



447, 449, 451, 453, & 455 Yonge Street

PLANNING JUSTIFICATION REPORT

Zoning By-Law Amendment Application

LOTS 26 TO 30 INCLUSIVE REGISTERED PLAN 885 in the City of Barrie, County of Simcoe

IPS NO. 21-1140

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447 – 455 YONGE STREET

LOTS 26 TO 30 INCLUSIVE REGISTERED PLAN 885

CITY OF BARRIE

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

BARRIE YONGE DEVELOPMENTS GP INC.

DECEMBER 202

TABLE OF CONTENTS

1.0 INTRODUCTION.....	1
2.0 SITE DESCRIPTION AND SURROUNDING LAND USES	3
2.1 SURROUNDING LAND USES	7
2.2 SURROUNDING DEVELOPMENT APPLICATIONS	9
3.0 DESCRIPTION OF DEVELOPMENT.....	10
4.0 ZONING BY-LAW AMENDMENT APPLICATION	12
4.1 RATIONALE FOR SPECIAL PROVISIONS	14
5.0 PRE-CONSULTATION AND NEIGHBOURHOOD MEETING	18
5.1 PRE-CONSULTATION.....	18
5.2 NEIGHBOURHOOD MEETING.....	19
6.0 PLANNING POLICY AND ANALYSIS.....	21
6.1 THE PLANNING ACT – PROVINCIAL INTEREST.....	21
6.2 PROVINCIAL POLICY STATEMENT	22
6.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE...27	
6.4 LAKE SIMCOE PROTECTION PLAN	31
6.5 CITY OF BARRIE OFFICIAL PLAN.....	32
HOUSING.....	33
RESIDENTIAL.....	34
SERVICING & TRANSPORTATION.....	35
7.0 AFFORDABLE HOUSING REPORT	36
8.0 CONCLUSION	39

LIST OF FIGURES

FIGURE 1:	Aerial View of Subject Property
FIGURE 2:	Official Plan Designation
FIGURE 3:	Current Zoning
FIGURE 4:	Transit Network
FIGURE 5:	Local Amenities

LIST OF TABLES

TABLE 1:	Mixed-Use Corridor (MU2) Zoning Table
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LIST OF APPENDICES

APPENDIX 1:	Conceptual Site Plan
APPENDIX 2:	Architectural Package
APPENDIX 3:	Draft Zoning By-law Amendment Text & Schedule

1.0 INTRODUCTION

Innovative Planning Solutions Inc. has been retained by Barrie Yonge Developments GP Inc. to complete the following Planning Justification Report for a Zoning By-law Amendment (ZBA) Application on lands municipally known as 447, 449, 451, 453 and 455 Yonge Street in the City of Barrie. The subject lands are legally described as Lots 26 to 30 inclusive of Registered Plan 885. **Figure 1** provides an aerial view of the subject lands.

The intent of the proposed ZBA is to amend the City of Barrie Zoning By-law 2009-141 to rezone the subject lands from the 'Residential Single Detached Dwelling First Density (R1)' zone, to the '**Mixed Use Corridor with Special Provisions (MU2)(SP-XX)**' zone. The application will facilitate the development of a 7-storey mixed-use condominium building.

The purpose of this Report is to review the proposed development in the context of applicable planning policies to support and provide necessary rationale for ZBA approval. This Report will review the following documents to demonstrate consistency with good planning principles:

- The Planning Act, R.S.O. 1990
- Provincial Policy Statement (2020)
- The Growth Plan for the Greater Golden Horseshoe
- Lake Simcoe Protection Plan
- City of Barrie Official Plan (2018 Consolidation)
- City of Barrie Zoning By-law 2009-141



2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject application applies to five parcels of land located at 447, 449, 451, 453, and 455 Yonge Street in the City of Barrie. The subject lands are situated on the southeast corner of the Yonge Street and MacLaren Avenue intersection. The subject lands encompass an area of 5,577m². Following the conveyance of a 3m ROW and Daylight Triangle land conveyance, the subject lands will have a total developable area of 5,278m². The proposed site will have 56.5m of frontage along MacLaren Ave and 91.4m of frontage along Yonge Street.

Currently, the lands are occupied by five low-density single-detached dwellings with private driveways directed off Yonge Street, which the applicant proposes to remove for redevelopment.

The subject lands are designated 'Residential' per Schedule 'A' of the City of Barrie Official Plan (**Figure 2**) and are currently zoned Residential Single Detached Dwelling First Density (R1) per the City of Barrie Zoning Bylaw 2009-141 (**Figure 3**).

According to Schedule 'D' of the City's Official Plan, Yonge Street is identified as an Arterial Road which provides primary traffic carrying routes across and within the City and is well serviced by transit. **Figure 4** shows the subject land's location relative to the City's transit network. Additionally, Yonge Street is classified as a 'Primary Corridor' per Schedule 'I' of the Official Plan. Primary Corridors are identified intensification areas in the City and are the focus for mixed-use, high quality urban design for medium and high-density development.

The subject lands are relatively flat in grade with some tree coverage throughout the site. While the subject lands are within the Lake Simcoe Watershed Boundary per Schedule J of the City of Barrie Official Plan, the lands are outside the Lake Simcoe Region Conservation Authority (LSRCA) regulated area.



FIGURE 2:
CITY OF BARRIE
OFFICIAL PLAN
SCHEDULE A

447 - 455 Yonge Street
 Barrie, ON

LEGEND

- Subject Lands
- Residential
- General Commercial
- Open Space
- Environmental Protection Area

Source: City of Barrie Official Plan Schedule A, 2022
 Note: This drawing is for discussion purposes only. The information shown is approximate and subject to change.



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**FIGURE 3:
CITY OF BARRIE
ZONING MAP**

447 - 455 Yonge Street
Barrie, ON

LEGEND

- Subject Lands zoned Residential Single Detached Dwelling First Density (R1)

Source: City of Barrie Zoning By-law 2009-141
Note: This drawing is for discussion purposes only. The information shown is approximate and subject to change.



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**FIGURE 4:
TRANSIT
SERVICING MAP**

447 - 455 Yonge Street
Barrie, ON

LEGEND

 Subject Lands

Source: City of Barrie Interactive Transit Map, 2022
Note: This drawing is for discussion purposes only. The information shown is approximate and subject to change.



Date: February 2, 2022 | Drawn By: L.C. | File: 21-1140

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2.1 SURROUNDING LAND USES

The subject lands are located within an area that offers a variety of attractive amenities and services to future and current residents. **Figure 5** illustrates the surrounding land uses. These uses include parks and open space (Brunton Park, D'ambrosio Park, Highland Park), institutional uses (Assikinack Public School, Warnica Public School), and various commercial uses such as grocery stores, pharmacies, banks, and restaurants along Yonge Street. The site is also a short bus or car trip away from the Allandale GO station and minutes from Highway 400.

The subject lands and surrounding land uses include the following:

North: Across Maclaren Avenue to the Northwest of the subject site that are lands owned by the applicant. currently undergoing a similar ZBA application to permit development of a 7-storey mixed-use residential building. These lands are currently occupied by low-density single-detached dwellings. Further Northwest is a commercial node at the intersection of Little Avenue and Yonge Street, zoned General Commercial (GC) and continues along Yonge Street north of the subject site.

South: Immediately south is a row of single detached dwellings zoned R1, further south is an empty lot currently proposed for a four-storey residential building.

East: Immediately to the east of the subject site is an established neighborhood of single detached dwellings zoned R2.

West: Across Yonge Street are medium density residential uses such as the Livita Barrington Retirement Home and several townhouse units representing medium density residential uses. Further west is a low-density subdivision of predominantly single detached houses.



<p>FIGURE 5: LOCAL AMENITIES</p> <p>447 - 455 Yonge Street Barrie, ON</p>	<p>LEGEND</p> <ul style="list-style-type: none"> Subject Lands ● Park ● Community Centre ● Grocery Store ● School 	<p>Source: County of Simcoe Maps, 2022 Note: This drawing is for discussion purposes only. The information shown is approximate and subject to change.</p>	
<p>IPS File No. 21-1140</p>			

2.2 SURROUNDING DEVELOPMENT APPLICATIONS

As previously mentioned, Yonge Street is a primary intensification corridor. Intensification corridors are areas within the City that are specifically planned for intensifying the City's built form with high quality urban design. As a result, Yonge Street has become an important area for encouraging denser developments. The subject lands are in close proximity to similar development proposals along Yonge Street. Surrounding development applications which further complement the compatibility of the proposal are identified below.

481 Yonge Street

A Site Plan Application for 481 Yonge Street will facilitate the development of a four-storey, 67-unit residential apartment building located approximately 265m south of the subject site. The Site Plan Application has followed an approved Zoning By-law Amendment which rezoned the property from Residential Multiple Dwelling Second Density (RM2) to Mixed-Use Corridor with Special Provisions (MU2-SP).

427, 429, 431, 435, 437 Yonge Street

An application for a Zoning By-law Amendment has been made on the northeast corner of the Yonge Street and Maclaren Avenue intersection, across from the subject lands. The Zoning By-law amendment seeks to rezone the properties from Residential Single Detached Dwelling First Density (R1) to Mixed-Use Corridor (MU2)(SP-XX). The application intends to facilitate the development of a 7-storey mixed-use building with 196 residential units and ground floor commercial space. The abutting development encompasses 6,680.8m² of land and proposes a density of 311 UPH. It is important to note that the proposed development for 427-437 Yonge Street is similar in nature to development proposed in this Report as these proposals share the same applicant and have been prepared by the same team of consultants.

410 Yonge Street and 343 Little Avenue

A Site Plan Application to facilitate medium density residential development, following the approval of an Official Plan Amendment and Zoning By-law amendment, is approximately 350m northwest of the subject site. Such application will facilitate the development of 117 townhouse units, including a mix of standard, back-to-back, and rear lane units. The proposed development occupies 2.1 hectares with a density of 53 units per hectare.

505, 511, 515, 533 Yonge Street

An application for a Zoning By-law amendment located approximately 270m southeast of the subject site to permit development on the 3.9-hectare lot of four residential buildings ranging in height from 8 to 12 storeys, along with 1,076 square metres of commercial space. The four buildings together will total 400 units, with a proposed density of 243 units per hectare. The Zoning By-law amendments seeks to rezone the property from Residential Multiple Dwelling Second Density – Special Provision No. 98 and 468 (RM2-SP-98 & SM2-SP-468), Residential Single Detached Dwelling First Density (R1), and Environmental Protection (EP) to Residential Apartment Dwelling Second Density -2 – Special Provision No. XXX (RA2)(SP-XXX) and Environmental Protection (EP).

3.0 DESCRIPTION OF DEVELOPMENT

The applicant proposes to redevelop the lands to accommodate a 7-storey mixed-use building with 177 residential units and 572m² of commercial space. As detailed on the Site Plan, the Gross Floor Area is 13,451m². Proposed condominium units will offer a range of sizes from one-bedroom to three-bedroom. A conceptual Site Plan is included in **Appendix 1**. Copies of conceptual elevations, renderings and floorplans are provided under **Appendix 2**.

The proposed condominium building will have an L shaped built form. The building is sited toward the corner of Yonge St. and MacLaren Ave. which would enhance street presence and define the adjacent intersection. Furthermore, the L shaped building will screen the ground level parking spaces from the street view. It is the intent that the proposed building articulation will enhance the presence of active transportation and transit use along the Yonge Street corridor through a defined and engaging street presence.

The proposed development will provide a total parking count of 205 spaces. 177 spaces are for residents, with an additional 9 visitor spaces and 19 commercial spaces. Eight of the provided parking spaces on site will be barrier-free. 63 parking spaces will be provided at grade, located behind the building and accessed from the proposed entrance/exit directed off MacLaren Ave, with an additional 142 spaces in one level of underground parking accessed by a ramp located in the rear corner of the building adjacent to the vehicle entrance. Additionally, bicycle parking spaces are proposed toward the south end of the building, adjacent to the rear parking lot.

The main building entrance is sited at the northwest corner of the building, fronting the Yonge St. and MacLaren Ave. intersection. This pedestrian entrance will connect to the pedestrian walkways along Yonge St. and MacLaren Ave. Additional pedestrian access to the proposed building is provided in the corner toward the rear of the building, adjacent to the parking lot. Pedestrian access points to the proposed ground floor retail spaces would connect directly to the pedestrian pathway along Yonge Street, as well as a rear entrance directed off the parking lot.

The proposed building includes a variety of amenity spaces for future residents. The ground floor provides 150m² of party room space with a guest suite available for visitors, as well as a large lobby and fitness centre available for residents. The ground floor also provides access to a mail room, garbage room, elevators and staircases.

Each unit will have private access to a balcony or personal terrace. Floors 2 through 5 will include balcony space for each unit. The 6th floor will include units with a mix of balconies as well as a private terrace between two end units at the east side. The 7th floor also

incorporates a mix of units with balconies as well as private terrace space for units facing Yonge Street and MacLaren Avenue to enhance the aesthetic street view. The proposed development also incorporates a landscaped rooftop area approximately 908m² in size for additional outdoor common amenity space.

All existing buildings and structures on the lands are intended to be removed to accommodate the proposed redevelopment. The proposed development will be fully serviced by municipal water, storm and sanitary sewage. Waste management and recycling on site will be privately serviced. Hydro, gas and telecommunications infrastructure is available at the lot line.

4.0 ZONING BY-LAW AMENDMENT APPLICATION

The subject lands are currently zoned 'Residential Single Detached Dwelling First Density (R1)' in the City of Barrie Zoning By-law 2009-141. To accommodate the proposed development, this application seeks to rezone the lands from 'Residential Single Detached Dwelling First Density (R1)' to 'Mixed Use Corridor with special provisions (MU2(SP-XXX))'. A copy of the Draft Zoning By-law Text and Schedule can be reviewed under **Appendix 3**.

Table 1 below demonstrates the zoning statistics achieved relative the MU2 zoning requirements. Special provisions are highlighted in yellow. The Special provision are further detailed in section 4.1 of this Report.

Mixed Use Corridor (MU2) Zone		
Provisions	Required	Provided
Front Yard	MacLaren Ave	Yonge St
Min. Lot Area	-	5,278.1m ²
Min. Lot Frontage	-	91.43m (Yonge St)

Front Yard Setback	Min. – 1.0m for 75% of frontage	3.0m (89% - Yonge St)
	Max. – 5.0m for 25m for 25% of frontage	
Front Yard Setback Area	Shall be fully paved and seamlessly connected with abutting sidewalk	Front yard setback will be used for soft landscaping
Side Yard Setback	Min. – 3.0m (abutting a street or laneway)	0.0m (daylight triangle) 3.0m (MacLaren Ave)
	Max. – 3.0m	5.5m
Min Rear Yard Setback	7.0m (abutting residential, OS, or EP zone)	17.0m
Min. Front Façade Step-back	45° angular plane at height above 80% equivalent right-of-way using 3.0m min. step-backs	Complies
Min. Rear Façade Step-back	45° angular plane above 7.5m using min. 3.0m step-backs	Complies
Max. Lot Coverage	--	42.6% (2,249.9m ²)
Max. G.F.A	--	254.8% (13,451m ²) 12,879m ² (residential) 572m ² (retail)
Min. Ground Level Floor Height	4.5m	4.5m
Building Height	25.5m	23.2m (7 Storeys)
Outdoor Amenity Area	2,124m ² (12m ² / unit)	2,139m ² (total) (Incl. 1,231m ² of Private Terraces and Balconies, and 908m ² of Roof-Top Amenity).
Landscaped Buffer Area	3.0m (min. abutting a residential lot)	3.45m

Max lot Coverage for Required Parking for Apartment Dwellings	35% (max. lot coverage)	35.9% (Excl. covered parking) (1,895.1m ²)
Enclosed Parking Areas / Parking Structures	1.8m (min. setback from the street line to the nearest part of an underground parking structure)	0.7m
Required Parking: Residential	177 (1.0 space / unit)	186 (Incl. 9 visitor)
Required Parking: Retail	19 spaces (1 space / 15.0m ²)	19 spaces
Required Barrier Free Parking	4 Type 'A' and 3 Type 'B' Barrier Free spaces	4 Type 'A' and 3 Type 'B' Barrier Free spaces
Required Loading Spaces	0 spaces	1 space

4.1 RATIONALE FOR SPECIAL PROVISIONS

This section provides justification of the site-specific provisions that are required to facilitate the proposed development. While the proposed MU2 zone permits the proposed development type, site specific provisions are required to facilitate the proposed concept plan. The following provides an overview of each provision required.

MU2(SP-XXX) Zone (Mixed-use Corridor):

Deem Yonge Street the Front Yard

The zoning by-law would typically deem MacLaren Ave to be the front yard as it is the shorter of the two frontages. This application proposes to deem Yonge Street the front yard and all other yard-related provisions are measured accordingly.

Yonge Street is a primary arterial and an intensification corridor. It will grow to become an attractive and active urban environment complete with retail amenities and

residential buildings framing both sides. Accordingly, the proposed building has been sited to address Yonge Street through massing and building placement and articulation. Commercial units on the ground floor will face Yonge Street and be provided direct access. From a visual and functional perspective, Yonge Street serves as the front yard. The building has been sited to maintain maximum distance to the lower density residential subdivision to the east, buffered by the parking area and landscaping. Consequently, the east side functions as a rear yard and further reinforces Yonge Street, the opposite side, as the front yard and MacLaren Avenue as an exterior side yard.

For these reasons, we believe Yonge Street should be deemed to be the front yard.

Permit Front Yard Setback Area For Soft Landscaping

The Zoning By-law requires the front yard setback to be fully paved and seamlessly connected with the abutting sidewalk, whereas the proposed development requests the front yard setback be used for soft landscaping.

In attempts to incorporate high quality urban design landscape features, and maximize pervious surfaces for rainwater infiltration, the proposed development would provide soft landscaping along the front yard (Yonge Street). Seeing as the functional front yard is considered Yonge Street, the proposed development will incorporate pedestrian connections to ground floor retail spaces directed off the existing sidewalk. The proposed front yard soft landscaping would not negatively impact the pedestrian-oriented intentions of this provision. Through building articulation and centrally sited building entrances, the proposed development would decrease unnecessary impervious space whilst maintaining the desired urban connection along Yonge Street.

Permit Reduced Minimum Side Yard Setback (Daylight Triangle)

The Zoning By-law requires a minimum side yard setback of 3m abutting any street or laneway, whereas the development proposed requires a reduced side yard setback of 0m to the daylight triangle. A minimum 3m side yard setback is maintained for the balance of the building.

It is important to note that the ground floor of the building serving as the principal lobby entrance facing the intersection is setback approximately 3m from the daylighting triangle; however, portions of the building face and terraces on the upper levels encroach into that setback, in some cases setback 0m to the sight triangle. Since the ground floor of the building remains setback from the daylight triangle, ample space is provided for pedestrian movements near the intersection and building entrance, and there will be no impacts to sight lines of vehicles.

The building, through its massing and design, is sited to frame and address the intersection to create a landmark built form and attractive urban environment. This is accomplished without compromising the function of the building or the public environment to which it enhances. For these reasons, the proposed 0m side yard setback to the daylight triangle is well justified.

Permit Increased Maximum Side Yard Setback

The Zoning By-law requires a maximum side yard setback of 3m, whereas the proposed development requests a maximum side yard setback of 6.0m on the south side. This side of the property is adjacent to a neighbouring residential lot which is occupied by an older Victorian home. It is understood that along intensification corridors, buildings should generally provide a minimal side yard setback to abutting lots to achieve a compact urban environment and continuous streetwall effect. The proposed setback maximum of 6.0m, while slightly exceeding the maximum, seeks to strike a balance between the intent of the corridor and respecting the character of the abutting residence. The proposed setback will minimize impacts of shadowing and privacy while still achieving a built form and site design that reflects the intent of intensification areas. For these reasons, the proposed increased side yard setback is appropriate.

Permit Increased Lot Coverage for Surface Parking

The Zoning By-law requires a maximum lot coverage 35% for the parking area, whereas the proposal requests a maximum of 37%. This applies to the exposed surface parking spaces and not the covered surface spaces or underground parking.

The 1% increase is numerically minor and will not be visually perceived. It is not anticipated to pose any negative effects on the functionality and quality of the proposed development. This provision generally controls the balance of impervious space for interests of stormwater management and visual appeal. Permitting 37% lot coverage for the parking area will not impact the visual appeal of the proposed development as the parking area is screened from street view by the building. Additionally, areas of enhanced landscaping are provided not only to enhance the building but also to soften the parking area. Please refer to the landscape package submitted under separate cover. Further, the small increase in impervious space will not negatively impact stormwater management, as demonstrated by the Stormwater Management Report submitted with this application.

For these reasons, the proposed lot coverage for parking is considered reasonable and appropriate.

Permit Reduced Minimum Setback from Enclosed Parking Areas.

The Zoning By-law requires a minimum 1.8m setback from the street line to the nearest part of an underground parking structure, whereas the proposed development requests a minimum setback of 0.7m.

In order to facilitate an appropriate number of parking spaces, the proposed underground parking garage requires site specific relief to maximize the parking area while minimizing the amount of exposed surface spaces. The 0.7m setback to an underground parking structure would not negatively impact road infrastructure, or municipal infrastructure abutting Yonge Street, and is reflective of an urban environment and built form. Further, the proposed setback will have no visual impact to the built environment above ground and achieves a compact efficient site design.

It is recognized by the applicant that shoring (i.e. soldier pile and lagging or caisson wall) will be required for temporary support of the excavation during construction. For further information please consult GEI's Geotechnical Investigation Report which accompanies this submission.

5.0 PRE-CONSULTATION AND NEIGHBOURHOOD MEETING

5.1 PRE-CONSULTATION

A pre-consultation meeting was held with the City of Barrie on August 26th, 2021, where planning and other departmental comments were received in relation to the subject proposal. City of Barrie staff have provided a list of required reports and plans that are to be completed and submitted with the ZBA application to ensure a thorough review of the proposed development is had to support staff decisions. In addition to this Planning Justification Report, the following have been prepared and submitted under separate cover in support of this application for rezoning:

- Shadow Study
- Urban Design Report
- Wind Study
- Noise/Vibration Impact Analysis
- Functional Servicing Report
- Erosion & Sediment Control Plan
- Grading & Drainage Plan
- Geotechnical Report
- Hydrogeological Study
- Stormwater Management Report
- Traffic Impact Study
- Tree Preservation Plan/Inventory
- Conceptual Landscape Plan
- Topographic Survey of existing conditions

5.2 NEIGHBOURHOOD MEETING

A Neighbourhood Meeting was held virtually with the City of Barrie and approximately 36 attendees from the public on May 4th, 2022. The Neighbourhood Meeting focused on two separate ZBA applications, both on behalf of the applicant, relative to the development described in this Report (447-455 Yonge Street), as well as the development proposed at 427-437 Yonge Street. At the time, an eight-storey condominium building and two blocks of stacked townhomes were proposed. Throughout the Neighbourhood Meeting, members of the public were welcomed to express their concerns or support and ask any relevant questions about the project. The comments received at the meeting followed several themes, which are outlined below with responses provided for each.

Traffic & Parking:

Concerns were voiced from members of the public attending the meeting regarding the potential of increased traffic at the Yonge and Maclaren Avenue intersection. In accordance with Official Plan policy, site access should be designed to minimize the impact on Arterial Roads. Site access and egress is proposed off Maclaren Ave at an appropriate distance from the Yonge Street intersection in consideration of queuing times. A Traffic Impact Study has been completed by Tatham Engineering and submitted alongside this report. The TIS analyzes any potential traffic and queuing concerns, confirming the proposed development will not create negative congestion on MacLaren Ave.

Furthermore, concerns were heard related to on site parking. Since the time of the Public Meeting, site design has been revised in order to adequately accommodate parking requirements in excess of the proposed MU2 zone. The parking count and layout has been considerably improved to meet zoning standards and mitigate concerns heard from the public.

Building Height, Views, Placement & Amenity:

Some concerns were heard about the initially proposed 8-storey building height and shadow and view impacts. Questions were also asked about the provision of adequate amenity space on site. The proposed development has since been revised to incorporate a 7-storey building with, with ground floor commercial space and 6 storeys of livable space. The building also features stepping to its rear closest to the existing subdivision to the east, in full compliance with the angular plane requirements.

As a requirement of the ZBA application, Shadow and Wind Impact studies have been completed and submitted alongside this Report to analyze the potential concern for effects on adjacent properties and municipal streets. The shadow study confirms the proposed development will have little to no impacts on adjacent parcels for much of the year, particularly in the summer when it is most important. Accordingly, the building is at an appropriate height and will have no adverse impacts on the adjacent dwellings. With consideration to the existing and planned character of the surrounding lands, the proposed building height conforms to municipal visions for the Yonge Street Intensification Corridor.

The proposed development provides a substantial amount of outdoor amenity area including the green rooftop and in many private balconies and terraces for resident enjoyment. The development meets the amenity area requirements under the proposed zone.

Affordable Housing:

Questions and concerns were heard about the inclusion of affordable housing units within the proposed development. A detailed analysis of the City of Barrie's Affordable Housing policies and guidelines have been reviewed and addressed in relationship to the proposed development. Please see section 7 of this report for further details.

Stormwater Management:

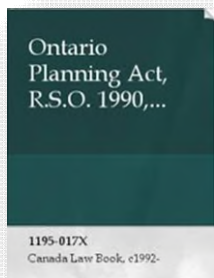
Questions were raised about the impact the proposed developments will have on adjacent basement flooding potential. In order to appropriately address these concerns, a Hydrogeological Report has been prepared by GEI and a Stormwater Management

Report has prepared by Pinestone Engineering for review and circulation by the City to ensure the proposal will not have any potential negative impacts. Control of peak post-development flowrates to below pre-development levels will be provided by utilizing rooftop ponding and a combination of parking lot surface ponding and subsurface detention tank storage.

6.0 PLANNING POLICY AND ANALYSIS

This Section will outline the applicable policies guiding the development of the subject lands. Each section will outline applicable plans and polices with a planning rationale on conformity and development principles.

6.1 THE PLANNING ACT – PROVINCIAL INTEREST



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

- The orderly development of communities;
- Providing a full range of housing;
- Provision of employment opportunities;
- Promotion of development that supports transit;
- The appropriate location of growth and development;
- Preservation of the environment and agricultural resources;

- The promotion of a built form that is well-designed and encourages a sense of place.

The proposed development is located within the City of Barrie where growth is focused and further concentrated along the Yonge Street Intensification Corridor. The density proposed is transit supportive and Yonge Street is well-served by the City's bus routes. The proposed development would contribute new options to the housing stock in the area, providing a variety of more attainable unit options while enhancing local employment opportunities in the City of Barrie. At the same time, it provides retail space for new business, thereby supporting job creation and employment sustainability. The proposed development would occur on lands that are identified as an appropriate location for mixed-use residential development and intensification supported by the Planning Act. Preservation of the environment and farmland is supported by directing a significant supply of new residential units to the built-up area on underutilized urban lands, away from valued natural areas and cropland.

In our professional opinion the proposed development aligns with the Province's Interest in land use planning.

6.2 PROVINCIAL POLICY STATEMENT



The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. It sets the policy foundation that regulates development in order to protect resources, public health and safety, and the quality of the natural and built environment. Land use patterns should carefully manage and accommodate appropriate development to meet the full range of current and future needs, while achieving efficient, sustainable, and strategic growth patterns. The PPS has been reviewed relative to this application with emphasis placed on the following sections:

- Section 1.1: Managing and Directing Land Use
- Section 1.3: Employment
- Section 1.4: Housing
- Section 1.6: Infrastructure and Public Service Facilities
- Section 1.7: Long-term Economic Prosperity
- Section 1.8: Energy Conservation, Air Quality and Climate Change

MANAGING AND DIRECTING LAND USE

Section 1.1.1 of the PPS provides various strategies on how to manage and direct land use to achieve efficient and resilient development and land use patterns. Healthy, liveable, and safe communities are sustained through the promotion of efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term, and an appropriate range and mix of housing types including affordable, multi-unit, and market-based, to meet long-term needs. Additionally, the PPS encourages the integration of land use planning, growth management, transit supportive development, intensification, and infrastructure planning to achieve cost effective development patterns and minimize land consumption. Development or land use patterns which may cause harm to the environment or public safety should be avoided. The compact nature of the development makes it cost-effective, introducing new taxpayers to an area which improves efficiencies within the existing municipal water, sanitary and storm sewer systems as well as road infrastructure and the public transit network. The proposal supports the objectives of protecting environmental and agricultural resources by intensifying growth within the City's designated growth area, in an energy-efficient built form, and away from these features. Overall, the proposed development will diversify housing options in the area, support the economic base, and encourage a healthy, livable, and safe community for current and future residents in the City of Barrie.

Section 1.1.2 of the PPS states sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for up to a 25-year

planning horizon. Within settlement areas, the provision of this land through intensification and redevelopment is prioritized. The application proposes to rezone the property from Residential Single Detached Dwelling First Density to the Mixed-Use Corridor zone in conformity with the objectives of the Residential designation of the Official Plan as well as the City's intent for lands adjacent to the Yonge Street intensification corridor. This development will facilitate redevelopment and promote intensification, assisting the City in achieving its residential and employment growth targets within a Primary Settlement Area.

Section 1.1.3.1 guides growth policies which specifically relate to settlement areas. The PPS recognizes Settlement Areas as the focus of growth and development. Section 1.1.3.2 states, land use patterns shall be based on densities and a mix of land uses which effectively use land and resources; efficiently use available/planned infrastructure and support active transportation. The proposed development promotes mixed-use development within a recognized Settlement Area (Barrie). The proposal will efficiently utilize land and services through a compact built form and encourage the continued use of public transit and modes of active transportation enhancing infrastructure efficiency.

EMPLOYMENT

Section 1.3 of the PPS outlines policies to encourage the promotion of economic development and competitiveness. Section 1.3.1 states planning authorities shall promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and consider the needs of existing and future businesses. Accordingly, the PPS encourages compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities with consideration to housing policies and objectives. The proposal incorporates a mix of residential and commercial uses to further support the efficient development of sustainable communities which offers a range of housing options and compatible employment for a livable and resilient community.

HOUSING

The proposed development is further strengthened by Section 1.4 of the PPS, which encourages an appropriate mix of housing options and densities to meet the projected needs of current and future residents. Municipalities shall maintain the ability to accommodate residential growth for a minimum of 15 years. Emphasis is placed on residential intensification, redevelopment, and lands which are designated and available for residential development and where it can minimize the cost of housing through a compact form. The proposed development supports housing policies within the PPS by providing a range of unit sizes in a compact built-form through site intensification and further promotes residential densification within appropriate areas in the City of Barrie.

INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

As outlined in Section 1.6.6, full municipal water and sewage services are the preferred form of servicing for settlement areas and existing municipal services should be utilized through intensification where feasible. Section 1.6.6.1 promotes growth which efficiently uses and optimizes these services to ensure the financial viability of their long-term operation, and the protection of the environment and the water resources which the services depend on. The proposed development will connect with municipal water and sewer services using existing infrastructure along Yonge Street, thus optimizing these services, and improving their financial viability. For further servicing details please refer to the Functional Servicing Report enclosed with this submission.

Section 1.6.6.7 outlines the appropriate planning practices for stormwater management. Planning for stormwater management shall mitigate risks to human health, safety, the property, and the environment, while optimizing the financial viability over the long term. For a detailed analysis on proposed stormwater management, refer to the Stormwater Management Report that has been submitted alongside this Report.

Section 1.6.7 provides policies related to transportation systems. Transportation systems should: provide the efficient movement of people and goods; be multimodal; and be

supported by land use patterns and densities which minimize the number and length of vehicular trips. Intensifying development along the Yonge Street intensification corridor contributes to a more compact and walkable streetscape and will increase transit ridership, supporting multimodality and reducing automobile dependence.

Section 1.6.8 relates the transportation and infrastructure corridors. Section 1.6.8.3 states, new development proposed adjacent to corridors and transportation facilities should be compatible and supportive of the long-term purposes of the corridor. The proposed development will have no negative impacts on the purpose of the adjacent corridor and transportation functions along Yonge Street; rather, the proposed development will enhance the planned purpose for the Yonge Street corridor and dedicate a 2m road widening.

LONG TERM ECONOMIC PROSPERITY

Section 1.7 provides policies to achieve long-term economic prosperity. Policies to promote economic prosperity include promoting opportunities for economic development and community investment; encouraging residential uses to respond to dynamic market-based needs; enhancing the vitality and viability of main streets; promoting well-designed built form and redevelopment; and providing an integrated and cost-effective multi-modal transportation system. The proposal intends to enhance the vitality and viability on Yonge Street through an appropriate mix of commercial and residential uses. The proposal provides greater employment and housing opportunities to support community investment and market-based demand.

ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

Section 1.8.1 of the PSS supports land use and development patterns which promote a compact form of corridors; promote active transportation and transit; encourage a mix of housing and employment uses to shorten commutes and decrease congestion; promote design which maximizes energy efficiency; and maximize vegetation. The proposed development provides a compact built form on an intensification corridor, at a transit supportive density. Many everyday amenities are within walking distance, and

the development will include ground floor retail for the benefit of residents and future employment opportunities. The proposed built form with shared walls is energy efficient and the site is provided areas of enhanced landscaping wherever possible.

Based on the above and through review of the Provincial Policy Statement, it is determined that the proposed application and associated development is consistent with the PPS.

6.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE



The Growth Plan has been approved under the Places to Grow Act and builds on the PPS together with other Provincial plans to inform land use planning and decision-making regarding growth management. It provides a framework for implementing Ontario's vision for building strong and prosperous communities, establishing a long-term vision for where and how the region grows. The City of Barrie in its entirety is recognized as the Primary

Settlement Area within the Simcoe Sub-region. The Growth Plan has been reviewed relative to this application with emphasis placed on the following sections:

- Section 1.2.1: Guiding Principles
- Section 2.2.1: Managing Growth
- Section 2.2.2: Delineated Built-up Areas
- Section 2.2.5: Employment
- Section 2.2.6: Housing
- Section 3.2.2: Transportation – General
- Section 3.2.6: Water and Wastewater Systems
- Section 3.2.7: Stormwater Management

GUIDING PRINCIPLES

The Growth Plan provides guiding principles in Section 1.2.1. The Plan recognizes that different approaches are required to manage growth in the Greater Golden Horseshoe, that recognize the diversity of communities. The principles support developments that contribute to the achievement of complete communities, provide for healthy and active lifestyles, and meet people needs for daily living. Development is further supported that provides a range and mix of housing options to serve all household sizes, incomes and ages of households. The Growth Plan defines 'Complete Communities' as:

"Places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts."

The development concept aides in the realization of complete communities and active living by providing compact mixed-use development, appropriately increasing density which encourages transit use and modes of active transportation. The site's proximity to existing commercial entities mean residents are located near attractive amenities and employment opportunities. The proposed development contributes to providing an appropriate mix of commercial opportunities, and a full range of housing types and sizes encouraged by the Growth Plan.

MANAGING GROWTH

Section 2.2 of the Growth Plan establishes policies for where and how to grow. Section 2.2.1 guides growth in settlement areas where there is existing or planned municipal infrastructure. Furthermore, Section 2.2.1 (4) states policies of the Growth Plan will support the achievement of complete communities that feature a mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities. Supporting the development of complete communities will also

include promoting a diverse range of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. In accordance with these policies, the proposed development does support employment within the City, convenient access to local shops and residential land uses. The proposal further diversifies available housing options in the City of Barrie to target a range of housing needs to correspond with a range of household sizes, incomes, and desired lifestyles.

DELINEATED BUILT-UP AREAS

Section 2.2.2. applies to delineated built-up areas and directs that a minimum of 50 percent of all new residential development must occur within the delineated built-up area. The proposed redevelopment contributes to the City's intensification requirement by directing a large supply of new residential units to fully serviced urban lands within the built boundary, contributing to the density and intensification targets. Further, Section 2.2.2 requires that municipalities ensure lands are zoned and planned in a manner that supports complete communities and intensification. In accordance with this expectation, the applicant proposes a site-specific zoning by-law amendment to permit the proposed mixed-use intensification and bring the zoning in line with the City's Official Plan and the Growth Plan.

EMPLOYMENT

Section 2.2.5 provides policies for employment. Section 2.2.5.3 states that retail uses will be directed to locations that support active transportation and have existing or planned transit. Section 2.2.5.15 promotes a compact built form and intensification of retail service uses and their integration with other land uses to support the achievement of complete communities. The proposed development offers ground floor retail uses that are integrated with the development of residential uses to activate a vibrant streetscape and achieve a complete community. It is intended that the building residents and future residents of the ongoing intensification and redevelopment projects along Yonge Street as previously outlined, will utilize the proposed retail uses and promote an active, pedestrian oriented streetscape.

HOUSING

Section 2.2.6 contains the Plan's housing policies. Section 2.2.6 (1) of the Growth Plan encourages municipalities to develop a housing strategy that supports the achievement of the minimum intensification and density targets, to provide a diverse range and mix of housing options and densities to meet projected needs of current and future residents, and to provide more affordable housing options. Implementing these strategies will support the achievement of complete communities through accommodating a range and mix of housing options and densities, diversifying the overall housing stock of municipalities. In accordance with Section 2.2.6 the proposed mixed-use condominium building will diversify the overall housing stock in the area and greater city.

Section 2.2.6.(4) requires that municipalities maintain at all times sufficient land with servicing capacity to provide at least a three-year supply of residential units, including lands suitably zoned for intensification and redevelopment. This application seeks to rezone the lands from Residential Single Detached Dwelling First Density to Mixed Use Corridor (MU2) to facilitate the redevelopment and intensification of the subject lands to conform with the planned intent of the Yonge Street Intensification Corridor, in alignment with this policy.

TRANSPORTATION

The Growth Plan's general transportation policies are found in Section 3.2.2. Policies toward transportation guide the requirement of transportation systems that provide connectivity among transportation modes, support multi-modal travel and active transportation, and reduce reliance on the car. Likewise, new development should be transit oriented and recognizes higher density developments are transit supportive and contribute to transit efficiency. The applicant recognizes the importance of planning for land uses which are compatible with, and supportive of, the local transportation network. The compact nature of the development promotes transit ridership and encourages modes of active transportation, minimizing automobile dependence.

SITE SERVICING & STORMWATER MANAGEMENT

Section 3.2.6 contains policies for water and wastewater systems. Section 3.2.6.2 encourages the optimization and improved efficiency within existing systems. Full municipal water and sanitary sewer services are available for connection on Yonge Street. The proposed development serves to support improved efficiency of these existing systems without any uneconomical expansion to them.

Stormwater management policies are provided in Section 3.2.7. Proposals for largescale development by plan of condominium, site plan or plan of subdivision must be supported by a stormwater management plan which: incorporates an integrated treatment approach using LID features and green infrastructure; identifies practices to minimize soil compaction, sediment and erosion; and aims to maintain or improve water quality. In accordance with the above, Pinestone Engineering has prepared a Functional Servicing and Stormwater Management Report, provided with this submission under separate cover.

GROWTH FORECASTS

Schedule 3 of the Growth Plan indicates that the City of Barrie is expected to reach a population of 298,000 residents by the year 2051. The proposed development will assist the City in accommodating the forecasted growth by providing 177 new residential units, along with new commercial amenities, to serve a growing population.

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

6.4 LAKE SIMCOE PROTECTION PLAN

The proposed development is defined as a major development in the Lake Simcoe Protection Plan (LSPP). Applications for new major development must show how phosphorus loadings and changes in water balance will be minimized. Policy 4.8 states that the application must be accompanied by a stormwater management plan that is consistent with stormwater management master plans, sub watershed evaluations, and

water budgets. Section 4.8 also states that an integrated treatment train approach will be used to minimize management flows and reliance on end-of-pipe controls, as well as minimizing phosphorus loadings and changes in water balance. Please refer to the Geotechnical and Hydrogeological Investigation Reports prepared by GEI consultants, along with the Stormwater Management Report prepared by Pinestone Engineering Ltd for further details on how the proposal satisfies policies of the LSPP.

6.5 CITY OF BARRIE OFFICIAL PLAN



The subject lands are designated 'Residential' per the City of Barrie Official Plan, Schedule A, and located on a Primary Intensification Corridor per Schedule I. The Official Plan provides guidance for land use, public works and private industry to control growth and development and foster healthy communities. The applicable policies of the Official Plan are outlined and reviewed below.

- Section 3.1: Growth Management
- Section 3.3 Housing
- Section 4.2 Residential
- Section 5.1 Servicing
- Section 5.2 Water and Wastewater
- Section 5.3 Stormwater Management
- Section 5.4 Transportation

GROWTH MANAGEMENT

Section 3.1.1 contains the City's growth management goals. They include accommodating the projected needs for residential and other land uses; directing the rate of growth to match the supply of land, municipal services and facilities in accordance with the City's intensification and density targets; and directing growth to take advantage of existing services and infrastructure. The proposal would redevelop the subject lands to provide intensification and revitalization, while efficiently utilizing existing municipal infrastructure and surrounding services. As previously mentioned, the subject lands are along one of the City's Prime Intensification Corridors which is planned for further intensification and higher density targets.

Section 3.1.2.3 relates to density of development and intensification. As stated in policy 3.1.2.3(b) a minimum of 40% of all new residential units are required to be directed within the built-up area. In addition, residential densities will be used to support the efficiency and viability of existing and planned transit. The proposal would contribute to the City of Barrie's intensification targets by providing 177 new residential units within the built-up area.

HOUSING

Section 3.3 contains the City's housing policies. Under Section 3.3.1, housing goals include ensuring the quality and variety of housing stock is maintained and improved; promoting building designs and densities which efficiently use land, resources, infrastructure, public service facilities, and are pedestrian and cyclist-friendly; and ensuring the development of complete communities. The development concept aids in ensuring variety of housing types in the area, while improving stock and allowing for more options for first time home buyers. The development has been designed to efficiently use land and infrastructure and be active transportation friendly, all of which contribute to a complete community.

Section 3.3.2.1 encourages residential revitalization and intensification throughout the built-up area to support healthy neighbourhoods and promote a variety of housing types. As outlined by policy 3.3.2.1(c) residential intensification includes secondary suites,

conversion of existing housing into multiple unit forms, infill, redevelopment of clean and brownfield sites, and other innovative strategies. The proposed development represents residential intensification by redeveloping on lands with existing deteriorated low-density dwelling units into a compact built form that accommodates a mix of unit sizes at a higher density.

RESIDENTIAL

Section 4.2 contains the City's residential policies. Policy 4.2.2.1 states lands designated 'Residential' shall predominantly be used for all forms and tenure of housing. Furthermore, the City of Barrie encourages residential areas to promote the creation of complete communities; develop in residential areas with densities that are transit and active transportation-supportive; design development to enhance compatibility and minimize land use conflicts; and plan for increased densities. Accordingly, the proposed development would promote modes of active transportation and public transit use by deemphasizing the car and providing high-density, development on a transit corridor and within walking distance to many daily amenities. The proposal would enhance the residential and commercial presence along Yonge Street to accommodate future and existing residents. Overall, the subject site is appropriate for mixed-use residential development and would maintain compatibility with, and transition to, the existing residential character while complying with the planned intent for a mix of uses along Yonge Street.

Section 4.2.2.1 permits convenience commercial facilities and accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet on the ground floor area of high-density apartment buildings. In accordance with this policy and the purpose of the mixed-use intensification corridor, commercial space is provided on the ground floor of the proposed building.

Section 4.2.2.2 directs medium and high-density residential development to locate along Intensification Corridors and arterial roads, in close proximity to public transit, schools, parks and commercial amenities, and where municipal servicing is available. The proposed development is located along Yonge Street which is both an Intensification

Corridor and arterial road, that is well served by public transit. The site is located near other commercial amenities, parks and schools and will be serviced by municipal water, storm and sanitary.

Section 4.2.26 encourages residential intensification along intensification corridors to ensure they evolve to become more compact and efficiently use land and resources, optimize infrastructure and support public transit. The applicant seeks to direct new residential units to a location on an intensification corridor in a high-density, compact built form which will efficiently use land resources and serving infrastructure. The density of the development and its location is also transit supportive.

SERVICING & TRANSPORTATION

Section 5.0 contains the servicing and transportation policies. Section 5.1.1 outlines the following transportation goals in the City of Barrie: Ensuring proper water supply, sewage collection, electrical supply, and stormwater management service are provided; existing infrastructure is utilized wherever feasible; minimizing any negative impact a public utility may have on human health and the natural environment; and ensuring planning for infrastructure is integrated with planning for growth. Municipal services are available and will provide the proposal with full servicing. For a detailed review on site servicing, please refer to the Functional Servicing Report prepared by Pinestone Engineering Ltd that has been submitted alongside this Report.

Section 5.3.1 relates to stormwater management. Goals and policies regarding stormwater management support the protection of watercourses and water quality; controlling flooding, sedimentation, and erosion; and minimizing contaminant loads and peak flows while increasing the extent of vegetative and pervious surfaces. Section 5.3.2.2 requires the preparation of a stormwater management plan in support of major developments demonstrating conformity with the above objectives. A Stormwater Management Report has been prepared by Pinestone Engineering Ltd and submitted alongside this Report to provide further Stormwater Management details of the proposal.

Section 5.4.1 contains the City's transportation policies. Goals include providing safe, efficient and convenient movements; the promotion of healthy communities, active living and energy efficiency; and to develop areas at densities which are transit supportive. The proposed density is transit supportive by increasing local ridership opportunities. Accordingly, the proposed building has been, sited to promote a pedestrian friendly streetscape. Section 5.4.2.2 directs that development adjacent to arterial roads, as is proposed (Yonge Street), be designed to provide access to the site while minimizing impact on the roadway. A Traffic Impact Study in support of the development has been prepared by Tatham Engineering. Please refer to the full report under separate cover.

For the above stated reasons, the proposed development conforms to the general intent of the City of Barrie's Official Plan.

7.0 AFFORDABLE HOUSING REPORT

The Province of Ontario and City of Barrie recognize the pressing need for affordable housing and have implemented policies and encouraged initiatives to address this issue.

PROVINCIAL POLICIES TOWARD AFFORDABLE HOUSING:

Section 1.4.3 of the Provincial Policy Statement requires that planning authorities provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs for low to moderate-income households. Further, this housing should be directed to areas where appropriate levels of infrastructure and public service facilities are or will be available. Housing costs should be minimized and intensification, particularly near transit corridors, prioritized.

The proposal supports Provincial affordable housing efforts by incorporating 177 new residential units which are historically of a more affordable housing type and built form in the City of Barrie. Units range in size from one to three-bedroom to accommodate a variety of households but remain a more affordable option relative to most ground-

oriented housing. The proposed development provides intensification through redevelopment on lands located along an identified intensification corridor and public transit route, as encouraged by Provincial policy.

CITY OF BARRIE OFFICIAL PLAN HOUSING POLICIES

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.

Policy 3.3.2.2 a) states,

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

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% of gross annual household income for low- and moderate-income households; or

2) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.

This policy contemplates a City-wide goal, therefore anticipated that this objective is sought across the City and not held as a requirement for each individual development or site. It is anticipated that the increased density proposed would create more attainable housing options in the City of Barrie. While the price points of the condominium units have not been determined at this time, the built form provides housing costs which are often considerably less expensive than ground-oriented housing. Factors to consider include the smaller living spaces, absence of individual lots, reduced property taxes, and reduced energy bills to heat and cool.

Policy 3.3.2.2 b) states,

“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”

The development would contribute to the intensification and densification of housing in the City, as encouraged by the Official Plan. By providing a compact built form, the proposal intends to promote the quality and variety of the housing stock. Increasing the range of housing types will promote housing attainability and more affordable units in the context of the City marketplace. Similarly, the introduction of 177 new residential units provides a substantial increase in supply which could be felt in the marketplace and assist in the realization of more balanced market with attainable price points.

Policy 3.3.2.2 c) states:

“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”

The proposed development will include ground floor commercial amenities to the benefit of residents and the local community. Additional established commercial amenities are found nearby along Yonge Street between Huronia Road and Big Bay Point Road. The area is well served by public transit, while being positioned nearby to several grocery stores, parks, schools and recreation centres.

THE CITY OF BARRIE'S AFFORDABLE HOUSING STRATEGY

The City of Barrie's Affordable Housing Strategy provides a framework to encourage, stimulate and increase the supply and range of affordable housing options to meet the needs of residents at all income levels and life stages. The proposed condominium units would provide an alternative housing option for both older and younger individuals at more affordable price points relative to a single detached dwelling.

The proposed development represents a built form that should be considered entry level housing. Not only is entry level housing important to an aging population as retirees seek

to downsize into more manageable and accessible living accommodations, but it is also important for younger individuals wanting to get a foothold into the market. The City recognizes its relatively young population, with 40 percent of residents between 20-44 years of age.

The Strategy states that a healthy housing market is considered to have at least a 5 percent vacancy rate; however, in October of 2021 the City's vacancy rate for multi-unit apartment-style residential buildings was just 1.6%. The low supply of rental housing means landlords have leverage for rent increases above the rate of inflation, which compounds the affordability problem. The proposal provides 177 new residential units to the market area to satisfy demand and ease pressure on the market. Greater supply is an important first step in combatting housing cost and rent increases.

Based on the above, the proposed development appropriately contributes to the supply of entry-level / attainable residential housing, thereby encouraging further affordability in the City of Barrie.

8.0 CONCLUSION

This Report explores the merits of facilitating the development of a 7-storey mixed-use residential building with 177 units and ground floor commercial space on lands municipally known as 447, 449, 451, and 455 Yonge Street as it relates to all levels of applicable planning policy.

To permit the proposed mixed-use development, a Zoning By-law Amendment is requested to rezone the subject lands from the 'Residential Single Detached Dwelling First Density (R1)' zone to the 'Mixed-Use Corridor (MU2)' zone with special provisions.

The subject site is ideally situated along the Yonge Street intensification corridor. The neighborhood features public transit routes, a variety of parks, schools, employment opportunities, along with commercial and community amenities to sustain daily living. The proposed development would intensify the subject lands and increase residential


density along an identified intensification corridor, while efficiently utilizing existing municipal infrastructure, as supported by the City's Official Plan.

As demonstrated through the assessment completed in this report, the proposed development aligns with Provincial and City policies and land use planning guidelines, accommodating the evolution of complete communities. Provincial plans direct growth to Settlement Areas such as the City of Barrie to support a range of housing types and sizes targeting a variety of housing needs for current and future residents, as is proposed by this development. All levels of planning policies support and encourage more compact built forms through redevelopment and intensification which is demonstrated through the proposed development. The City of Barrie Official Plan prioritizes identified intensification areas for higher-density mixed-use residential development which contributes to achieving the City's housing, density, and intensification targets, each of which are supported by the proposed development.

It is our professional planning opinion that the Zoning By-law Amendment application conforms to the applicable policies at all levels and represents good planning.

Respectfully submitted,

Innovative Planning Solutions



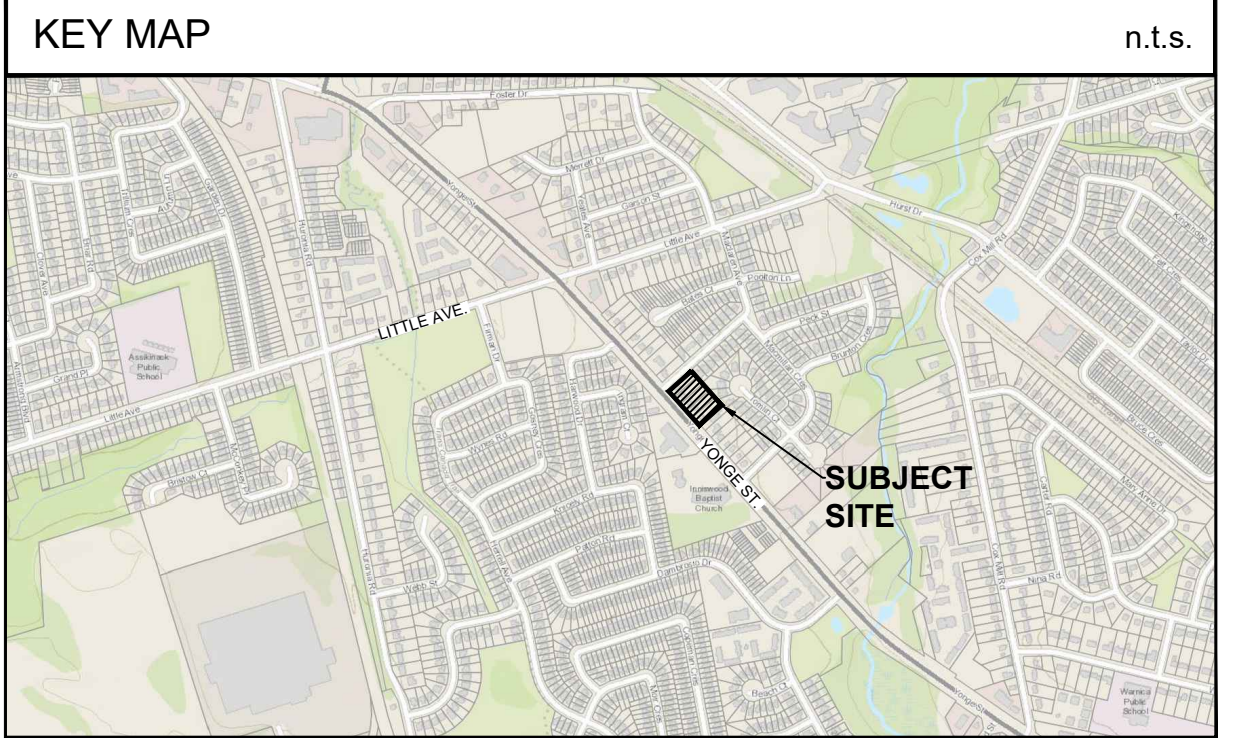
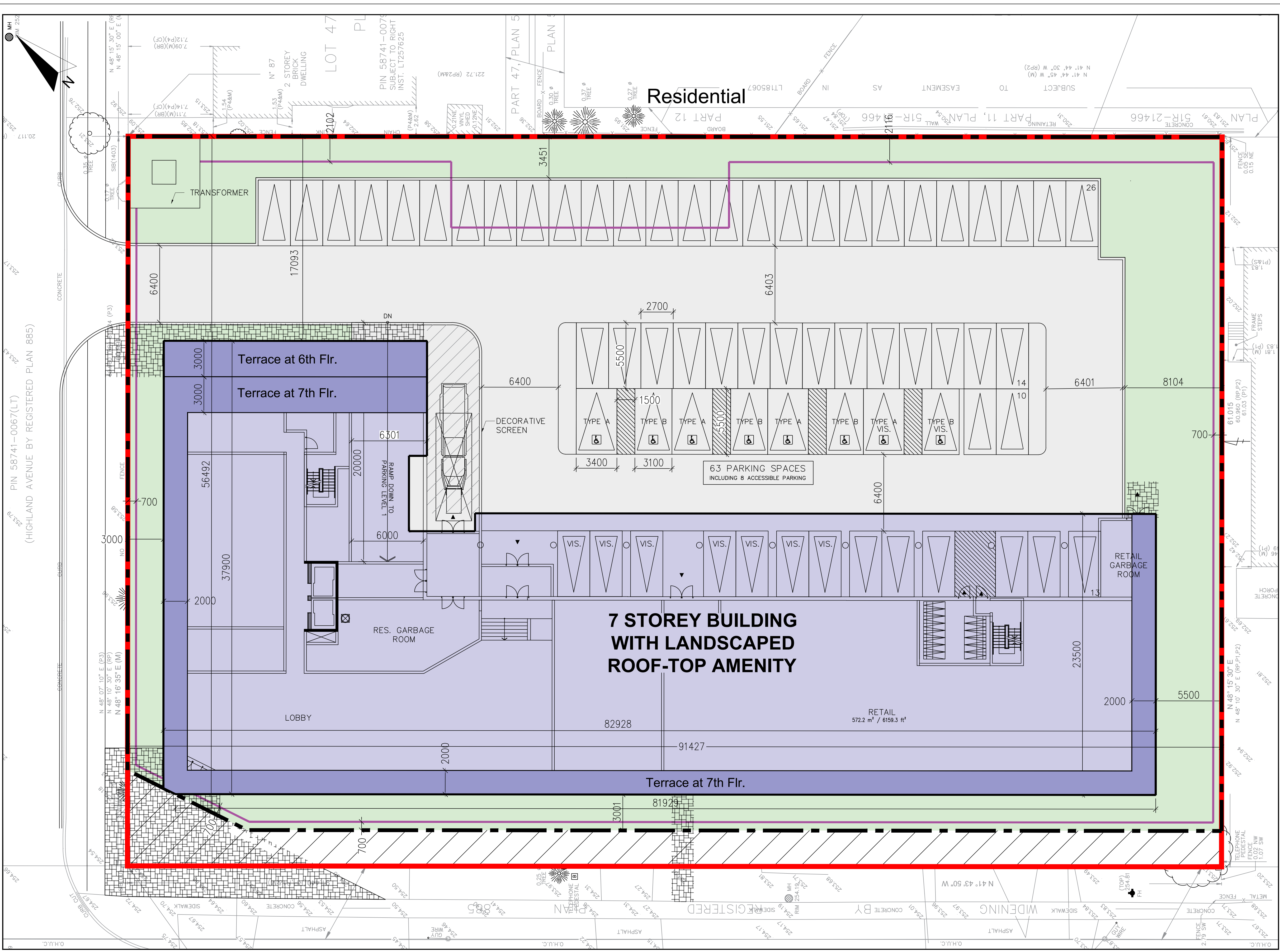
Darren Vella, MCIP, RPP
President & Director of Planning



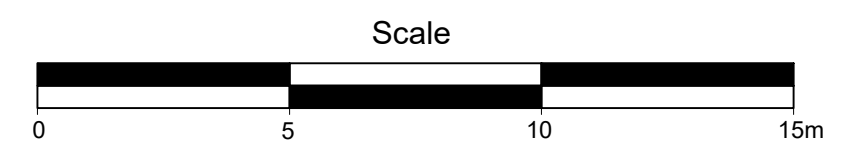
Tyler Kawall, BES
Intermediate Planner

APPENDIX 1

CONCEPTUAL SITE PLAN



CONCEPTUAL SITE PLAN



- LEGEND**
- Subject Site (5,577.50m² - survey)
 - Development Limit (5,278.08m²)
 - Proposed 7 Storey Mixed-Use Building
- Residential G.F.A.: 12,879.50m²
- Retail G.F.A.: 572.20m²
 - Limits of Proposed Parking Garage
 - Proposed 3.0m Road Widening and Daylight Triangle

MIXED USE CORRIDOR (MU2) ZONE		
Provisions	Required	Provided
Front Yard	MacLaren Avenue	Yonge Street
Min. Lot Area	--	5,278.08m ² (development limit)
Min. Lot Frontage	--	91.43m (Yonge St.)
Front Yard Setback	Min. - 1.0m for 75% of frontage Max. - 5.0m for 25% of frontage	3.00m (89.61% / 81.93m) (Yonge St.)
Front Yard Setback (5.4.3.2)	Front yard setback areas shall be fully paved and seamlessly connected with abutting sidewalk	Front yard setback will be used for soft landscaping
Side Yard Setback	Min. - 3.0m (abutting a street or laneway) Max. - 3.0m	- 0.00m (daylight triangle) - 3.00m (MacLaren Ave.) 5.50m
Min. Rear Yard Setback	7.0m (abutting Residential, OS or EP zone)	17.09m
Min. Front Facade Step-Back	45° angular plane at height above 80% equivalent right-of-way using 3.0m min. step-backs	Complies
Min. Rear Facade Step-Back	45° angular plane above 7.5m using min. 3.0m step-backs	Complies
Max. Lot Coverage	--	42.63% (2,949.37m ²)
Max. G.F.A.	--	254.86m ² (13,451.70m ²) - 12,879.50m ² (residential) - 572.20m ² (retail)
Min. Ground Level Floor Height	4.5m	4.50m
Building Height (5.4.3.4)	25.5m	23.20m (7 storeys) 2,139.50m ²
Amenity Area (5.4.2.2)	2,124.0m ² (12.0m ² / unit)	- 2nd to 5th Flr. Balconies: 653.70m ² - 6th Flr. Private Terraces & Bal.: 220.50m ² - 7th Flr. Private Terraces & Bal.: 357.40m ² - Roof-Top Amenity: 908.00m ²
Landscape Buffer Areas (5.4.4.0)	A continuous landscaped buffer area of a min. width of 3.0m shall be provided along the abutting lot line of the lot and a continuous light board fence with a min. height of 2.0m is to be constructed along the lot line	3.45m
Parking for Apartment Dwellings (5.4.4.1)	35% (max. lot coverage)	35.91% (1,895.12m ²)
Enclosed Parking Areas / Parking Structures (4.6.5.2)	1.8m (min. setback from the street line to the nearest part of an underground parking structure)	0.70m
Required Parking: Residential	177 spaces (1 space / unit)	186 spaces (incl. 9 visitor spaces)
Required Parking: Retail	19 spaces (1 space / 30.0m ²)	19 spaces
Required Barrier Free Parking	4 Type 'A' and 3 Type 'B' B.F. spaces	4 Type 'A' and 4 Type 'B' B.F. spaces
Required Loading Spaces	0 spaces (0.0m ² - 999.0m ²)	1 space

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

CONCEPTUAL SITE PLAN - 177 UNITS 447 - 455 YONGE STREET, BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By

IPS INNOVATIVE PLANNING SOLUTIONS
 PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
 647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7
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Date: October 28, 2022 Drawn By: A.S.
 File: 21 - 1140 Checked: T.K.

APPENDIX 2

ARCHITECTURAL PACKAGE

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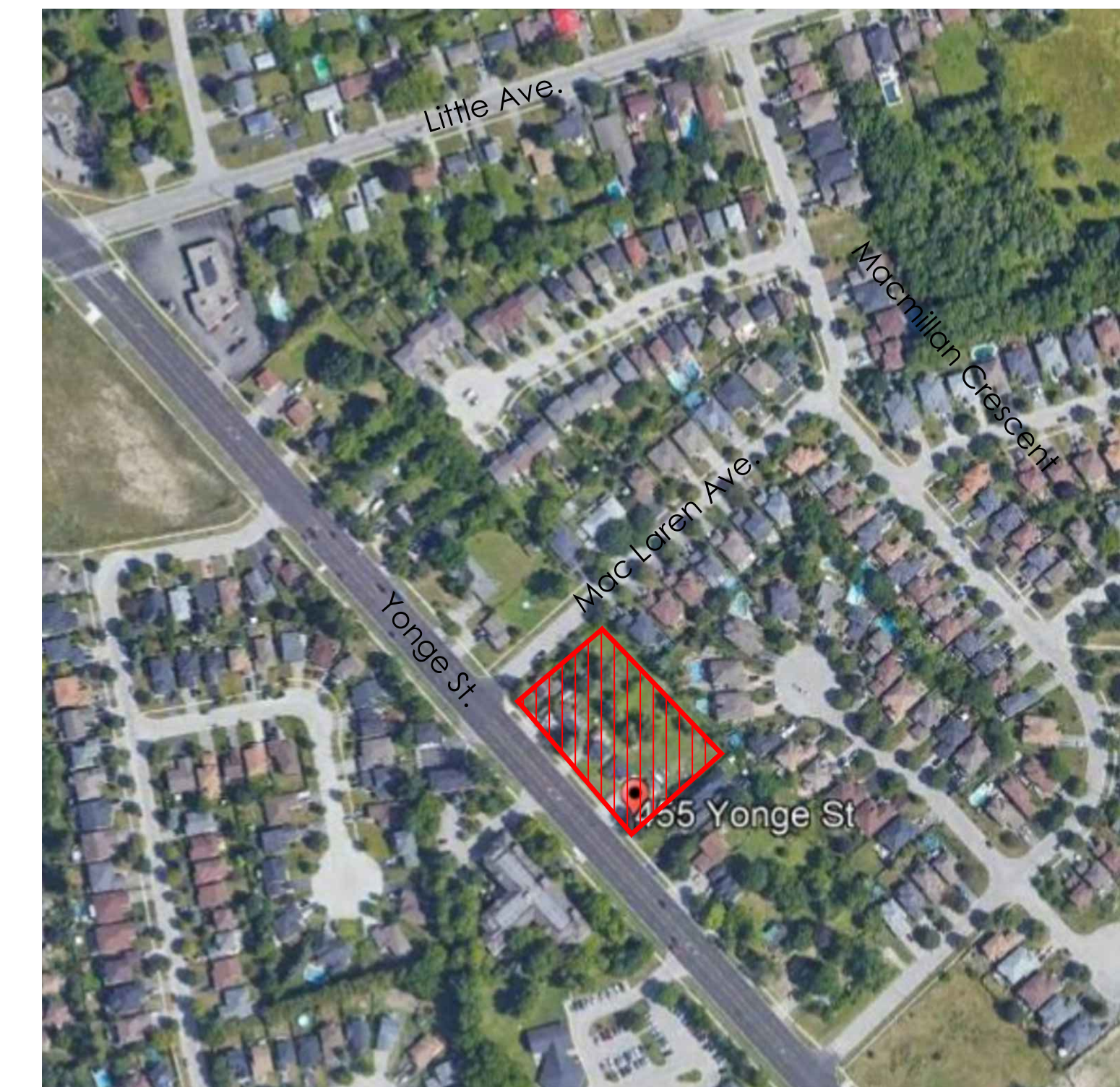
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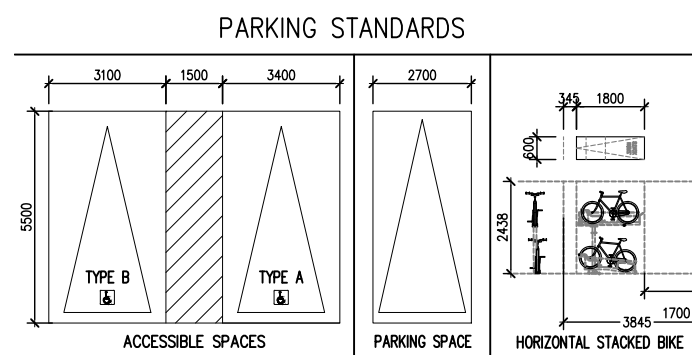
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context plan



notes:



statistics

architectureunfolding 368 dufferin street, toronto, on, m6k 1r8, tel. (416) 601-5416

STATISTICS - 455 YONGE ST., BARRIE, ONTARIO 21-48

July 29, 2022

ZONING	STATISTICS - 455 YONGE ST., BARRIE, ONTARIO							
	TOTAL	m2	ft2	acres density (F5I)				
SITE AREA	TOTAL	5,577.4	60,035	1.38 2.4				
PROPOSED PARKING	GND	4,798.2	51,647					
	P1	4,798.2	51,647.4					
	TOTAL	4,798.2	51,647.4					
PROPOSED TOTAL FLOOR AREA (TFA)	GR	1,715.2	18,462					
	2ND - 5TH PER FLOOR	2135.1	8,540.5	91,929				
	6th	2,078.0	22,367					
	7th	1,826.0	19,655					
	TOTAL	14,159.7	152,413.9					
PROPOSED GFA	Residential	12,879.5	138,634					
	Retail	572.2	6,159					
	TOTAL	13,451.7	144,793.2					
Gross floor area approximate 95% of TFA, excluding parking								
PROPOSED SALEABLE AREA	Residential	10,577.9	113,859					
	Retail	572.2	6,159					
	TOTAL	11,150.1	120,018.4					
Residential saleable area approximate 85% of TFA, excluding ground floor & parking								
UNIT BREAKDOWN	BA	1B	1B+D	2B	2B+D	3B	TOTAL	
	GND FLOOR	0	0	0	0	0	0	
	2ND - 5TH FLOOR	0	12	24	84	0	4	124
	6TH FLOOR	0	3	5	21	0	1	30
	7TH FLOOR	0	1	3	9	10	0	23
	TOTAL	0	16	32	114	10	5	177
	PERCENTAGE	0%	9%	18%	64%	6%	3%	100%
PARKING REQUIREMENT	RESIDENTIAL (including Visitors)	1/unit	177					
	RETAIL	1/30m2	19					
	TOTAL		196					
	ACCESSIBLE PARKING	1+3% OF REQUIRED	6					
PROPOSED PARKING	GND	63						
	P1	142						
	TOTAL	205						
	INCLUDED ACCESSIBLE PARKING	8						
AMENITY	INCLUDED VISITOR PARKING	9						
	REQUIRED OUTDOOR AMENITY	12m2/unit	2124	m2				
	PROVIDED:							
GROUND AMENITY	0	m2						
2nd to 5th FLOOR BALCONIES	653.72	m2						
6th FLOOR PRIVATE TERRACES	220.56	m2						
7th FLOOR PRIVATE TERRACES	357.45	m2						
ROOF AMENITY	908	m2						
TOTAL OUTDOOR AMENITY	2139.73	m2						

revisions: m.d.yr

architectural team :

mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

site plan

dec. 06,22

1:200

21-48

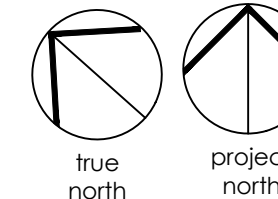
hs

date:

scale:

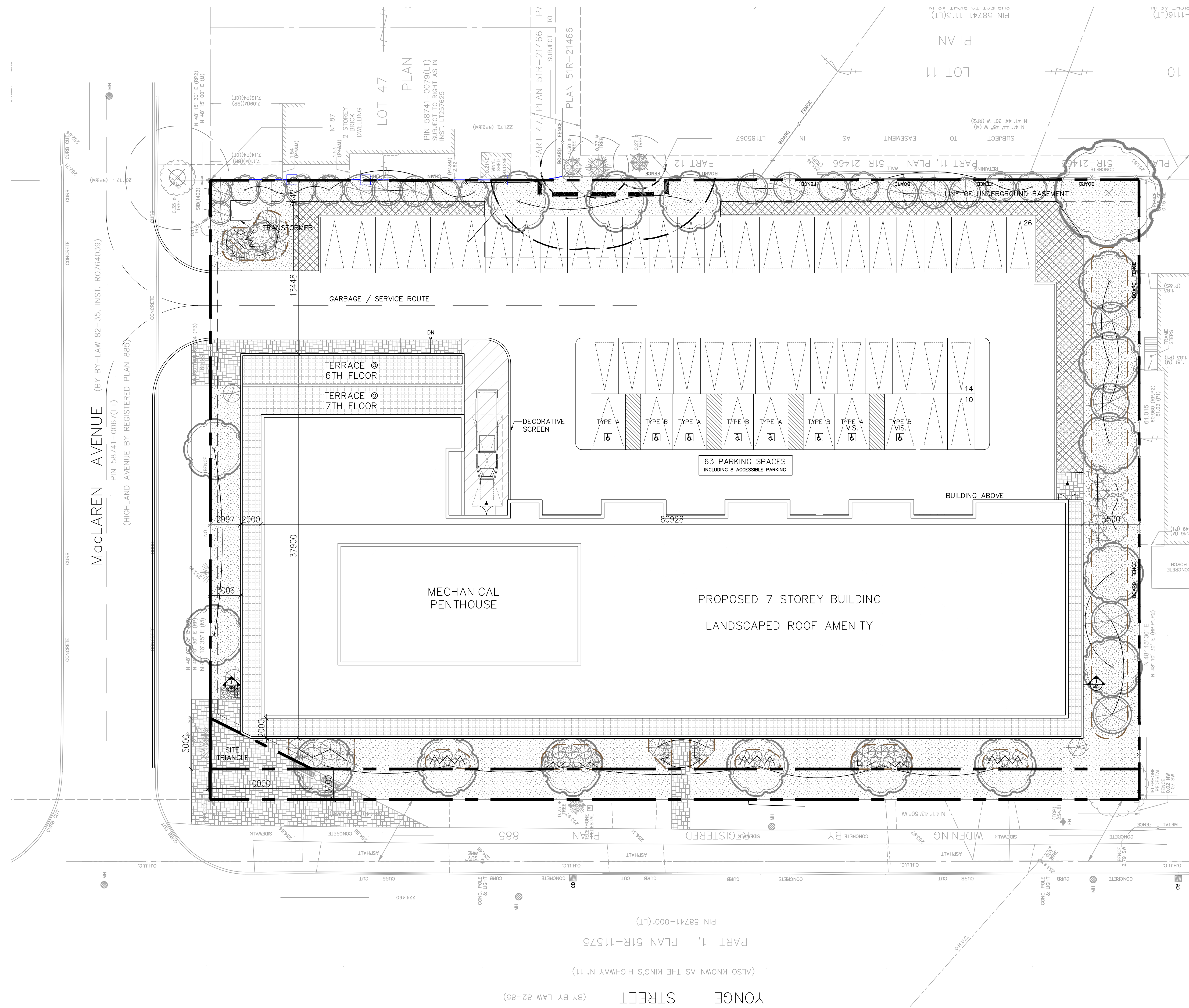
project:

drawn by:



drawing number:

A101



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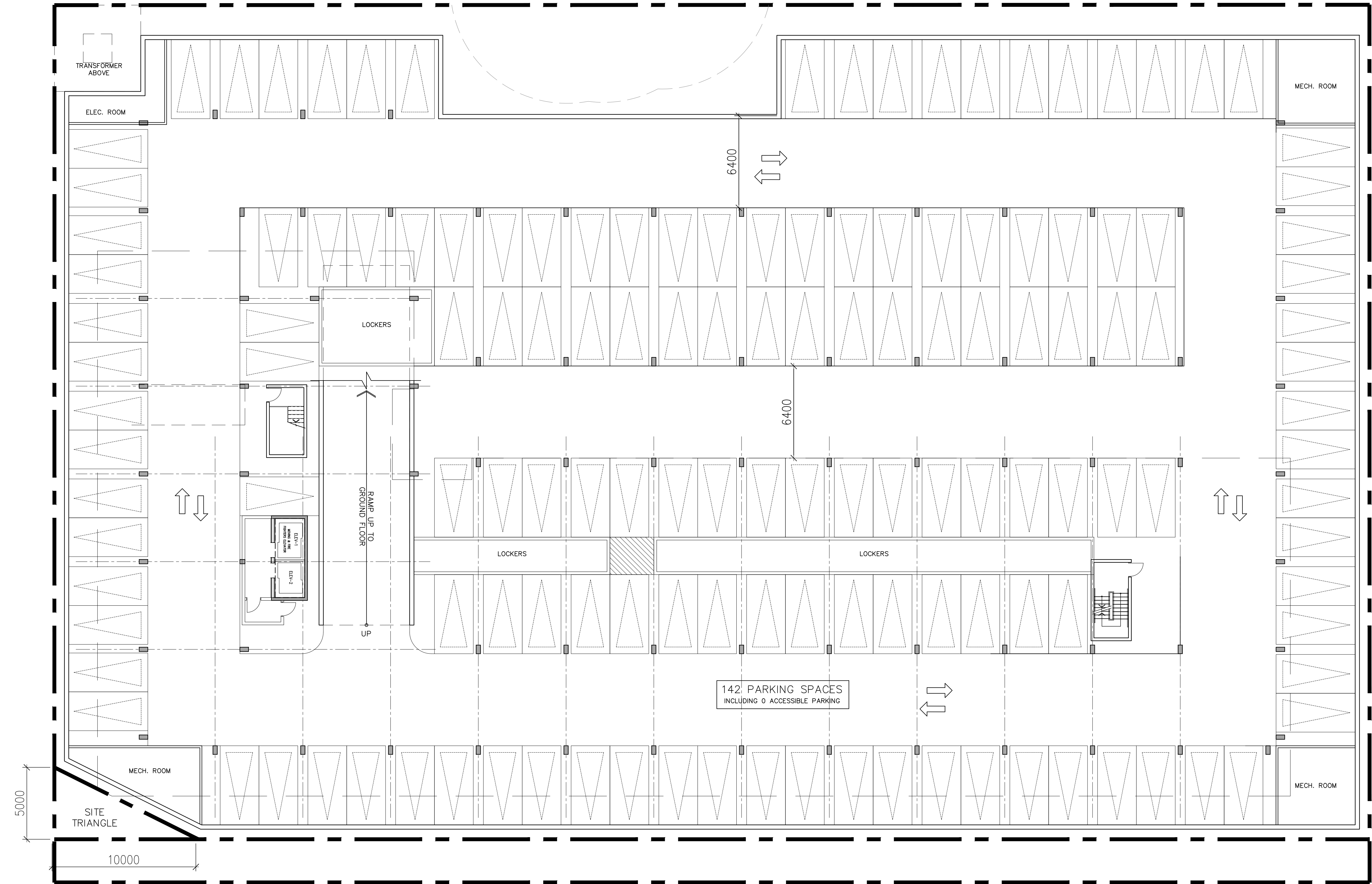
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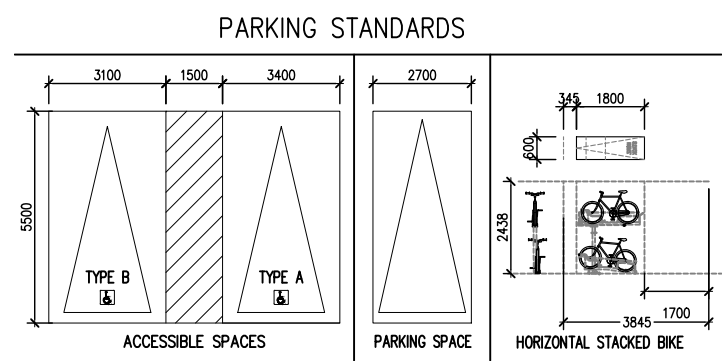
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notes:



revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

parking level 1

dec. 06,22

1:150

21-48

hs

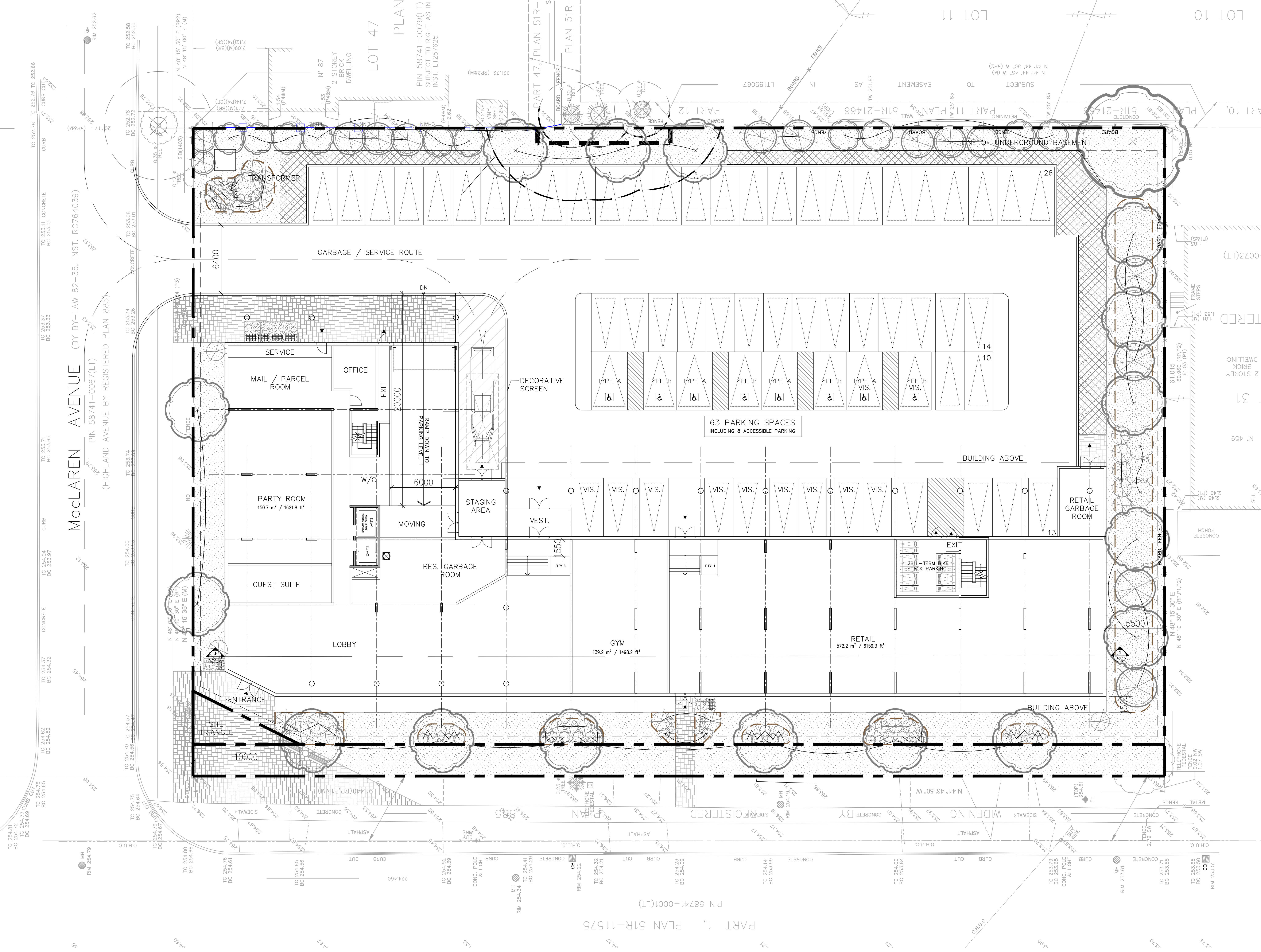
true north

project north

date:
scale:
project:
drawn by:

drawing number:
A201

Maclaren Avenue (By-Law 82-35, INST. R0764039)
 (Highland Avenue by Registered Plan 885)



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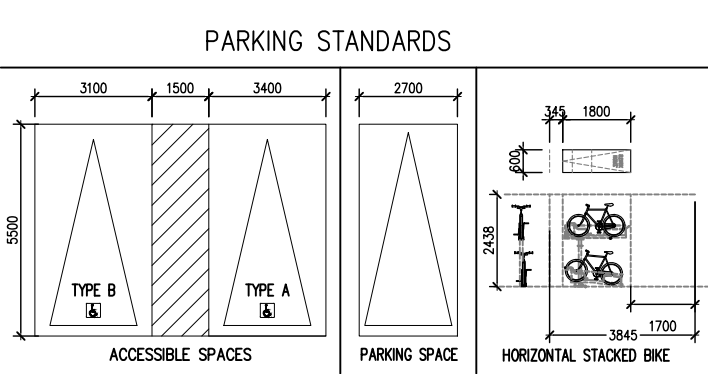
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notes:



revisions: m.d.yr

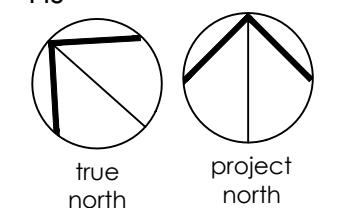
architectural team : mark zwicker



project: 455 Yonge St
 Barrie, ON L4N 4E1

ground floor plan

dec. 06.22 date:
 1:150 scale:
 21-48 project:
 hs drawn by:



drawing number: A301

PART 1, PLAN 51R-11575
 PIN 58741-0001(LT)

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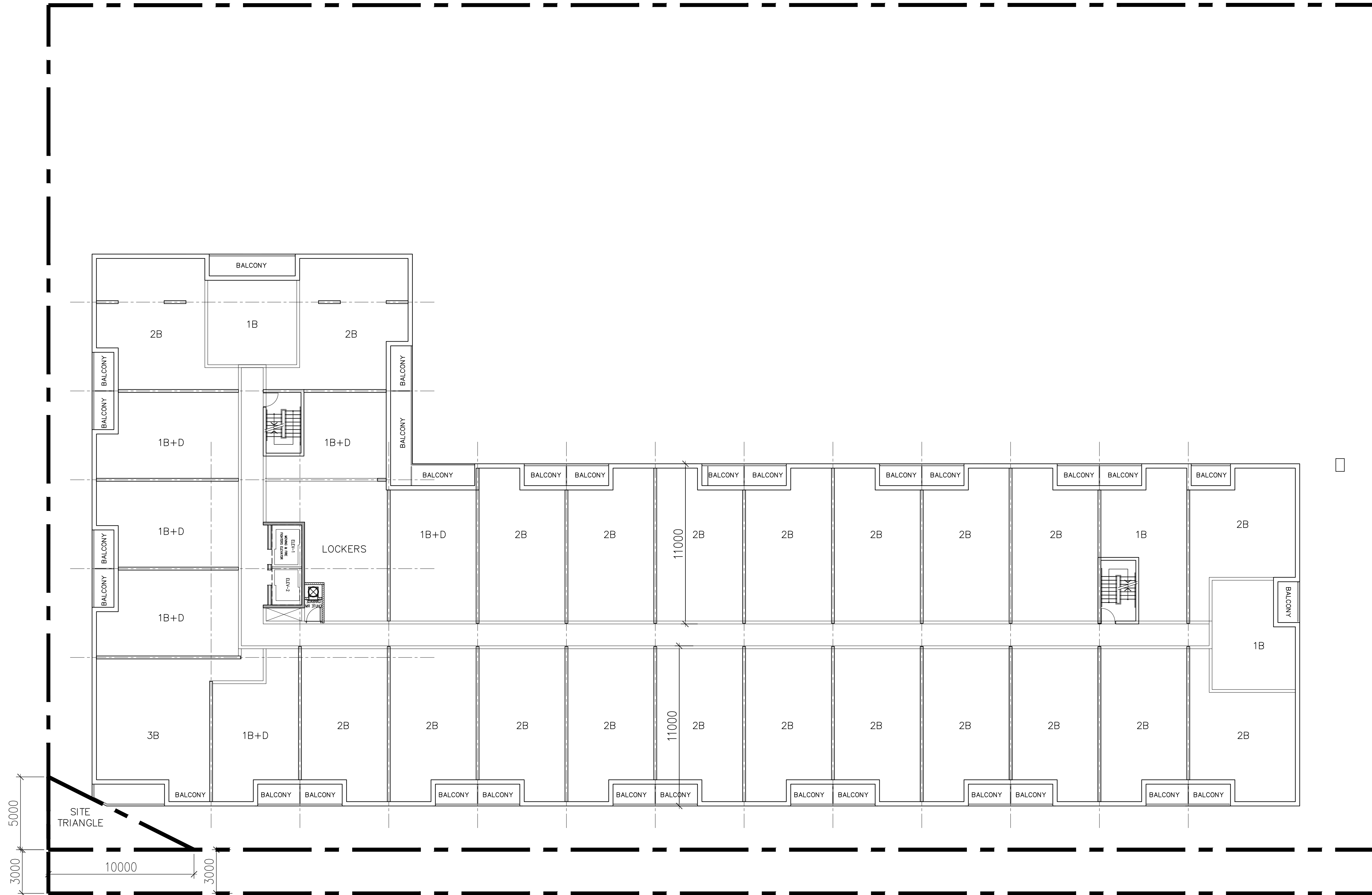
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notes:

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

2nd - 5th floor plan

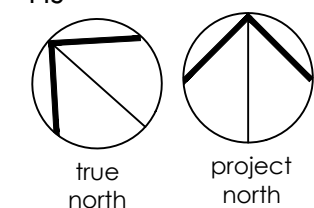
date: dec. 06,22

scale: 1:150

project: 21-48

drawn by: hs

drawing number:



A302

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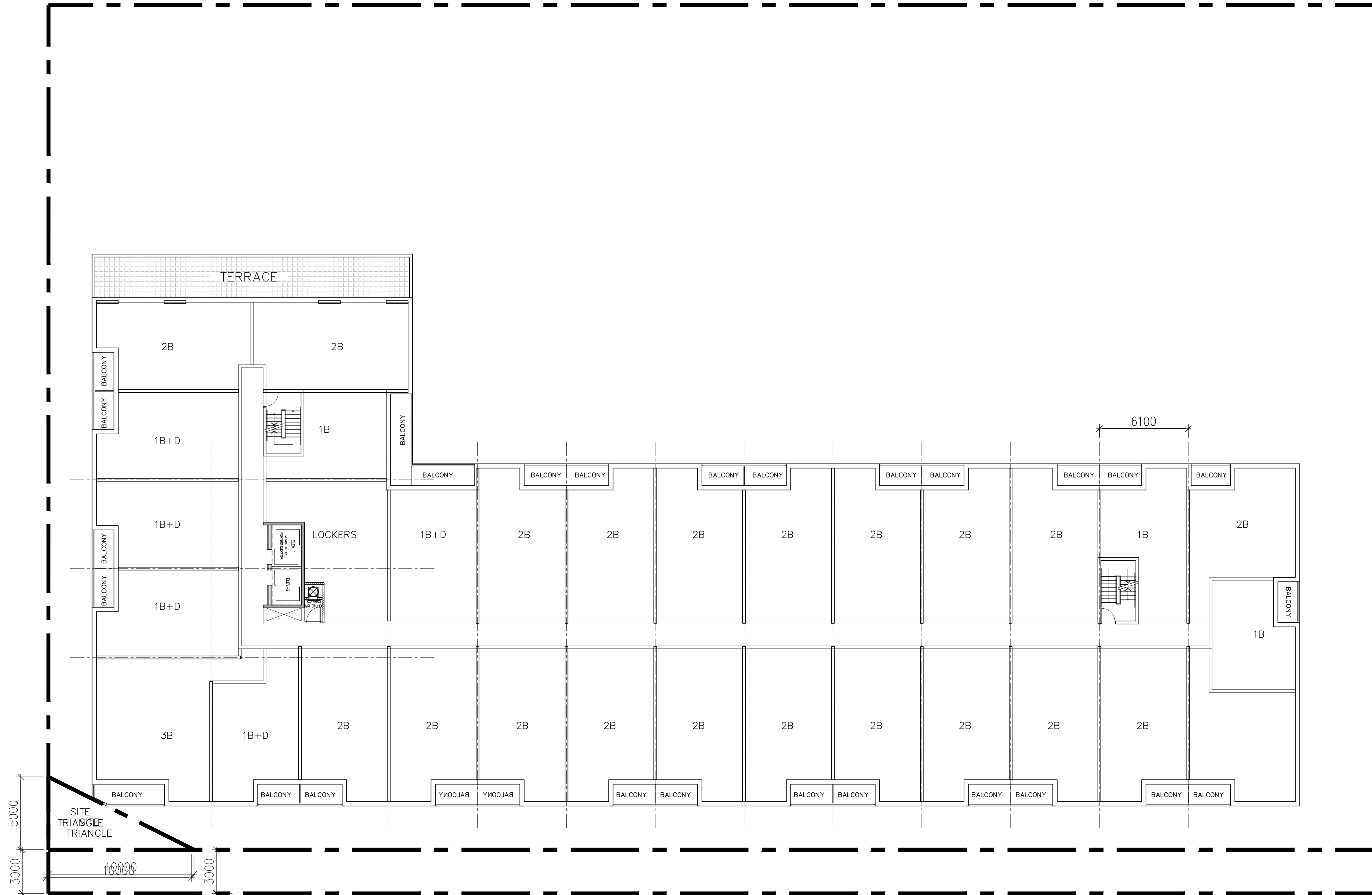
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notes:

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

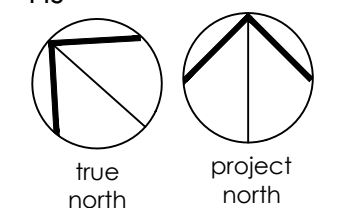
6th floor plan

date: dec. 06,22

scale: 1:150

project: 21-48

drawn by: hs



drawing number:
A303

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notes:

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

7th floor plan

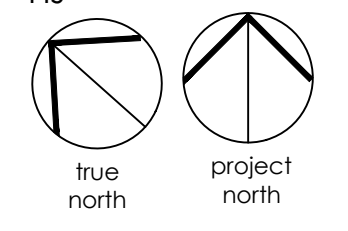
date:
dec. 06,22

scale:
1:150

project:
21-48

drawn by:
hs

drawing number:



A304

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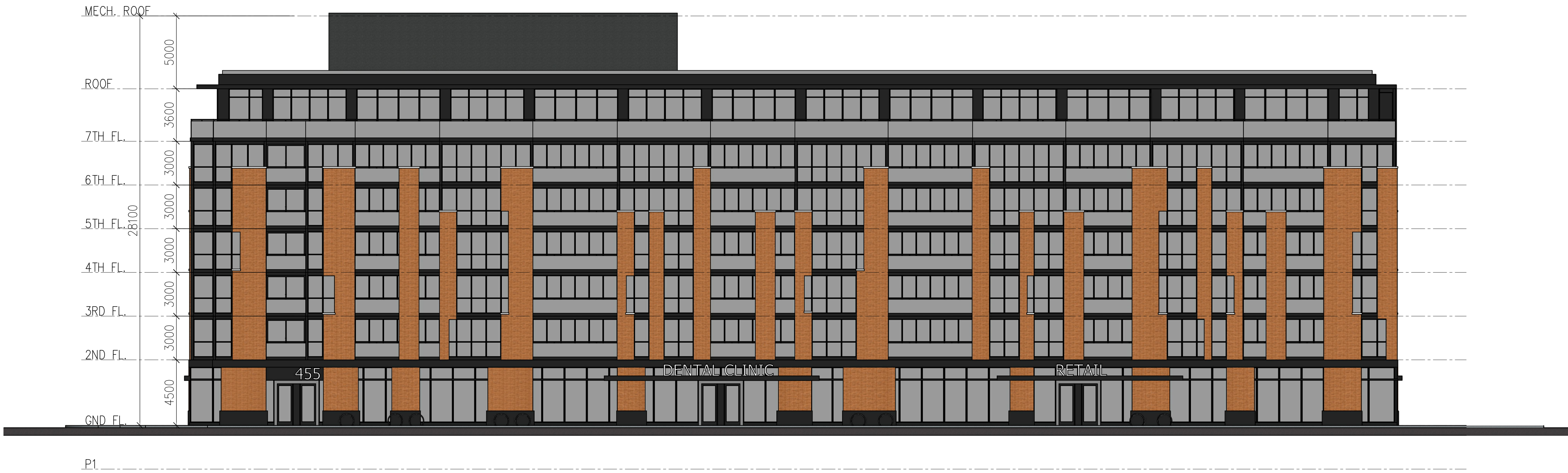
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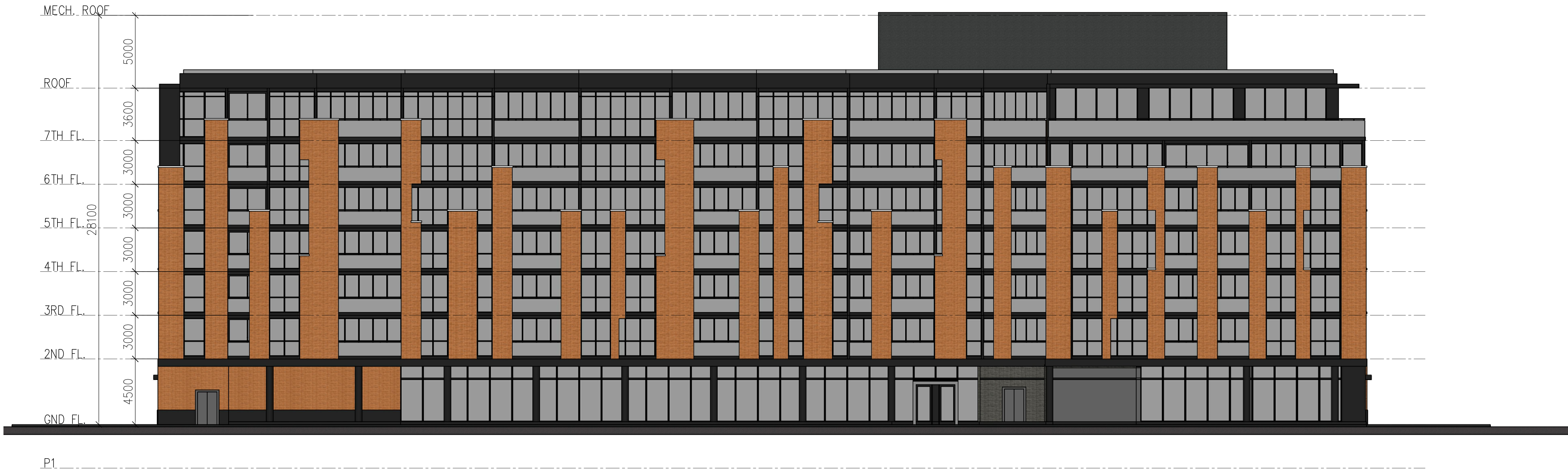
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notes:



1 east elevation
A401 1:150



2 west elevation
A401 1:150

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

elevations

dec. 06,22

as shown

21-48

hs

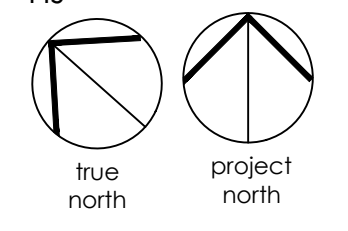
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scale:

project:

drawn by:

drawing number:



A401

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notes:



2 north elevation
A402 1:150



1 south elevation
A402 1:150

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

elevations

dec. 06,22

as shown

21-48

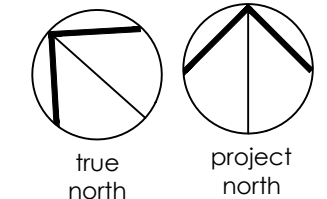
hs

date:

scale:

project:

drawn by:



drawing number:

A402

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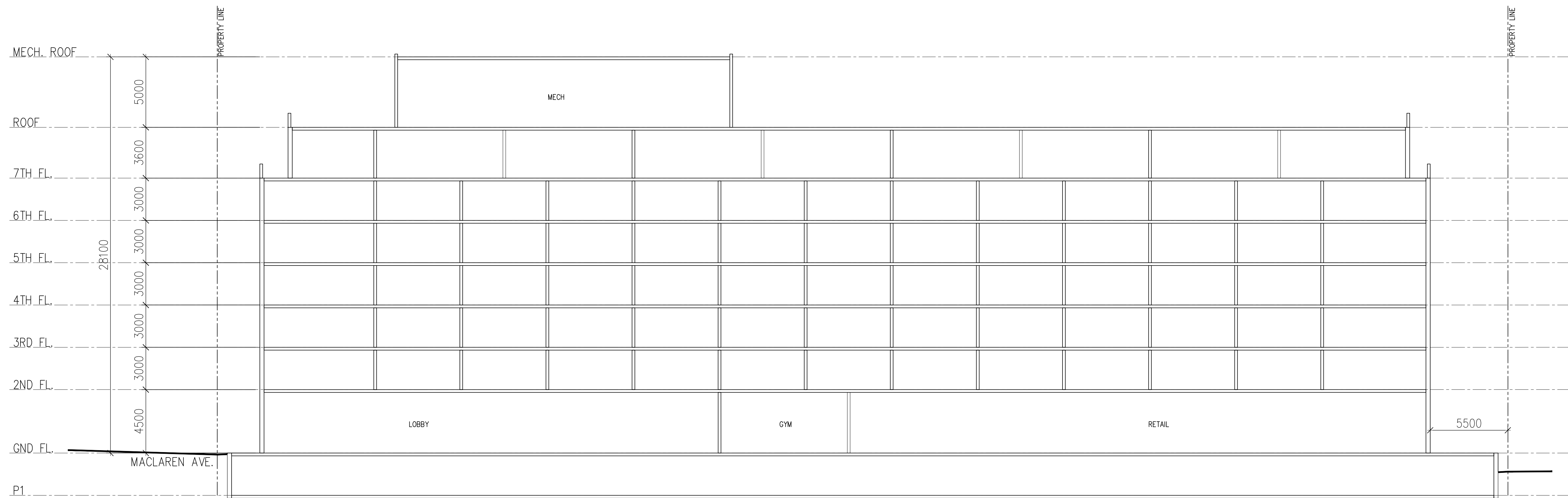
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notes:

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

section

dec. 06,22

1:150

21-48

hs

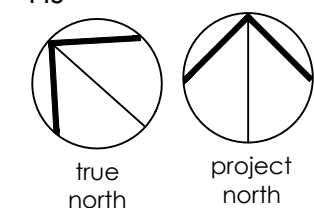
date:

scale:

project:

drawn by:

drawing number:



A501

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notes:

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

render

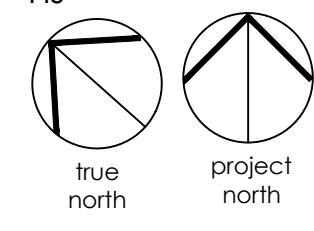
date: dec. 06,22

scale: nts

project: 21-48

drawn by: hs

drawing number: A410



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notes:



revisions: m.d.yr

architectural team :
mark zwicker

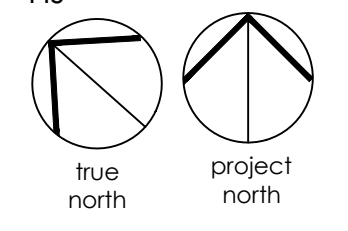


project:
455 Yonge St
Barrie, ON L4N 4E1

render

dec. 06,22

nts
21-48
hs



date:
scale:
project:
drawn by:

drawing number:
A411

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April 21st, Time: 8.00 a.m



April 21st, Time: 9.00 a.m



April 21st, Time: 10.00 a.m



April 21st, Time: 11.00 a.m



April 21st, Time: 12.00 p.m



April 21st, Time: 1.00 p.m



April 21st, Time: 2.00 p.m



April 21st, Time: 3.00 p.m



April 21st, Time: 4.00 p.m



April 21st, Time: 5.00 p.m



April 21st, Time: 6.00 p.m



April 21st, Time: 6.40 p.m

notes:

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

shadow study

dec. 06,22

1:150

21-48

hs

true north

project north

date:

scale:

project:

drawn by:

drawing number:

A601



June 21st, Time: 7.00 a.m



June 21st, Time: 8.00 a.m



June 21st, Time: 9.00 a.m



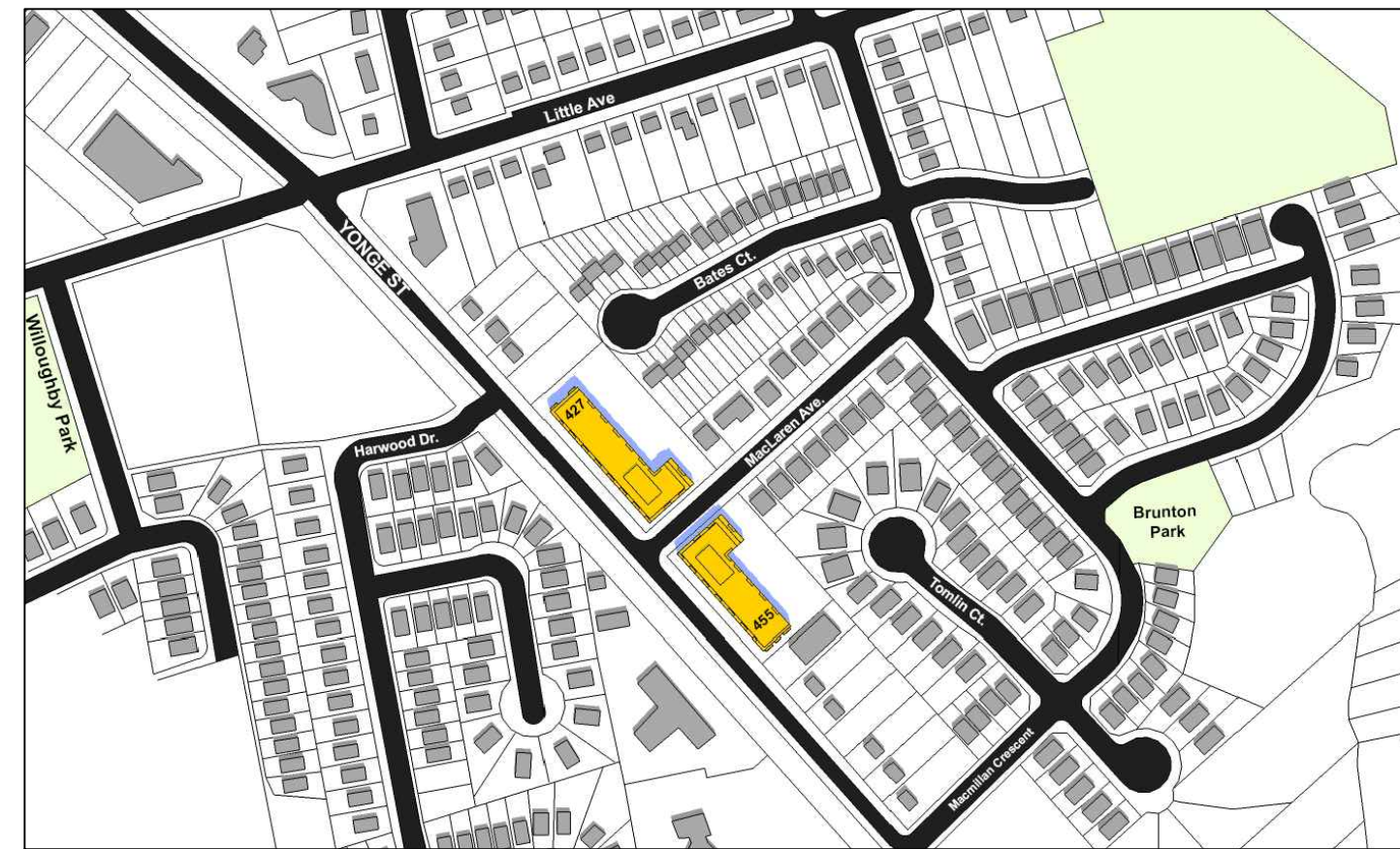
June 21st, Time: 10.00 a.m



June 21st, Time: 11.00 a.m



June 21st, Time: 12.00 p.m



June 21st, Time: 1.00 p.m



June 21st, Time: 2.00 p.m



June 21st, Time: 3.00 p.m



June 21st, Time: 4.00 p.m



June 21st, Time: 5.00 p.m



June 21st, Time: 6.00 p.m



June 21st, Time: 7.00 p.m



June 21st, Time: 7.37 p.m

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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.

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notes:

revisions: m.d.yr

architectural team :

mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

shadow study

dec. 06,22

1:150

21-48

hs



true north



project north

drawing number:

A602

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September 21st, Time: 8.30 a.m



September 21st, Time: 9.30 a.m



September 21st, Time: 10.30 a.m



September 21st, Time: 11.30 a.m



September 21st, Time: 12.30 p.m



September 21st, Time: 1.30 p.m



September 21st, Time: 2.30 p.m



September 21st, Time: 3.30 p.m



September 21st, Time: 4.30 p.m



September 21st, Time: 5.30 p.m



September 21st, Time: 5.50 p.m

notes:

revisions: m.d.yr

architectural team :
mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

shadow study

dec. 06,22

1:150

21-48

hs



true north



project north

date:
scale:
project:
drawn by:
drawing number:
A603

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December 21st, Time:9.30 a.m



December 21st, Time:10.30 a.m



December 21st, Time:11.30 a.m



December 21st, Time:12.30 p.m



December 21st, Time:1.30 p.m



December 21st, Time:2.30 p.m



December 21st, Time:3.15 p.m

notes:

revisions: m.d.yr

architectural team :

mark zwicker



project:
455 Yonge St
Barrie, ON L4N 4E1

shadow study

dec. 06,22

1:150

21-48

hs



true north



project north

date:
scale:
project:
drawn by:
drawing number:
A604

APPENDIX 3

ZONING BY-LAW AMENDMENT TEXT & SCHEDULE

THE CORPORATION OF THE CITY OF BARRIE
ZONING BY-LAW NUMBER _____-2023

“A By-law of the City of Barrie to amend Zoning By-Law 2009-141 by rezoning the lands legally described as Lot 26 to 30 inclusive of Registered Plan 885 and municipally known as 447, 449, 451, 453 and 455 Yonge Street in the City of Barrie, from the ‘Residential Single Detached Dwelling First Density (R1)’ zone, to the ‘**Mixed Use Corridor with Special Provisions (MU2)(SP-XX)**’ zone as depicted on Schedule A attached hereto”

WHEREAS the Council of the Corporation of the City of Barrie is empowered to pass By-laws to regulate the use of land pursuant to Section 34 of the Planning Act, R.S.O 1990, cP.13, as amended;

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone the lands described above;

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

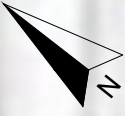
NOW THEREFORE the Council of the City of Barrie hereby enacts as follows:

1. **THAT** the South Section Map to By-law 2009-141 is hereby further amended by rezoning those lands described As Lot 20 to 25 inclusive of Registered Plan 886 in the City of Barrie, known municipally as 427, 429, 431, 435, & 437 Yonge Street, from the ‘Residential Single Detached Dwelling First Density (R1)’ zone, to the ‘**Mixed Use Corridor with Special Provisions (MU2)(SP-XX)**’ zone as shown on Schedule “A” to this By-law.
2. **THAT** Schedule ‘A’ attached hereto forms part of the By-law 2009-141 as amended;
3. **NOTWITHSTANDING** the provisions as set out in Zoning By-law 2009-141, development on lands zoned Mixed Use Corridor Exception ____ (MU2-SP-____) shall be permitted with the following provisions:
 - a. Yonge Street to be deemed the front yard
 - b. Permit soft landscaping in the front yard
 - c. Permit a side yard set-back of 0m to the daylight triangle
 - d. Permit a maximum side yard setback of 6.0m
 - e. Permit a maximum lot coverage of 37% for uncovered surface parking areas
 - f. Permit a minimum setback of 0.7m from the street line to the nearest part of an underground parking structure
4. **THAT** all other provisions of the Zoning By-law 2009-141, as amended, shall apply.
5. **THAT** this By-law shall come into force and take effect on the date of passing thereof, subject to the provisions of Section 34 of The Planning Act, R.S.O., 1990, as amended.

BY-LAW READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS ____ DAY OF _____, 2023.

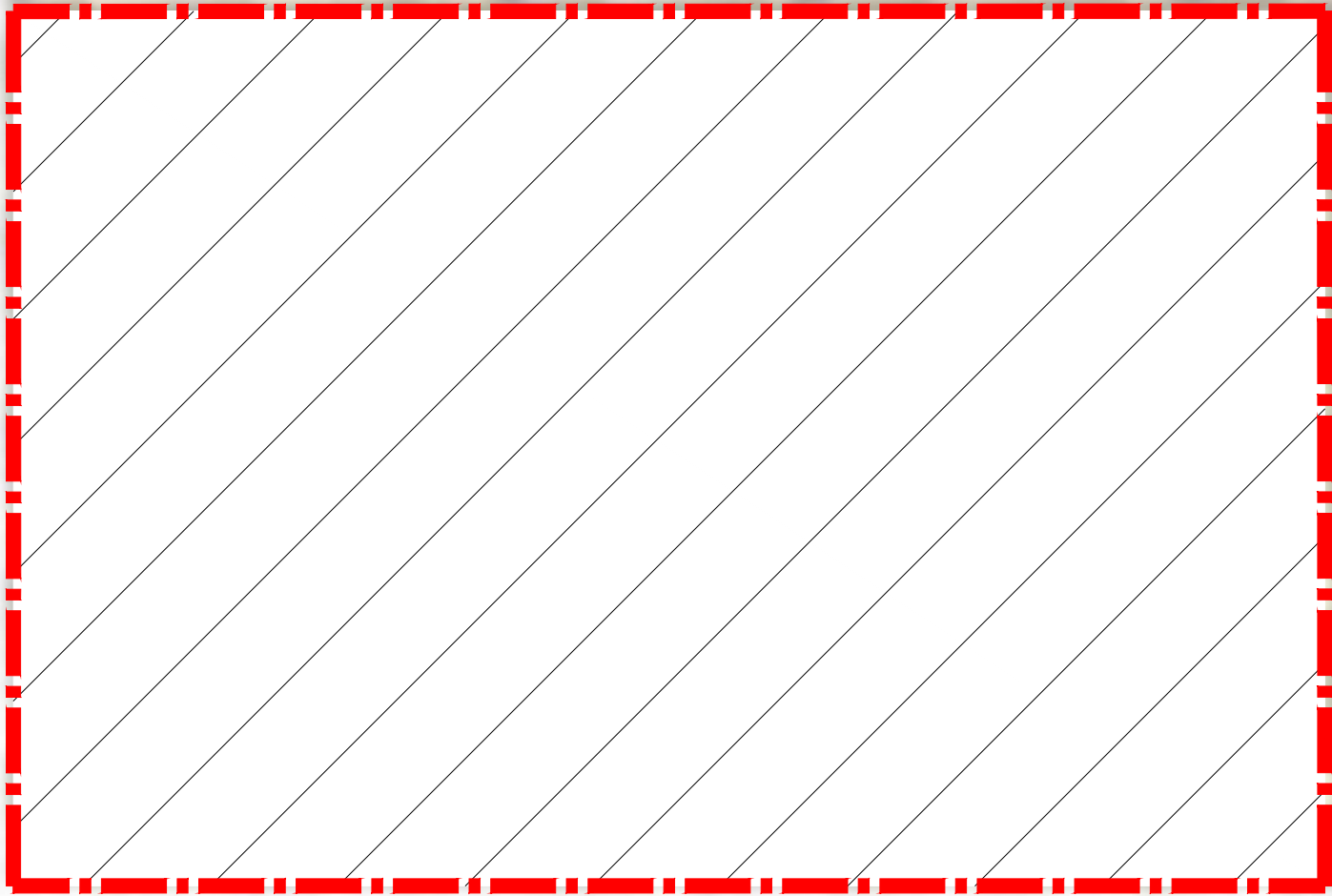
Mayor

Clerk



MACLAREN AVE.

R2





R1

YONGE ST.

RM2
(SP-85)

RM2

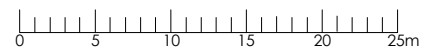
LEGEND

-  Subject Site (5,577.50m² / 0.55ha)
-  Lands to be rezoned from 'Residential Single Detached Dwelling First Density (R1)' zone to 'Mixed-Use Corridor with Special Provisions (MU2)(SP-XX)' zone

SCHEDULE "A" ZONING BY-LAW AMENDMENT

LOTS 26 TO 30 INCLUSIVE,
REGISTERED PLAN 885,
TOWNSHIP OF INNISFIL,
NOW IN THE CITY OF BARRIE,
COUNTY OF SIMCOE

Scale



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

IPS INNOVATIVE PLANNING SOLUTIONS
 PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
 647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7
 tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: October 25, 2022	Drawn By: A.S.
File: 21 - 1140	Checked: T.K.



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