Concession 12, Plan 1213, Lots 5,6,7 & 8
(667 - 675 Yonge Street, City of Barrie)

Scale

Source:
- City of Barrie Comprehensive Zoning By-Law 2009-141

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tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	February 28, 2022	Drawn By:	L.C.
File:	21-1136	Checked:	K.T.