



PLANNING RATIONALE

1012 YONGE STREET

CITY OF BARRIE

PREPARED FOR:

CROWN (BARRIE) DEVELOPMENTS INC.

MARCH 2021



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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INTRODUCTION

Innovative Planning Solutions has been retained by Crown (Barrie) Developments Inc. to prepare a Planning Justification Report (PJR) relative to Official Plan Amendment and Zoning By-law Amendment applications, for lands legally known as Part of Lot 15, Concession 11, and municipally known as 1012 Yonge Street in the City of Barrie.

The subject lands are located approximately 225 metres north of the intersection of Lockhart Road and Yonge Street. The subject lands have a total area of 4.79 hectares (11.84 acres) with 152 metres of frontage on Yonge Street. Figure 1 shows the location of the subject lands.

The subject lands are designated 'Residential Area' and 'Yonge Street Mixed Use Corridor' as per Schedule 9C of the Hewitt's Secondary Plan and are currently zoned 'Agricultural General' (AG) as per the Town of Innisfil Zoning By-law No. 054-04.

The purpose of these applications is to obtain approval for an Official Plan Amendment and Zoning By-law Amendment that will facilitate the development of the subject lands in alignment with the Hewitt's Secondary Plan. The report will review the applicable policies found within the documents noted below to demonstrate consistency with good planning principles:

- Provincial Policy Statement, 2020
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Lake Simcoe Protection Plan, 2006
- City of Barrie Official Plan, 2018 Consolidation
- Hewitt's Secondary Plan (City of Barrie Official Plan, 2018 Consolidation)
- City of Barrie Comprehensive Zoning By-law 2009-141, 2018 Consolidation



Figure 1. Subject Site

LOCATION & CONTEXT

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The subject lands are located approximately 225 metres north of the intersection of Lockhart Road and Yonge Street. The subject lands have a total area of 4.79 hectares (11.84 acres) with approximately 152 metres of frontage onto Yonge Street.

The subject lands are currently utilized as an apple orchard and have a long history of agricultural use. A number of structures currently exist on the property, comprising of one single detached dwelling with an attached garage and four agricultural buildings/structures. The existing buildings and structures will be demolished subject to the approval of these applications. The lands are generally flat with very little change in elevation. Aside from the vegetation associated with the apple orchard, the subject lands contain landscaped vegetation along the boundaries of the property, along the driveway, and adjacent to the existing buildings and structures. The lands are not regulated by the Lake Simcoe Region Conservation Authority (LSRCA).

The subject lands lie within the Hewitt's Secondary Plan Area. The subject lands are designated 'Residential Area' and 'Yonge Street Mixed Use Corridor' as per Schedule 9C of the Hewitt's

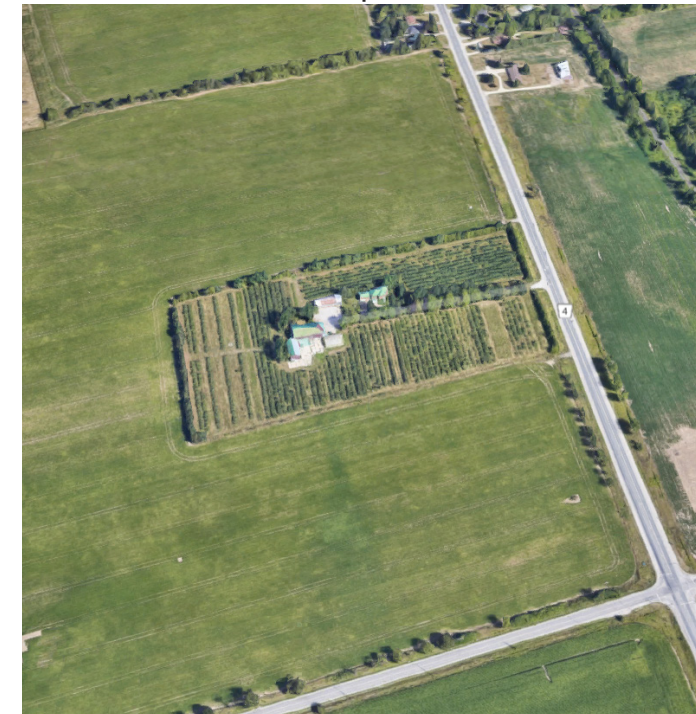
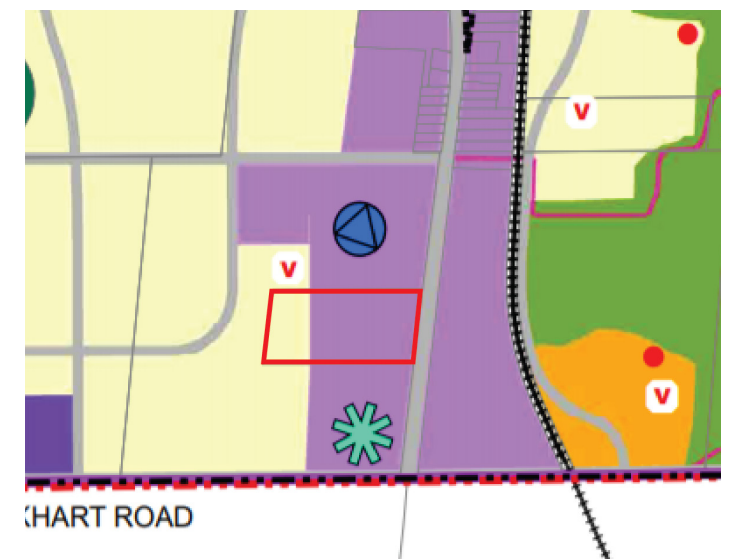


Image 1 - Aerial View of Subject Lands



Figure 2. City of Barrie



- Subject Lands
- Yonge Street Mixed Use Corridor
- Residential Area
- Recreation Centre/Community Park/School
- V Village Square
- ✱ Secondary School

Figure 3. Hewitt's Secondary Plan - Schedule 9C



Image 2 - Aerial View of Subject Site

Secondary Plan, as seen in Figure 3. The lands are zoned 'Agricultural General' (AG) as per the Town of Innisfil Zoning By-law No. 054-04. The surrounding lands are predominantly agricultural in nature. Major development is expected for the surrounding lands due to both the location of the lands within the Hewitt's Secondary Plan Area and proximity to the City of Barrie South GO Station. The City of Barrie South GO Station lies approximately 1.25 kilometres north and functions as a Major Transit Station Node. Examples of major development currently proceeding through the planning approvals process include the agricultural lands to the east along the rail line, at 989 Yonge Street, and agricultural lands to the north and west at 680 Lockhart Road.

The subject lands and future surrounding land uses are outlined in Image 3 and summarized below:

North:	Future Recreation Centre, Future Elementary School, Future Residential
South:	Future High School, Future Residential, Town of Innisfil
East:	Future Mixed Use, Metrolinx Rail Line, Environmental Protection Lands
West:	Future Residential



Image 3 - Aerial View of Surrounding Lands

The development is proposed as a mixed-use development with both residential and commercial uses. The development will comprise of three blocks: one block with a 6-storey mixed-use condominium building with ground floor commercial units fronting onto Yonge Street, a second central block containing two 6-storey condominium buildings, and a third western block with two 3-storey condominium buildings and ten 3-storey townhouse units. The residential component will provide for a total of 1,029 residential units, comprising ten (10) townhouse units and one thousand and twenty-four (1,019) condominium units. Commercial units will accommodate 1,281.6 square metres on the ground floor with frontage onto Yonge Street. See the Conceptual Site Plan in Figure 4.

Figure 4. Site Plan

Three major access points will be provided. Two major access points to the site will be provided through a new 24.0 metre Right-of-Way (ROW) that runs along the southern boundary of the site, demonstrated as Street 'A' on the Conceptual Site Plan. A third major access point will be provided off Yonge Street through a private road that runs along the north boundary of the site. Both Street 'A' and the private road will intersect with Yonge Street. Street 'A' is also anticipated to align with an entrance to the ASA Development Inc. lands to the east. A fourth access point is proposed in the northwest corner with a portion of the subject lands contributing to this new local municipal road, identified as Street 'B' on the Conceptual Site Plan.

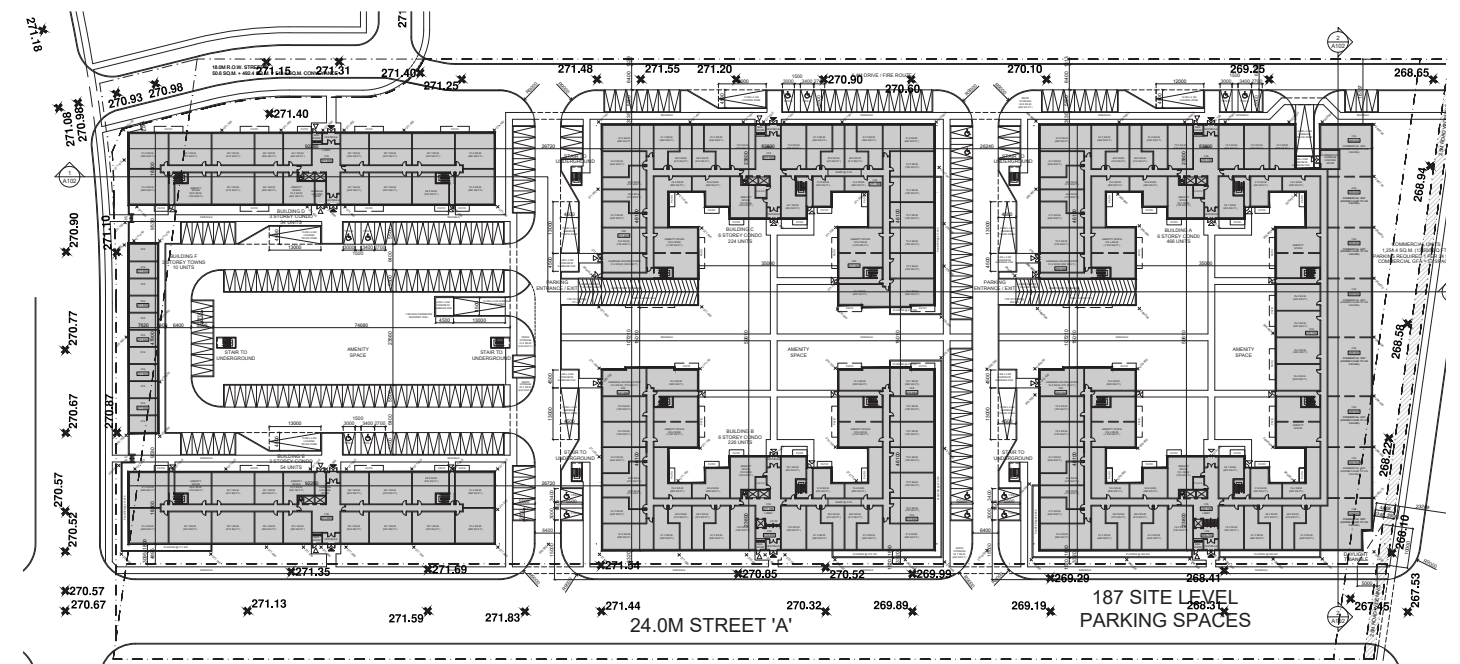


Figure 4. Site Plan

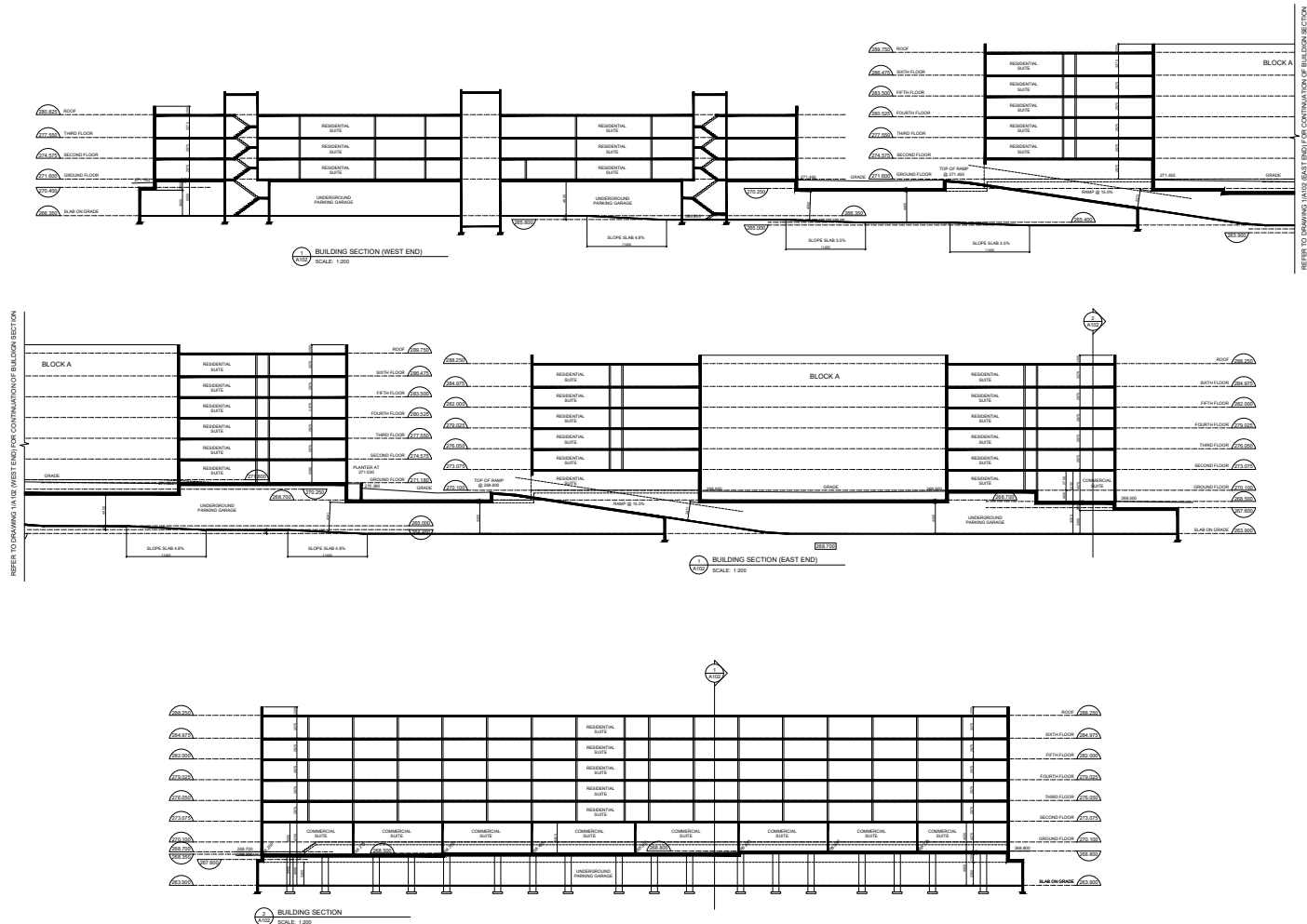


Figure 5. Site Sections

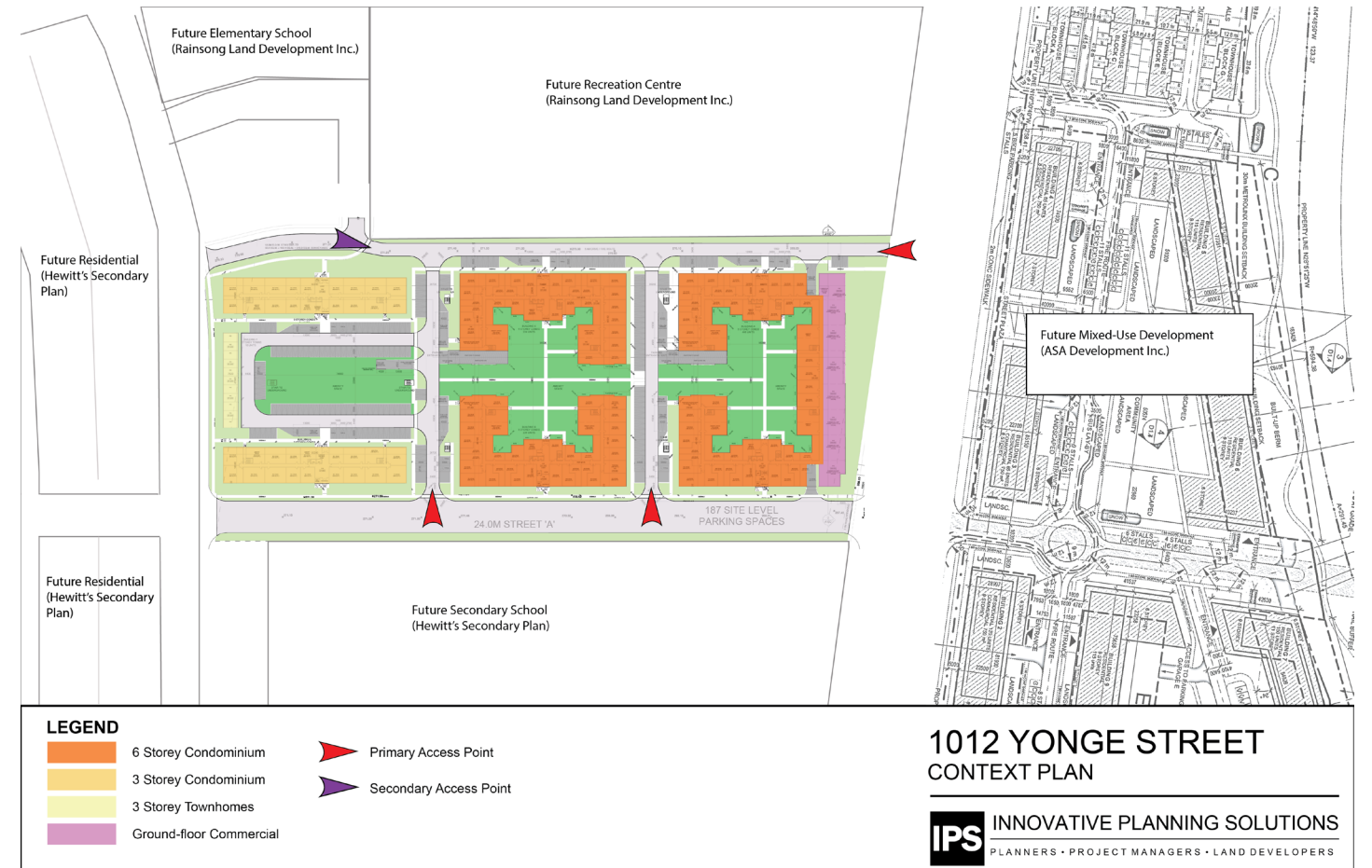


Figure 7. Context Plan



Figure 6. Front (Yonge Street) Elevation

The proposed development will provide for a total of 1,220 parking spaces, comprising of 1,167 residential parking spaces and 53 commercial parking spaces. Approximately 187 parking spaces will be provided at-grade, with the remaining parking spaces provided below-grade. A comprehensive sidewalk network is proposed to facilitate pedestrian activity and active transportation. As mentioned previously, the proposed development lies approximately 1.25 kilometres south of the City of Barrie South GO Station. The proposed development will also lie in close proximity to a turnaround point on the City's proposed 101 Core Transit Route, as outlined in the City of Barrie Transportation Master Plan 2019 (City of Barrie TMP). A Pedestrian Circulation Plan illustrating site connectivity is provided in Figure 8.

The proposed development offers a variety of amenity spaces, including three large central shared outdoor amenity spaces, private balconies, private patios, and shared indoor amenity spaces. A total of 7,938 square metres of amenity space will be provided through this development. The proposed development will connect to planned municipal water, sewage, and stormwater systems.

In support of the comprehensive development of the lands, the proposed development accounts for a small triangular portion of land of approximately 0.15 hectares (0.37 acres), that is owned by the abutting landowner (Rainsong Land Development Inc.). This small triangular portion of land becomes physically disconnected from the other lands owned by the abutting landowner when considering the proposed road network for the Hewitt's Secondary Plan Area. Therefore, having this small triangular portion of lands subsumed within the proposed development would round out the development of the subject lands and facilitate more cohesive development in alignment with the goals of the Hewitt's Secondary Plan. An authorization letter from Rainsong Land Developments Inc. has been provided in support of the proposed development, while an agreement between Crown (Barrie) Developments Inc. and Rainsong Land Development Inc. is to be finalized in the coming months.

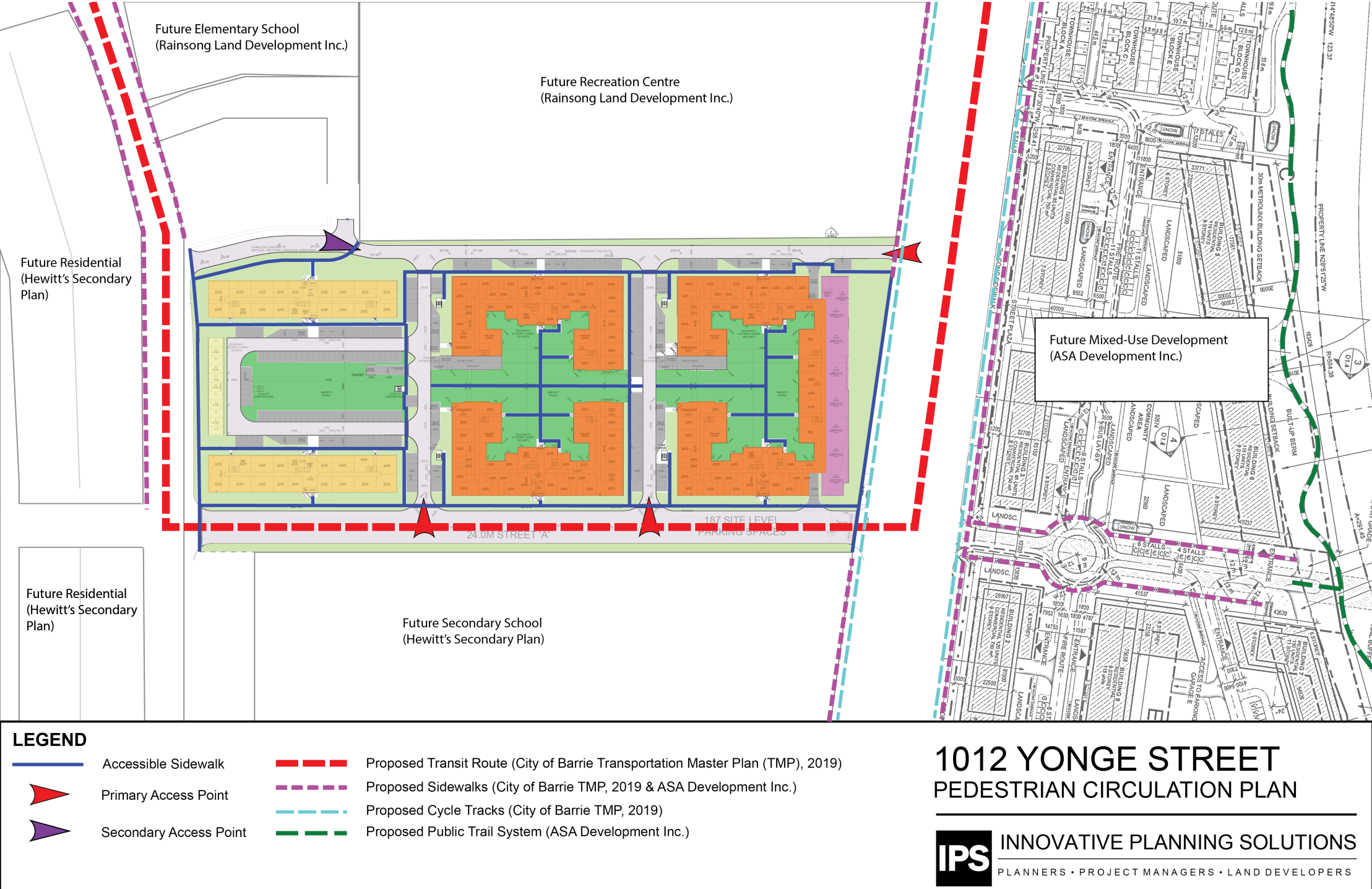


Figure 8. Pedestrian Circulation Plan

3.1 OFFICIAL PLAN AMENDMENT

The subject lands are currently designated ‘Residential Area’ and ‘Yonge Street Mixed Use Corridor’ as per Schedule 9C of the Hewitt’s Secondary Plan. In order to facilitate the proposed development, a Defined Policy Area is proposed to permit a residential density of 250 units per net hectare over the entirety of the subject lands. Revisions to the Hewitt’s Secondary Plan Schedules will be required to reflect this proposed Defined Policy Area .

The proposed new sections to the Secondary Plan and accompanying text for the Defined Policy Area are outlined below:

9.5.5.4 Defined Policy Area — 1012 Yonge Street

The policies of this Section apply to lands legally described as Part of Lot 15, Concession 11, and municipally known as 1012 Yonge Street.

- a) That notwithstanding the land use policies of Section 9.5.4.3 — Mixed Use Nodes and Corridors Land Use Policies, the subject lands shall permit a maximum residential density of 250 units per net hectare.
- b) That notwithstanding the land use policies of Section 9.5.8.3 — Residential Land Use Policies, the subject lands shall permit a maximum residential density of 250 units per net hectare.

9.5.8.4 Defined Policy Area — 1012 Yonge Street

The policies of this Section apply to lands legally described as Part of Lot 15, Concession 11, and municipally known as 1012 Yonge Street. The lands shall be developed in accordance with the policies of Section 9.5.5.4.

A copy of the draft Official Plan Amendment to implement the Defined Policy Area, including text and schedule, is attached as Appendix 2.

3.2 ZONING BY-LAW AMENDMENT

The subject lands are currently zoned ‘Agricultural General’ (AG) in the Town of Innisfil Zoning By-law No. 054-04. In order to facilitate development in alignment with the Hewitt’s Secondary Plan, the entirety of the subject lands is proposed to be rezoned to ‘Neighbourhood Mixed Use’ (NMU (SP-XX)), as seen in the Draft Zoning By-law Amendment in Appendix 3, and as outlined in Table 1. Based on the complexity of the site we intend to work with the City of Barrie Zoning Department following application submission to ensure all items are adequately addressed.

Minimum Side or Rear Yard Setback

Based on the anticipated development of the surrounding lands, the proposed development will face residential zones to the south (side yard) and west (rear yard). The intention of these minimum side and rear yard setback is to support an appropriate transition in built form to these residential zones. Where a 5.0 metre rear yard setback is required, a 3.1 metre rear yard setback is proposed. The proposed zone exception should have consideration for the fact that the mixed-use building and 6-storey residential buildings on-site are located towards Yonge Street and away from the future residential zone. The proposed 3.1 metre setback is to the proposed townhomes on-site which are compatible in built form and height to the residential zones. As such, no adverse impact is anticipated as a result of the proposed minimum rear yard setback. Further to this, it should be noted that the proposed development is not directly abutting these residential zones, as municipal roads lie adjacent to the site both to the south and the west.

TABLE 1. ZONING TABLE		
Provision	Required	Provided
Developable Area (Net Area)	--	4.14 ha
Lot Frontage (min.)	N/A	128.5 m (Yonge St.) 122.5 m (Rear Municipal Row) 318.1 m (Street ‘A’)
Front Yard Setback (min.)	0.0 (Max. of 50% of the frontage shall have buildings within 5.0 m of the lot line)	2.5 m (21%)
Min. Side or Rear Yard Setback Abutting a Street or Laneway	1.5 m	3.1 m (Rear Municipal R.O.W)
Min. Side of Rear Yard Setback	5.0 m	3.1 m
Min. Side or Rear Yard Setback - Residential Buildings 4 storeys and less abutting a Residential, Open Space, or Environmental Protection Zone	1.2 m	3.1 m
Front, Side (interior & exterior) and Rear Stepbacks	Not Required (no step-back is required for five and up to six storeys if the bldg. is setback 3.0 m or more from the property line)	Not Required
Min. Street Level Floor Height for Commercial Uses	4.5 m	4.5 m
Min. Bldg. Height Residential	3 storeys	3 storeys
Max. Bldg. Height Residential	12 storeys	6 storeys
Min. - Max. General Floor Space Index	0.3 - 2.5	2.08 incl. commercial
Residential Parking	1,029 spaces incl. 32 Type ‘A’ and 24 Type ‘B’ B.F. spaces (1 space/unit)	1,167 spaces (1.13 spaces/unit)
Commercial Parking	52 spaces incl. 1 Type ‘A’ and 2 Type ‘B’ B.F. spaces (1 space / 24.0 sq. m. of GFA)	53 spaces
Bicycle Parking	206 spaces (0.2 spaces/unit)	206 spaces
Min. Residential Density	50 units/ha	Gross: 210 units/ha Net: 249 units/ha
Min. General Amenity Area	--	7,938.9 sq.m.

PLANNING ANALYSIS

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This section will outline the applicable planning and development policies impacting this application. Each section will outline the applicable policies and contain planning rationale on conformity and development principles.

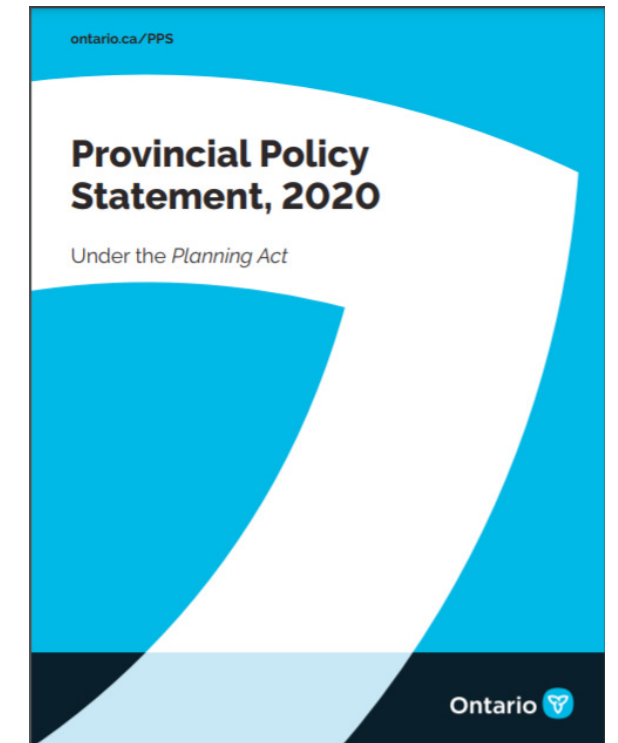
4.1 PROVINCIAL POLICY STATEMENT (PPS), 2020

The PPS recognizes the subject lands as lying within the Hewitt's Secondary Plan Area within the City of Barrie Primary Settlement Area. The following section will outline PPS policies as they relate to the proposed development.

Section 1.1.1 of the PPS provides overarching policies for the development of healthy, liveable, and safe communities. These policies highlight the importance of accommodating for an appropriate mix of uses, such as institutional uses, recreational uses, parks and open spaces, and residential uses that accommodate a range of residential types. These policies also promote the integration of land-use planning, growth management, transit-supportive development, intensification, and infrastructure planning, in order to achieve cost-effective development patterns that optimize transit investments, minimize land consumption and minimize servicing costs.

Settlement areas policies of Section 1.1.3 seek to ensure that land use patterns within settlement areas are based on the efficient use of land, resources, public service facilities and infrastructure, including transit and active transportation infrastructure. Where there is new development within the designated growth areas, the PPS states that this development should occur adjacent to the existing built-up area, should be compact in form and should provide for a mix of uses and densities in support of the efficient use of land, infrastructure, and public service facilities.

Housing policies of the PPS are provided under Section 1.4. The goal of these policies is to provide for an appropriate range and mix of housing options and densities in order to meet the needs of both current and future residents. New housing is specifically directed to areas where infrastructure and public service facilities exist or will be developed. New housing is encouraged to be developed at densities that can support the efficient use of land, resources, and infrastructure, as well as densities that can support transit investments and transit infrastructure where applicable.



The proposed development supports the Province's goal of building healthy, liveable, and safe communities within the City of Barrie Primary Settlement Area. The proposed development will support the establishment of a mixed-use community within the Hewitt's Secondary Plan Area by providing for residential and commercial uses in proximity to future institutional uses, future recreational uses, and future parks and open spaces. The proposed residential uses will be provided in the form of townhomes and condominium buildings, which will accommodate for a range of housing options and densities. The density and compact built form of these residential dwellings will ensure the efficient use of the land, infrastructure, services, and public facilities. The proposed development also lies in close proximity to the City of Barrie South GO Station, thereby demonstrating to be transit-supportive. With direct access to the Yonge Street Corridor, the proposed development is well-positioned to support the development of future transit and active transportation infrastructure. In consideration of the surrounding lands slated for development, the proposed development will strategically support new development within the Hewitt's Secondary Plan Area.

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

4.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

The subject lands are identified as lying within the Hewitt’s Secondary Plan Area of the City of Barrie Primary Settlement Area. In 2010, the City of Barrie annexed lands from the Town of Innisfil to support the City in achieving growth and development targets in alignment with the Growth Plan. The Hewitt’s Secondary Plan Area was established in order to guide the growth and development on a portion of the 2010 Annexed Lands.

Similar to the PPS, the Growth Plan identifies settlement areas as the focus of population and employment growth. The Growth Plan states that growth and development shall be focused in locations with existing or planned transit, as well as in locations with existing or planned public service facilities. Directing growth in this manner is intended to support the achievement of compact, complete communities through cost-effective and efficient development. Complete communities comprise of a mix of land uses, a range and mix of housing options, and environments that support convenient access to existing or planned transit facilities, active transportation facilities, and public service facilities.

The Growth Plan identifies the Hewitt’s Secondary Plan Area as a designated greenfield area (DGA). DGA’s are areas that are intended to accommodate for growth outside of the delineated built boundary to meet minimum growth targets. Similar to the policies for settlement areas, new development within DGA’s is encouraged to support the development of transit and active transportation infrastructure, as well as support the achievement of complete communities. A minimum density target of 50 residents and jobs combined per hectare is planned for DGA’s within the City of Barrie.

Housing policies within the Growth Plan seek to meet the needs of current and future residents through the provision of a range and mix of housing options and densities that can support housing choice, as well as diversify the overall housing stock within the municipality. Where multiple-unit dwellings are provided, the Growth Plan encourages a mix of unit sizes in order to accommodate for a range of household sizes and incomes. Overall, the housing policies of the Growth Plan seek to provide housing that can support the



achievement of minimum intensification and density targets while also contributing to the achievement of complete communities.

The proposed development will facilitate growth and development in alignment with the goals and strategies of the Growth Plan. The proposed applications will support the development of a complete community by providing for residential and commercial uses in proximity to future institutional uses, future recreational uses, and future parks and open spaces. In offering both residential apartment units and townhouse units, the proposed development will contribute to a more diversified housing stock and support housing choice within the City. The proposed Official Plan Amendment will provide for a density of 428 residents and jobs per net hectare, thereby contributing to the City’s minimum DGA density target of 50 residents and jobs combined per hectare. Overall, the proposed development strategically accommodates for higher-density, compact development in a location that will support the development of planned transit, active transportation, and public service infrastructures and facilities.

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

4.3 LAKE SIMCOE PROTECTION PLAN, 2009

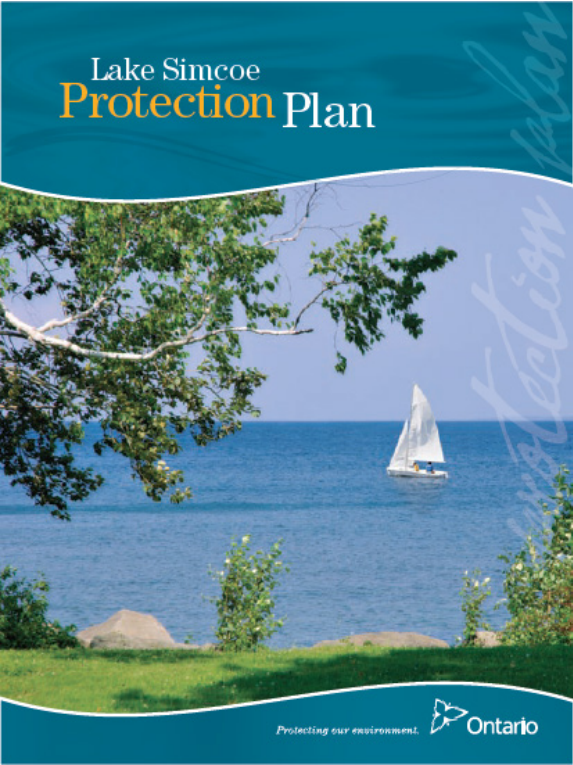
The subject lands lie within the Lake Simcoe Protection Watershed Boundary and are therefore subject to the policies and principles within the LSPP. In order to support development in alignment with the LSPP, as well as in alignment with the City’s infrastructure master plans, a Subwatershed Impact Study (SIS) was prepared for the Hewitt’s Secondary Plan Area. As per the City of Barrie Conformity Review Process, new development occurring within the Hewitt’s Secondary Plan Area is required to demonstrate conformity to the Hewitt’s SIS.

The proposed development has proceeded through the City’s conformity review process and has been deemed to generally conform to the SIS and the LSPP. The applicant has also completed a design charrette with the LSRCA as part of the conformity review process, which took place on August 13, 2020, with City Staff in attendance. The proposed development demonstrates further adherence to the LSPP as it relates to the following policies:

DP 4.8 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: A Functional Servicing Report (FSR) has been prepared in support of this application. The FSR will include a detailed stormwater management plan that demonstrates consistency with the City’s Drainage and Stormwater Management Master Plan and consistency with the SIS.



The FSR will also provide details regarding the proposed integrated treatment train approach, proposed end-of-pipe control measures, and the proposed mitigation of pre-and post-development changes as it relates to water balance and phosphorus loading.

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



4.4 HEWITT'S SECONDARY PLAN (CITY OF BARRIE OFFICIAL PLAN, 2018 CONSOLIDATION)

The City of Barrie Official Plan identifies the vision for the Hewitt's Secondary Plan Area as a complete community, which provides a mix of uses that allows residents to live, work, and play in an interconnected community. As per Schedule 9C – Land Use, approximately 80% of the subject lands are designated 'Yonge Street Mixed Use Corridor and approximately 20% is designated 'Residential Area'.

Community Structure – Community Structure Plan

The subject lands are identified as 'Mixed Use Nodes and Corridors' and 'Residential Areas' through Schedule 9A – Community Structure Plan, as seen in Figure 9. Reflective of the land use designation, approximately 80% of subject lands are identified as 'Mixed Use Nodes and Corridors', while approximately 20% is identified as 'Residential Area'. Through the Community Structure Plan, 'Mixed Use Nodes and Corridors' are encouraged to provide for the most dense development and highest order of activities including medium- and high-density residential, retail and service commercial, business, live-work, institutional and cultural uses. Yonge Street is noted to be the primary focus for this form of development. 'Residential Areas' are anticipated to comprise of low and medium-density residential development. Accessory and complimentary uses, such as parks, schools,

places of worship, and community facilities, are permitted within 'Residential Areas' with the goal of providing residents with meeting points that facilitate resident engagement and that establish a sense of place.

The proposed development aligns with the Hewitt's Community Structure Plan. The proposed development provides for high-density, mixed-use development within the 'Mixed Use Nodes and Corridor' designation. This will take the form of three, 6-storey condominium buildings with commercial development incorporated in the ground floor with frontage onto Yonge Street. Within the 'Residential Area' designation, 3-storey condominiums and 3-storey townhomes are proposed. This will provide for an appropriate transition in built form from the Yonge Street Corridor to the Residential Areas.

A number of factors highlight the subject lands as an ideal location for high density development, including adjacency to a future community centre, elementary school, secondary school, and village square. Given the strategic location of the subject lands, the proposed Official Plan Amendment will provide for high-density residential development over the entirety of the subject lands, including the lands identified as 'Residential Areas'. The proposed development does support and maintain the goal of 'Residential Areas' by providing residents with easy access to parks, schools, and recreational/ community facilities, thereby facilitating resident engagement and a sense of community.

Community Structure – Density

The proposed development provides for a density of 428 persons and jobs per net hectare. It is the intention that this density will contribute to the average density of 50 persons and jobs per hectare that is anticipated for the Hewitt's and Salem Secondary Plan Areas combined, as noted in Policy 9.2.8. Accounting for the fact that the majority of housing for the Hewitt's and Salem Secondary Plan Areas is targeted for low and medium density residential development as per Policy 9.2.9.1(a), the higher density afforded through the proposed OPA will support the achievement of both provincial and municipal density targets.

Community Structure – Housing

Policy 9.2.9.1 outlines the preferred housing mix for the Hewitt's and Salem Secondary Plan areas combined. It states that 83% of housing is to be provided as low- and medium-density, ground related housing, while 17% is to be provided as medium- and high-density, non-ground related housing. As mentioned previously, the subject lands are a strategic location for high-density development and the housing mix on the subject lands is reflective of this fact. Majority of the subject lands will be developed as high density non-ground related housing, while a small percentage (1%) will be dedicated towards medium density ground related housing.

Community and Sustainable Design Strategy

The policies under Section 9.4 seek to ensure cohesive and coordinated design and development within the Hewitt's Secondary Plan Area. As a first step in adhering to the policies of this section, the proposed development has undergone the City's Conformity Review Process and has been deemed to generally conform to the City's Master Plans and the Hewitt's SIS. As such, the proposed development will proceed through the planning process without the preparation of an area design plan, as provided for in Policy 9.4.2(c).

Policies under Section 9.4.4.2 offer more detailed direction regarding the design and development of lands. It states that lands within the 'Mixed Use Nodes and Corridors', as identified on Schedule 9A, shall be compact with a pedestrian- and transit-oriented built form. Developments within 'Mixed Use Nodes and Corridors' should also be designed at densities that are transit-supportive. Residential neighbourhoods shall be designed to accommodate for a central focal point that provides a meeting place for residents, such as neighbourhood parks, schools or community centres. In support of a vibrant streetscape, alternatives to at-grade parking are encouraged, as well as opportunities to create an attractive boulevard.

In adherence to the policies of Section 9.4.4.2, the proposed development provides for compact, pedestrian-oriented development, characterized by short blocks and a comprehensive sidewalk network. The proposed development facilitates opportunities for the creation of neighbourhood focal points by offering residential uses in walking distance to schools, a community centre, and a village park. The proposed development will also provide for a number of private open space amenity areas. According to the City of Barrie TMP, the proposed development is anticipated to sit in proximity to a turnaround point on the proposed 101 Core

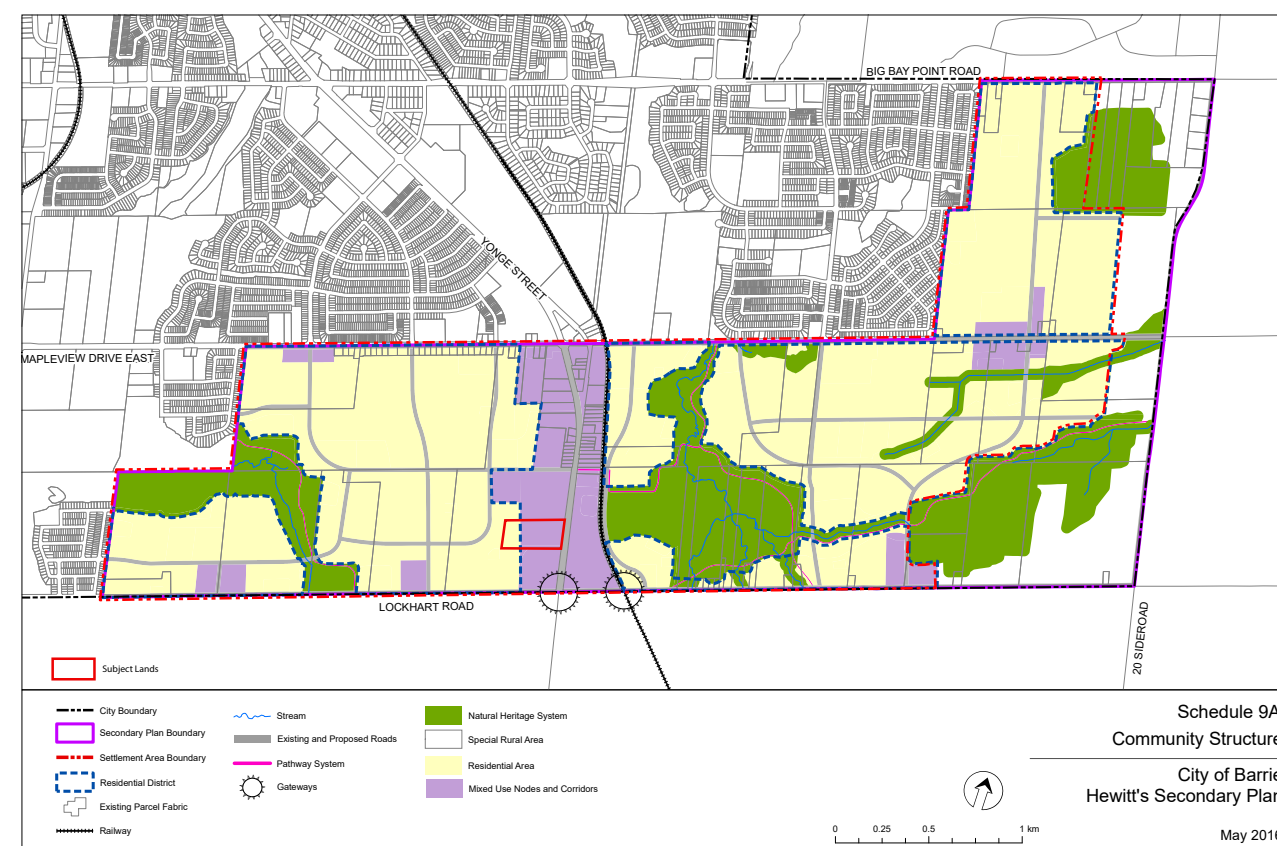


Figure 9. Community Structure Plan - Hewitt's Secondary Plan Area

Transit Route. Given this, the proposed OPA will facilitate the development of the subject lands at transit-supportive densities that will support the viability of the proposed 101 Core Transit Route. To facilitate the development of a vibrant and attractive streetscape, majority of parking will be provided below-grade and commercial uses will be provided along the Yonge Street frontage. Further details regarding design, landscaping, and phasing of development will be outlined at later stages in the planning process.

Land Use Strategy — Yonge Street Mixed Use Corridor

As per Policy 9.5.5.1, the proposed development is subject to the land use policies for ‘Mixed Use Nodes and Corridors’ as outlined in Section 9.5.4 and as outlined in Figure 10. The goal of this designation is to create mixed use nodes and corridors that are the focus of community and neighbourhood activity. High and medium density residential uses are permitted through this designation. Retail and service commercial uses are also permitted and are encouraged to be primarily located on the ground floor of mixed-use buildings. Section 9.5.4.3 provides guiding policies for the design of development within Mixed Use Nodes and Corridors as follows:

- a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged. The boundaries of the Nodes and Corridors are conceptual and may be expanded through the development review process where required to better achieve the City’s goals for this area without an Official Plan Amendment. Other minor alterations in the boundaries, including minor reductions, may also be considered by the City to reflect the results of detailed development review;

Comment: The proposed development will require the purchase of lands from the abutting landowner in order to facilitate cohesive development in alignment with the Master Plan for the Hewitt’s Secondary Plan Area. The Master Plan outlines a proposed road network that will support movement and connectivity throughout the Secondary Plan Area, as seen in Figure 10. Consideration of this proposed road network would leave a small triangular portion of land physically disconnected from the other lands owned by the abutting landowner. Having this small triangular portion of lands subsumed within the proposed development would round out the development of the subject lands and facilitate more cohesive development in alignment with the goals of the Hewitt’s Secondary Plan. An agreement between Crown

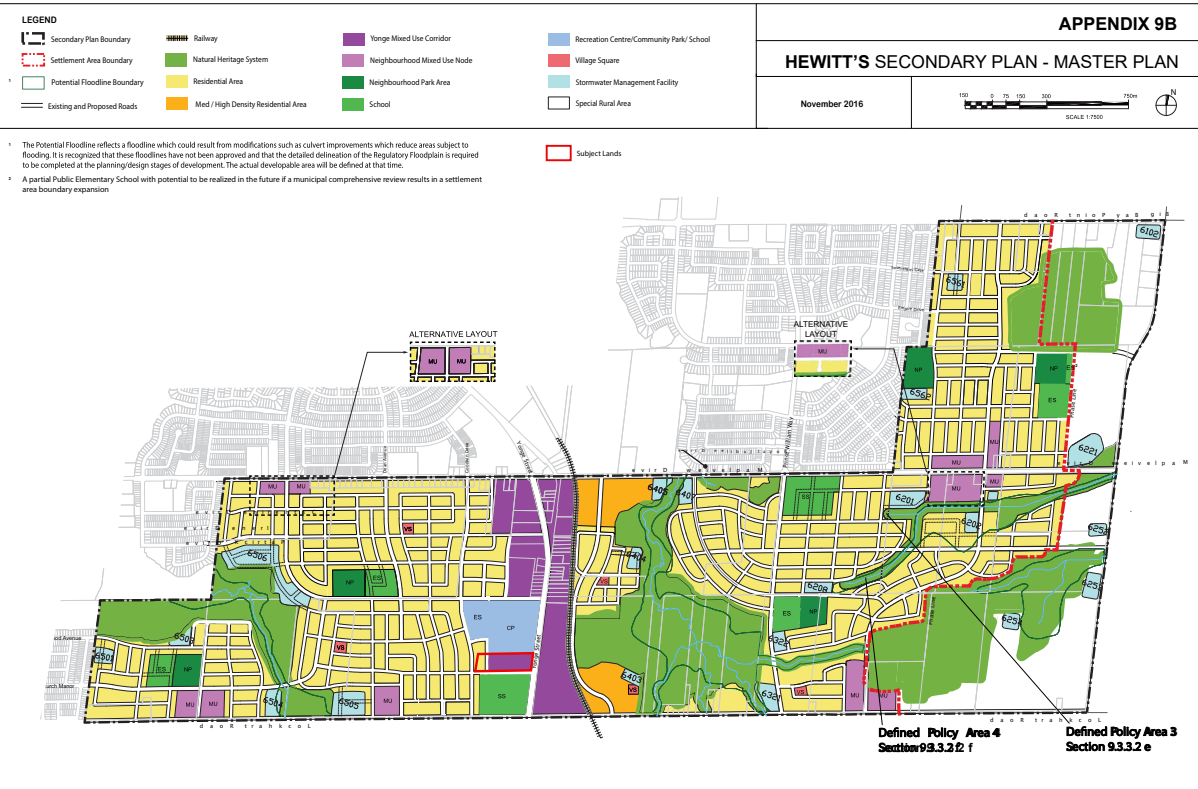


Figure 10. Master Plan - Hewitt's Secondary Plan Area

(Barrie) Developments Inc. and Rainsong Land Development Inc. has been drafted and will be finalized in the coming months.

- b) A variety of building heights and forms is encouraged with the highest buildings being oriented to the major intersection;

Comment: Ten (10) 3-storey townhouse units, two (2) 3-storey condominium buildings and three (3) 6-storey condominium buildings are proposed, thereby providing a variety of building heights and forms. All buildings have been sited so as to have frontage and access along either arterial, collector, or private roads. The highest buildings have been appropriately oriented towards Yonge Street and Street ‘A’.

- c) Height — minimum 5 metres for commercial buildings and three storeys for other development, provided that where Mixed Use Nodes or Corridors are located on a collector road internal to a residential area or with frontage on Lockhart Road, the minimum height shall be 2 storeys;

Comment: The proposed development will incorporate commercial uses along the ground floor of a 6-storey mixed-use building with a 4.5 metre clearance. All other residential buildings will be provided at either 3 or 6 storeys in height.

- d) Density — Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5;

Comment: The proposed development provides an FSI of 2.1 including commercial uses.

- e) Residential Density — Minimum of 50 units per net hectare and maximum of 120 units per net hectare;

Comment: An Official Plan Amendment will be required in order to permit the proposed residential density of 250 units per net hectare for the subject lands. As outlined in the review of the policies for the Hewitt’s Community Structure Plan, the proposed density seeks to take advantage of the unique and strategic location of the subject lands within the Secondary Plan Area. The proposed OPA maintains the goal of the ‘Yonge Street Mixed Use Corridor’ by providing higher density development along the Yonge Street Corridor that is cognizant of the unique and strategic location of the subject lands in adjacency to key community infrastructures

and facilities.

- f) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

Comment: All buildings have been sited so as to have frontage and access along either arterial, collector, or private roads. In order to establish a strong street edge, a 6-storey condominium building is sited at the corner of Yonge Street and Street ‘A’, with commercial uses fronting onto Yonge Street.

- g) Provision shall be made in the design of development to encourage pedestrian traffic generating activities, wherever feasible, particularly retail commercial uses and restaurants, at grade level, with residential, office and similar uses encouraged in upper storey locations, throughout nodes and corridors, but particularly at key intersections of arterial roads and other arterial streets and collector streets;

Comment: The proposed development will provide for approximately 1,281.6 square metres of commercial uses at grade along the Yonge Street frontage. The intent is to facilitate a vibrant and active streetscape along this key section of Yonge Street, which will provide pedestrian connections between future schools, a future recreation centre, and a future village square.

- h) Recognizing that at least in the initial development, the provision of surface parking will generally be necessary, the amount of surface parking should be minimized and located away from the street frontage and shall not generally be permitted in front of buildings. The Zoning Bylaw shall establish maximum parking standards and joint accesses shall be encouraged; and,

Comment: The proposed development will provide for a total of 1,167 residential parking spaces and 53 commercial parking spaces. Approximately 187 parking spaces will be provided at-grade along private roads while the remaining parking spaces will be provided below-grade.

- i) Development shall be designed to facilitate access to public transit.

Comment: According to the City of Barrie TMP, the proposed development is anticipated to sit in proximity to a turnaround point on the proposed 101 Core Transit Route. As such, the proposed OPA will facilitate the development of the subject lands at transit-supportive densities that will lend to the viability of the proposed 101 Core Transit Route.

The proposed development is also subject to the following supplementary land use policies under Section 9.5.5 — Yonge Street Mixed Use Corridor:

- a) Retail and commercial uses shall generally not exceed a combined total gross floor area of 45,000 square metres for the lands in the Yonge Street Mixed Use Corridor designation. A market impact study will not be required unless the maximum is proposed to be exceeded by 25 percent or more;

Comment: The proposed development will provide for a combined total commercial gross floor area of approximately 1,281.6 square metres. A market impact study will therefore not be required.

- b) Automotive related uses shall not be permitted at the intersection of arterial streets with other arterial streets;

Comment: The proposed development does not provide for automotive related uses.

- c) Hotel uses shall be permitted; and,

Comment: The proposed development does not provide for hotel uses.

- d) Density — Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5.

Comment: The proposed development provides for a FSI of 2.08 including commercial uses.

Land Use Strategy — Residential Area

The proposed development is subject to the land use policies for 'Residential Areas' as outlined in Section 9.5.7. The goal of this designation is to develop residential districts and neighbourhoods that provide a diverse range of housing options, demonstrate transit-supportive patterns and densities, and facilitate the creation of resident meeting points. High density residential uses such as stacked townhouses and apartments are permitted through this designation. Local convenience commercial facilities are also permitted. Through Policy 9.5.8.3, medium/high density residential uses are permitted a maximum density of 100 units per net hectare and a minimum height of 3 storeys. An Official Plan Amendment will be required in order to permit the proposed residential density of 250 units per net hectare for the subject lands. As outlined in the review of the policies for the Hewitt's Community Structure Plan, the proposed density seeks to take advantage of the unique and strategic location of the subject lands in adjacency to key community infrastructure and facilities. The proposed development maintains the goal of the 'Residential Area' designation by providing for a range of housing options at higher densities that support transit development and facilitate the creation of resident meeting points.

Community Services Strategy

Section 9.6.3 outlines policies for the appropriate development of a transportation network within the Hewitt's Secondary Plan Area. The proposed development has accounted for a 2.5 metre road widening along Yonge Street in order to support the appropriate development of this arterial road. The proposed development also provides a 24 metre Right-of-Way for the development of a future collector road in accordance with the proposed road network as outlined in the Hewitt's Secondary Plan Master Plan. The future collector road is intended to align with an entrance to the ASA Development Inc. to the east. A private internal road network provides circulation to the proposed residential and mixed-use blocks, while offering additional access to Yonge Street, Street 'A' and Street 'B'. As mentioned previously, the subject lands are identified as sitting in proximity to a turnaround point on the proposed 101 Core Transit Route, as per the City of Barrie TMP. The early provision of this route would thereby be supported through the transit-supportive densities offered through the proposed OPA.

Sections 9.6.4 and 9.6.5 seek to ensure that water, wastewater, and stormwater servicing and appropriately provided for through new development in the Hewitt's Secondary Plan Area. A FSR including stormwater management has been provided in support of this application to demonstrate adherence to the policies of these sections.

Growth Management

The policies of Section 9.7.3 offer guidance regarding the strategic development of lands within the Hewitt's Secondary Plan Area. The purpose of these policies is to ensure the financial sustainability of development, especially as it relates to the principle that growth shall pay for growth to the greatest extent possible. Phasing policies provided under Section 9.7.3.2 identify the subject lands as lying within Phase 2 of development. Policy 9.7.3.2(a) notes that the commencement of development within Phase 2 will be dependent on the progression of development within Phase 1. Notwithstanding, Policy 9.7.3.2(e) also provides that the southern boundary of Phase 1 may be adjusted without an amendment to the Plan where the land can be serviced without the construction of a pumping station and in accordance with the City of Barrie Design Standards. In this regard, the proposed development holds the opportunity to be developed in alignment with either Phase 1 or Phase 2. It is anticipated that the development of the lands will occur in conjunction with the surrounding lands that are slated for development.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity to the intent and policies of the Hewitt's Secondary Plan (City of Barrie Official Plan, 2018 Consolidation).

4.5 CITY OF BARRIE ZONING BY-LAW 2009-141, 2019 CONSOLIDATION

The subject lands are zoned ‘Agricultural General’ (AG) within the Town of Innisfil Zoning By-law No. 054-04, as illustrated in Figure 11. To accommodate the proposed development, a Zoning By-law Amendment is required to rezone the subject lands to ‘Neighbourhood Mixed Use’, as seen in Appendix 3.

The proposed Zoning By-law Amendment demonstrates alignment with applicable planning policies and objectives as outlined in this report and will facilitate the proposed development. As such, it is requested that the Draft Zoning By-law Amendment be adopted as seen in Appendix 3.

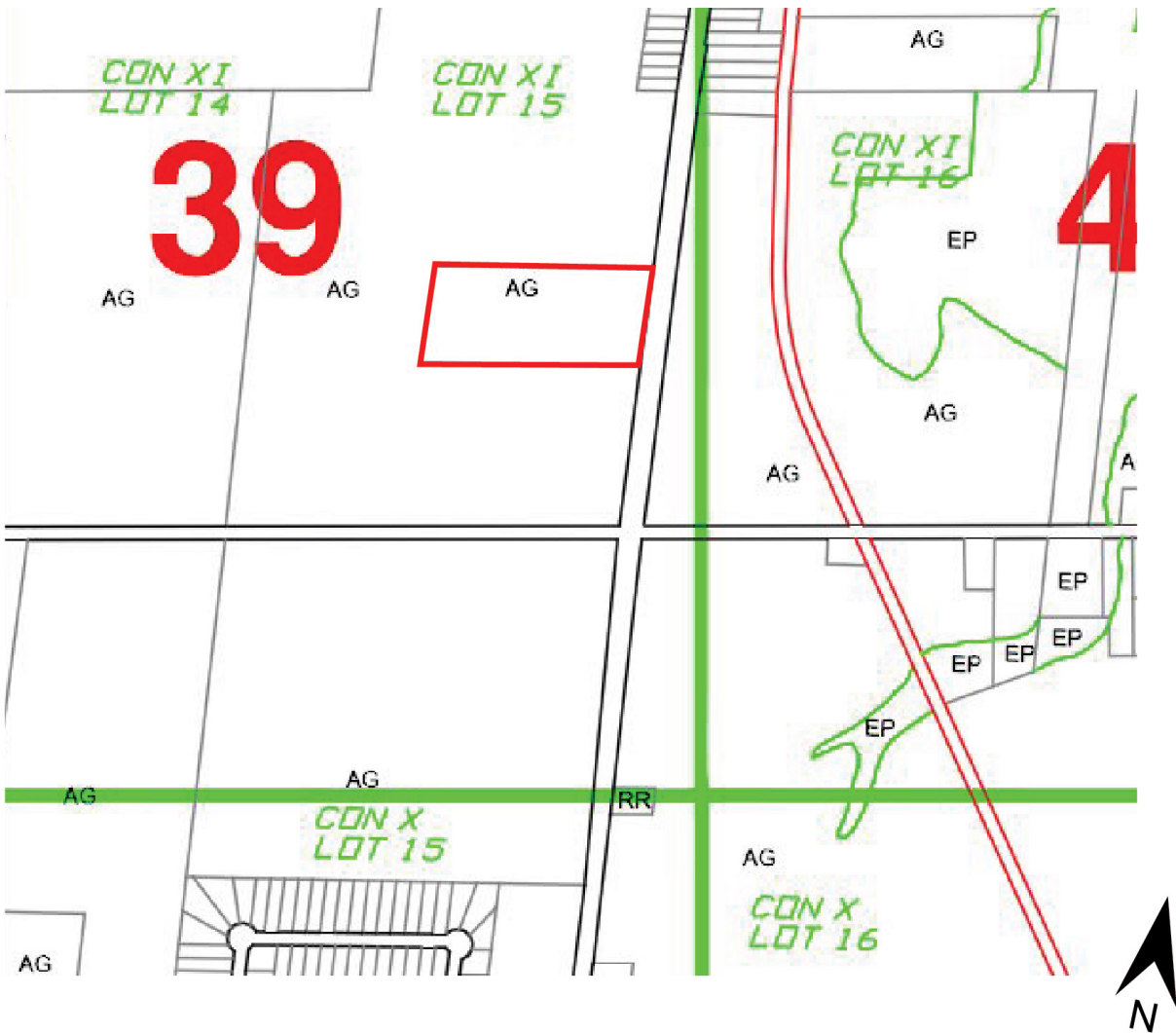
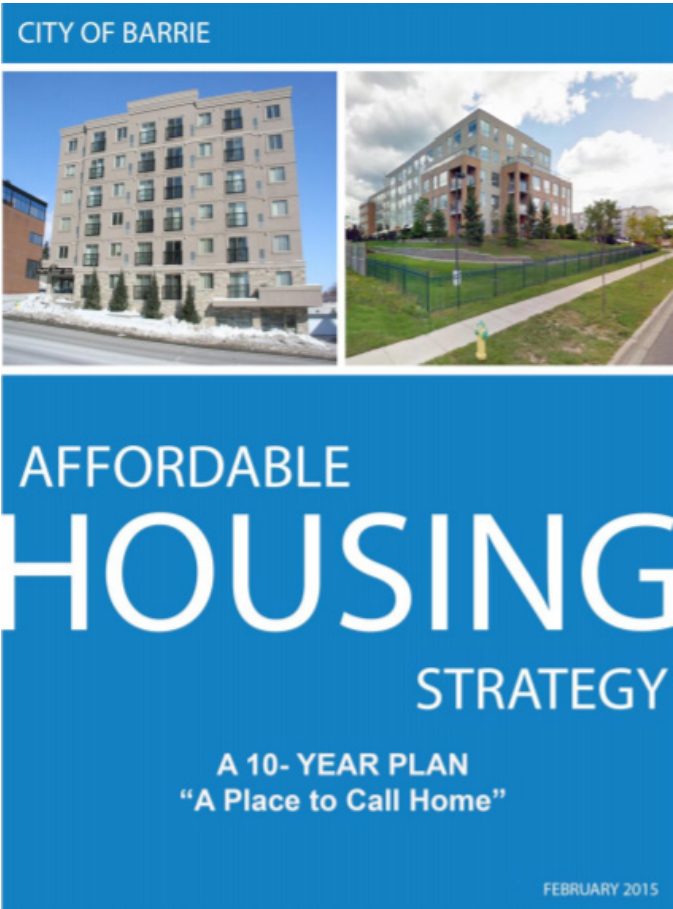


Figure 11.Current Zoning

5.0 AFFORDABLE HOUSING

Section 3.3.2.2 of the City of Barrie Official Plan outlines policies for the development and provision of affordable housing within the City. It states that a target of the plan is to have a minimum 10 percent of all new housing units per annum be developed as affordable housing units. This Section further states that in order to support the this affordable housing target, the development of 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.

It is the intent of the proposed development to supply largely non-ground related housing units that can diversify the housing supply in the area, contribute to housing options, and facilitate improved attainable housing in the regional market area. As noted through Policy 9.2.9.1 of the City of Barrie Official Plan, the anticipated housing mix for the Hewitt’s and Salem Secondary Plan areas will consist primarily of low and medium-density, ground related housing. Assuming the Secondary Plan Areas develop according to this anticipated housing mix, the proposed development will offer non-ground related housing units that are generally more attainable than lower density housing types such as single detached and semi-detached dwellings.



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.

SUPPORTING STUDIES

5

In accordance with obtaining Conformity Review Approval, a series of technical reports have been completed to ensure the following proposal is feasible. The following documents/ reports are included as part of the application submission package and should be read in conjunction with the Planning Justification Report:

- 1. Stage 1 and 2 Archaeological Assessment, prepared by Irvin Heritage Inc., dated May 2020
- 2. Endangered Species Survey/Clearance, prepared by Roots Environmental, dated March 2021
- 3. Functional Servicing and Stormwater Management Report, prepared by IBI Group, dated February 2021
- 4. Geotechnical Investigation, prepared by Soil Engineers Ltd., dated March 2021
- 5. Hydrogeological Investigation, prepared by IBI Group, dated February 2021
- 6. Noise Feasibility Study, prepared by HGC Engineering, dated March 2021
- 7. Pedestrian Circulation Plan, prepared by Innovative Planning Solutions, dated March 2021
- 8. Context Plan, prepared by Innovative Planning Solutions, dated March 2021
- 9. Shadow Study, prepared by SRN Architects Inc., dated February 2021
- 10. Traffic Impact Study, prepared by JD Northcote Engineering Inc., dated March 2021
- 11. Arborist Report/Tree Inventory Plan, prepared by MHBC Planning, Urban Design & Landscape Architecture, dated February 2021
- 12. Urban Design Brief, prepared by Innovative Planning Solutions, dated March 2021

CONCLUSION

6

In conclusion, the purpose of these applications is to obtain approval for an Official Plan Amendment and Zoning By-law Amendment that will support the development of the lands in alignment with Provincial goals and the Hewitt's Secondary Plan Area.

The proposed mixed-use development incorporates both residential and commercial uses, providing for a total of 1,029 residential units, comprising ten (10) townhouse units and one thousand and twenty-four (1,019) condominium units, as well as 1,281.6 square metres of ground-floor commercial uses with frontage onto Yonge Street. Transitions in building typology, height, and density allow the proposed development to integrate with the future surrounding uses. Appropriately sized development blocks and an internal road network support access to and connectivity throughout the site, while large outdoor amenity areas are located centrally to the site and connected in a linear fashion to offer spaces for residents to gather and interact. Through the proposed development, Street 'A' is provided as a 24.0 metre ROW that offers connections to Yonge Street and aligns with the entrance to the future development at 989 Yonge Street (ASA Developments Inc.).

The proposed development will strategically provide for high-density residential development to support the creation of a complete community as envisioned for the Hewitt's Secondary Plan Area. As noted in this Report, the proposed development is uniquely positioned adjacent to a future recreation centre, elementary school, secondary school, and village park. The proposed Official Plan Amendment intends to provide higher densities that will support the development and efficient use of these facilities, as well as support the development of planned transit and active transportation infrastructure. The proposed Zoning By-law Amendment will facilitate the development of the lands in alignment with the vision for the Hewitt's Secondary Plan Area. The proposed development has proceeded through the City's conformity

review process, thereby establishing general conformity with the City's master plans and masters plans for the Hewitt's Secondary Plan Area. The proposed applications build on the previous Conformity Review Application and seek to advance the development through the planning process.

The requested Official Plan Amendment and Zoning By-law Amendment applications demonstrate consistency with and conformity to applicable Provincial and Municipal planning policies and principles. It is my professional opinion that the proposed development represents good planning.

Respectfully submitted,

INNOVATIVE PLANNING SOLUTIONS

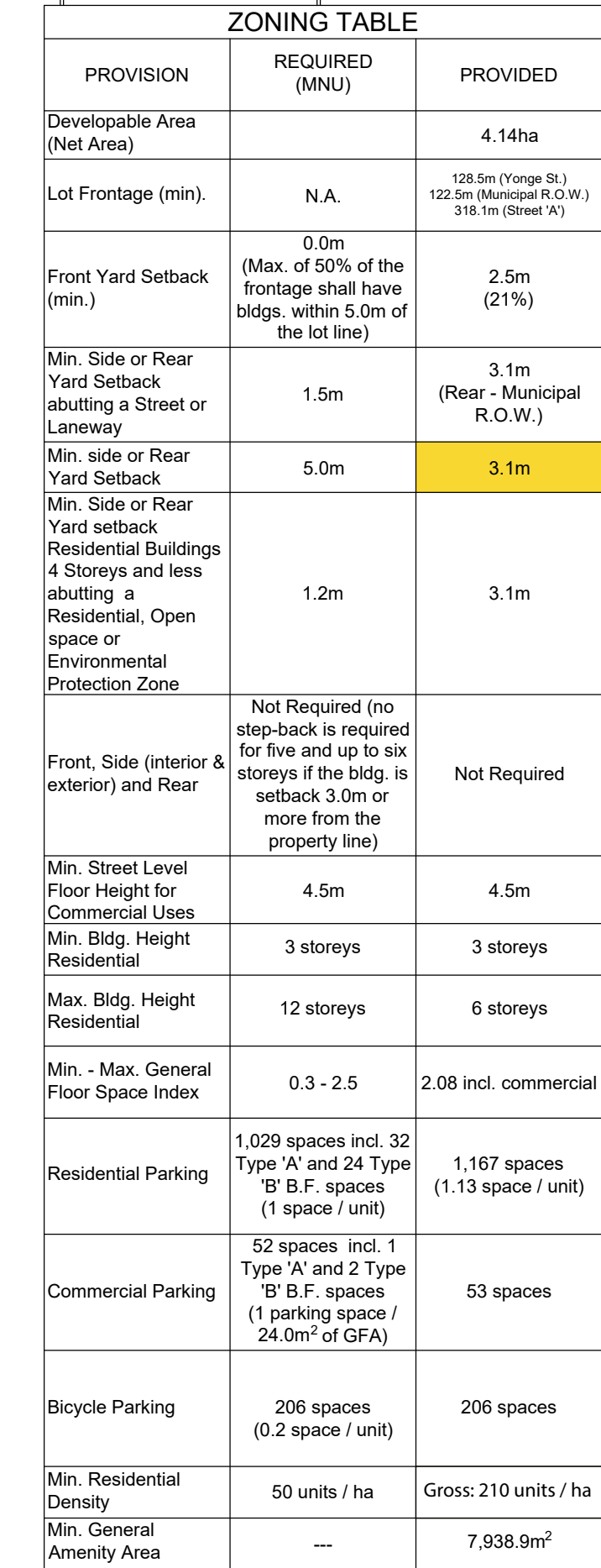


Darren Vella, MCIP, RPP
President & Director of Planning



Karla Tamayo, M.Pl.
Planner

APPENDIX 1 – SITE PLAN



ADDITIONAL NOTES:

[illegible]

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CLIENT:

PROJECT: **BARRIE MIXED-USE**

1012 YONGE STREET
BARRIE, ONTARIO.

DRAWING TITLE: SITE PLAN,
STATS AND OBC MATRIX

DATE: 14/12/20

DRAWN BY: G.P.R. DRAWING NUMBER:

PROJECT NUMBER:	
-----------------	--

S10013 | A10

319013 | ATC

2 BUILDING AND PROJECT STATISTICS
A100 SCALE: 1:400

SITE STATISTICS:

SITE AREA	39,606.3 SQ.M. (426,320 SQ.FT.)
BUILDING COVERAGE	15,626.9 SQ.M. (168,205 SQ.FT.) OR 39.46%
FSI	2.08 (INCLUDING COMMERCIAL)
	2.04 (EXCLUDING COMMERCIAL)
UNDERGROUND GARAGE	35,283.5 SQ.M. (379,790 SQ.FT.)

SHELL AREA STATISTICS:		AREA (GFA)	SERVICE AREA	SELLABLE AREA (TSA)
BLOCK A (MIXED-USE) 6 STOREY CONDO	GROUND (RESIDENTIAL)	4,657.0 SQ.M	1,668.4 SQ.M	2,988.6 SQ.M
	TYPICAL (2ND TO 6TH)	6,174.2 SQ.M	2,236.2 SQ.M	3,938.0 SQ.M
	TOTAL (GROUND TO 6TH)	35,258.5 SQ.M	4,329.9 SQ.M	30,908.6 SQ.M (87.7%)
DOES NOT INCLUDE 1,281.5 SQ.M (13.78% SQ.FT.) OF COMMERCIAL SPACE				
BLOCK B 6 STOREY CONDO	GROUND	2,884.1 SQ.M	829.5 SQ.M	2,054.6 SQ.M
	TYPICAL (2ND TO 6TH)	2,884.1 SQ.M	245.6 SQ.M	2,638.5 SQ.M
	TOTAL	17,304.8 SQ.M	2,057.5 SQ.M	15,247.1 SQ.M (88.1%)
BLOCK C 6 STOREY CONDO	GROUND	2,714.7 SQ.M	808.1 SQ.M	1,906.7 SQ.M
	TYPICAL (2ND TO 6TH)	2,884.1 SQ.M	245.6 SQ.M	2,638.5 SQ.M
	TOTAL	17,132.8 SQ.M	2,036.1 SQ.M	15,100.1 SQ.M (88.1%)
BLOCK D 3 STOREY CONDO	GROUND	1,688.7 SQ.M	405.9 SQ.M	1,282.8 SQ.M
	TYPICAL (2ND TO 3RD)	1,688.7 SQ.M	159.9 SQ.M	1,528.8 SQ.M
	TOTAL	5,086.1 SQ.M	725.7 SQ.M	4,340.4 SQ.M (85.7%)
BLOCK E 3 STOREY CONDO	GROUND	1,688.7 SQ.M	405.9 SQ.M	1,282.8 SQ.M
	TYPICAL (2ND TO 3RD)	1,688.7 SQ.M	159.9 SQ.M	1,528.8 SQ.M
	TOTAL	5,086.1 SQ.M	725.7 SQ.M	4,340.4 SQ.M (85.7%)
BLOCK F 3 STOREY TOWNS	GROUND	365.5 SQ.M	0.5 SQ.M	365.0 SQ.M
	TYPICAL (2ND TO 3RD)	365.5 SQ.M	0.5 SQ.M	730.0 SQ.M
	TOTAL	1,095.0 SQ.M	0.5 SQ.M	1,095.0 SQ.M (100%)
PROJECT TOTAL		80,906.5 SQ.M	9,874.9 SQ.M	71,031.6 SQ.M (87.8%)

APPENDIX 2 – DRAFT OFFICIAL PLAN AMENDMENT

AMENDMENT NO. ____
TO THE OFFICIAL PLAN FOR
THE CITY OF BARRIE

THE CORPORATION OF THE CITY OF BARRIE

BY-LAW NO. 2021-_____

A By-law to adopt Amendment No. ____ to the Official Plan for the City of Barrie, respecting the Hewitt's Secondary Plan for lands known municipally as 1012 Yonge Street and legally described as Part of Lot 15, Concession 11.

WHEREAS authority is given to the Council of the Corporation of the City of Barrie, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended, to pass this By-law; and

WHEREAS the Council of the Corporation of the City of Barrie has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*, R.S.O. 1990,

The Council of the Corporation of the City of Barrie HEREBY ENACTS AS FOLLOWS:

1. THAT the attached explanatory text, policies, and schedule constitute the Amendment No. ____ to the Official Plan for the City of Barrie shall be and is hereby adopted.
2. THAT this By-law shall come into force and take effect on the date of its final passing.

Read three times and finally passed in open Council this _____ day of _____, 2021.

Mayor

Clerk

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text, appendix, and Schedule A-1, constitutes Amendment No. ____ of the City of Barrie.

PART C – THE APPENDIX - which does not constitute part of this Amendment. This appendix contains the Public Meeting Minutes, Staff Report, and the Council Resolution associated with this Amendment

AMENDMENT NO. ____

TO THE CITY OF BARRIE OFFICIAL PLAN

PART A - THE PREAMBLE

1.0 Purpose of the Amendment:

The purpose of this Amendment is to amend the City of Barrie Official Plan to create a Defined Policy Area to permit a maximum residential density of 250 units per net hectare on the lands municipally known as 1012 Yonge Street and legally described as Part of Lot 15, Concession 11 in the City of Barrie.

2.0 Location:

The lands subject to this Amendment are municipally known as 1012 Yonge Street and legally described as Part of Lot 15, Concession 11 in the City of Barrie. The subject lands have a total area of 4.79 hectares and 152 metres of frontage onto Yonge Street. Also subject to this amendment are a small portion of lands with an area of approximately 0.15 hectares (0.37 acres) that are owned by Rainsong Land Development Inc., and are to be included as part of the proposed development.

3.0 Basis:

The purpose of this Official Plan Amendment is to create a Defined Policy Area for the subject lands that will permit a maximum residential density of 250 units per net hectare.

The development will assist the City of Barrie in meeting minimum growth and density targets in alignment with Provincial and municipal planning policy. The proposed development will strategically provide for high-density residential development in an opportune location that will support the development of a complete community as envisioned for the Hewitt's Secondary Plan Area.

3.1 Provincial Policy Statement, 2020

The Provincial Policy Statement has been reviewed relative to this proposal, with specific attention paid to:

Section 1.1.1	Healthy, Liveable, and Safe Communities
Section 1.1.3	Settlement Areas
Section 1.4	Housing
Section 1.6.6	Sewage, Water and Stormwater

The subject lands are characterized as lying within the Hewitt's Secondary Plan Area within the City of Barrie Primary Settlement Area and demonstrate to be consistent with the policies of Section 1.1. and 1.1.3. The proposed development will: accommodate for an appropriate mix of uses, provide an appropriate mix of housing options and densities, optimize transit investments, minimize land consumption, and minimize servicing costs. The proposed development will also support the integration of land use-planning, growth management, transit-supportive development, intensification, and infrastructure planning.

Section 1.4 regards the appropriate provision of housing in order to meet the needs of both current and future residents. The proposed development provides new housing within the Hewitt's Secondary Plan Area where infrastructure and facilities will be developed in alignment with the Secondary Plan and the City's Infrastructure Master Plans. High-density residential development will support the efficient use of land, resources, and infrastructure, including transit and active transportation infrastructure. The development will accommodate for a range of housing options and densities to meet current and future resident needs.

Section 1.6.6 regards the efficient use and optimization of sewage, water, and stormwater infrastructure. In alignment with the policies of this Section, the proposed development will support the appropriate development of sewage, water, and stormwater infrastructure in alignment with the Hewitt's Secondary Plan, the City of Barrie Infrastructure Master Plans, and the Lake Simcoe Protection Plan.

The proposed development is consistent with the Provincial Policy Statement.

3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan has been reviewed relative to this proposal, with specific attention paid to:

Section 2.2.1	Managing Growth
Section 2.2.7	Designated Greenfield Areas
Section 3.2.6	Waste and Wastewater Systems
Section 3.2.7	Stormwater Management

Section 2.2.1 offers general policies on growth and development within the GGH, and states that development will be generally directed towards settlement areas where there are existing or planned infrastructures. The proposed development appropriately directs growth within the Hewitt's Secondary Plan Area, which is envisioned to be a complete community. Accordingly, municipal water, wastewater, transit, and public service infrastructure and facilities are planned to be developed.

Section 2.2.7 guides development within Designated Greenfield Areas (DGA). Where DGAs are intended to accommodate for growth outside of the delineated built boundary in order to support the achievement of minimum growth targets, the proposed development contributes a gross residential density of 209 units per hectare. This density is strategically located within the Hewitt's Secondary Plan Area on lands that are opportune for compact, high-density development.

Section 3.2.6 and 3.2.7 seeks to ensure the efficient development of water, wastewater, and stormwater systems. In alignment with the policies of these Sections, the proposed development will support infrastructure development in alignment with the Hewitt's Secondary Plan, City of Barrie Infrastructure Master Plans, and the Lake Simcoe Protection Plan.

The proposed development conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

3.3 Lake Simcoe Protection Plan, 2009

The subject lands lie within the Lake Simcoe Protection Watershed Boundary and are therefore subject to the policies and principles of the Lake Simcoe Protection Plan (LSPP).

The proposed development has undergone the City's Conformity Review Process and has been deemed to demonstrate alignment with the Hewitt's Subwatershed Impact Study, the City's Infrastructure Master Plans, and the LSPP. Further adherence to the LSPP has been demonstrated through a Functional Servicing Report prepared in support of this amendment.

The proposed development conforms to the policies of the Lake Simcoe Protection Plan.

3.4 Hewitt's Secondary Plan (City of Barrie Official Plan, 2018 Consolidation)

The subject lands are designated 'Yonge Street Mixed Use Corridor' and 'Residential Area' according to Schedule 9C of the Hewitt's Secondary Plan. A maximum residential density of 250 units per net hectare is required in order to facilitate the proposed development of the subject lands. As a result, an Amendment to the Plan is being requested.

Section 9.2.4 outlines the Community Structure Plan for the Hewitt's Secondary Plan Area, which details the general arrangement of land use and activity. This Section identifies the lands as Mixed Use Nodes and Corridors and Residential Areas. In alignment with the Community Structure Plan, the proposed development provides for high-density, mixed use development along Yonge Street, where the highest order of development and activities are to be focused. The development facilitates easy access

to parks, schools, and recreational/community amenities, thereby fostering resident engagement and the creation of resident “meeting places”.

Section 9.2.8 notes that an average density of 50 persons and jobs per hectare is anticipated for the Hewitt’s and Salem Secondary Plan Areas combined. In contribution to this density target, the proposed development will provide for a density of 428 residents and jobs per net hectare.

Section 9.2.9.1 outlines the preferred housing mix for the Hewitt’s and Salem Secondary Plan Areas combined. The proposed development will contribute 1,019 condominium/apartment units to support the achievement of 17% high-density, non-ground related housing, with consideration for the fact that majority of the Secondary Plan Area’s will provide low- and medium-density, ground related housing.

Section 9.4 offers direction regarding the design and development of lands. In adherence to these policies, the proposed development will demonstrate a compact and pedestrian-oriented built form. The location and density of the proposed development also demonstrate to be transit supportive. Below-grade parking and commercial uses with frontage onto Yonge Street will be provided in support of an attractive streetscape. Additional details regarding the design, landscaping, and phasing of development will be outlined at later detailed design stages.

Section 9.5.5.1 and 9.5.7 provides the land use policies for the Yonge Street Mixed Use Corridor and Residential Area designations. The goal of the Yonge Street Mixed Use Corridor designation is to create mixed use nodes and corridors that are the focus of community and neighbourhood activity. The goal of the Residential Area designation is to develop residential districts that demonstrate a diverse range of housing options and that foster the creation of resident “meeting places”.

Through this Amendment, a maximum residential density of 250 units per net hectare will be permitted on the subject lands within both the Yonge Street Mixed Use Corridor Designation and the Residential Area designation. The residential density provided seeks to maximize upon the strategic and ideal location of the subject lands for higher-density development along the Yonge Street Corridor, especially in consideration of adjacency to key community infrastructures and facilities. High-density development in proximity to a future elementary school, secondary school, recreational centre, and village square will foster residential engagement and neighbourhood activity. High-density development will also support future transit development. A diverse range of housing options will be provided in order to accommodate the proposed residential density. In this regard, the Amendment maintains the goals and intents of the Yonge Street Mixed Use Corridor and Residential Area designations.

Section 9.6 seeks to ensure the appropriate development of water, wastewater, stormwater, and transportation infrastructure. The proposed development has undergone the City’s Conformity Review Process and has been deemed to

demonstrate general conformance to the Hewitt's Subwatershed Impact Study, the City's Infrastructure Master Plans, and the LSPP. Additionally, a Functional Servicing Report has been provided to demonstrate further adherence to the policies of this Section.

Section 9.7.3 offers guidance on the strategic development of lands within the Hewitt's Secondary Plan Area. The development and phasing of the subject lands will demonstrate adherence to the policies of this Section to ensure financially sustainable development.

The proposed development has been shown to conform to the goals and intents of the Official Plan. An Amendment is required in order to permit a maximum residential density of 250 units per net hectare. This proposed density supports and maintains the goals and intents of the Official Plan. Therefore, the proposed development represents good planning.

PART B - THE AMENDMENT

This part of the document, entitled “Part B – The Amendment”, and consisting of the following changes to the text and Schedules, constitutes Amendment No. ____ of the City of Barrie Official Plan.

1.0 DETAILS OF THE AMENDMENT

1. Section 9.5 is hereby amended by creating a Defined Policy Area for Part of Lot 15, Concession 11, municipally known as 1012 Yonge Street as outlined below:

9.5.5.4 Defined Policy Area – 1012 Yonge Street

The policies of this Section apply to lands legally described as Part of Lot 15, Concession 11, and municipally known as 1012 Yonge Street.

- a) That notwithstanding the land use policies of Section 9.5.4.3 – Mixed Use Nodes and Corridors Land Use Policies, the subject lands shall permit a maximum residential density of 250 units per net hectare.*
- b) That notwithstanding the land use policies of Section 9.5.8.3 – Residential Land Use Policies, the subject lands shall permit a maximum residential density of 250 units per net hectare.*

9.5.8.4 Defined Policy Area – 1012 Yonge Street

The policies of this Section apply to lands legally described as Part of Lot 15, Concession 11, and municipally known as 1012 Yonge Street. The lands shall be developed in accordance with the policies of Section 9.5.5.4.

2.0 IMPLEMENTATION

The provisions of the Official Plan regarding the implementation of that Plan shall also apply to this Amendment.

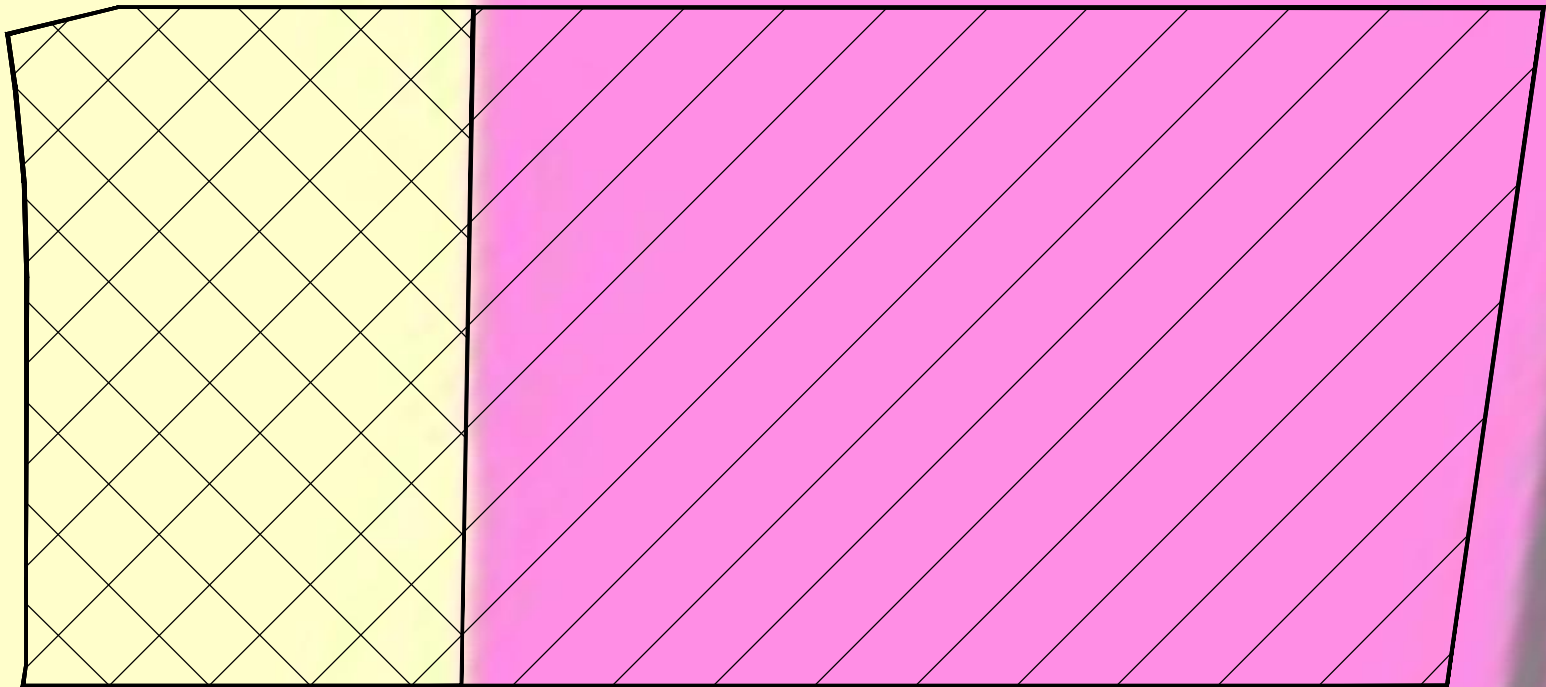
3.0 INTERPRETATION

The provision of the Official Plan, as amended from time to time, shall apply in regard to the Amendment.

PART C – THE APPENDICES

This part consists of the background information and planning considerations associated with this amendment. This section does not constitute part of the actual amendment.

- Planning Justification Report, prepared by Innovative Planning Solutions, dated March 2021
- Stage 1 and 2 Archaeological Assessment, prepared by Irvin Heritage Inc., dated May 2020
- Endangered Species Survey/Clearance, prepared by Roots Environmental, dated March 2021
- Functional Servicing and Stormwater Management Report, prepared by IBI Group, dated February 2021
- Hydrogeological Investigation, prepared by IBI Group, dated February 2021
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



City of Barrie

LOCKHART ROAD

Town of Innisfil

LEGEND

-  Subject Site (Area: $\pm 4.94\text{ha}$ / $\pm 12.21\text{ac}$)
-  Lands to be redesignated from 'Mixed Use Nodes and Corridors' to 'Defined Policy Area - XX' (Area: $\pm 3.46\text{ha}$ / $\pm 8.55\text{ac}$)
-  Lands to be redesignated from 'Residential' to 'Defined Policy Area - XX' (Area: $\pm 1.48\text{ha}$ / $\pm 3.66\text{ac}$)

SCHEDULE "A"
OFFICIAL PLAN AMENDMENT

Part of Lot 15, Concession 11
(1012 Yonge Street, City of Barrie)

Scale



Source:
- City of Barrie Official Plan, Schedule 'A' Land Use Schedule, Office Consolidation
January 2018



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
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Date:	March 11, 2021	Drawn By:	A.S.
File:	17-684	Checked:	D.V.

APPENDIX 3 – DRAFT ZONING BY-LAW AMENDMENT

BY-LAW NUMBER 2021-

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 1012 Yonge Street and as shown on Schedule "A" to this By-law, from Agricultural General (AG) to Neighbourhood Mixed Use (NMU (SP-XX)); 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 Agricultural General (AG) to Neighbourhood Mixed Use (NMU (SP-XX)) 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 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.
3. **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 _____ 2021.

READ a third time and finally passed this ____ day of _____ 2021.

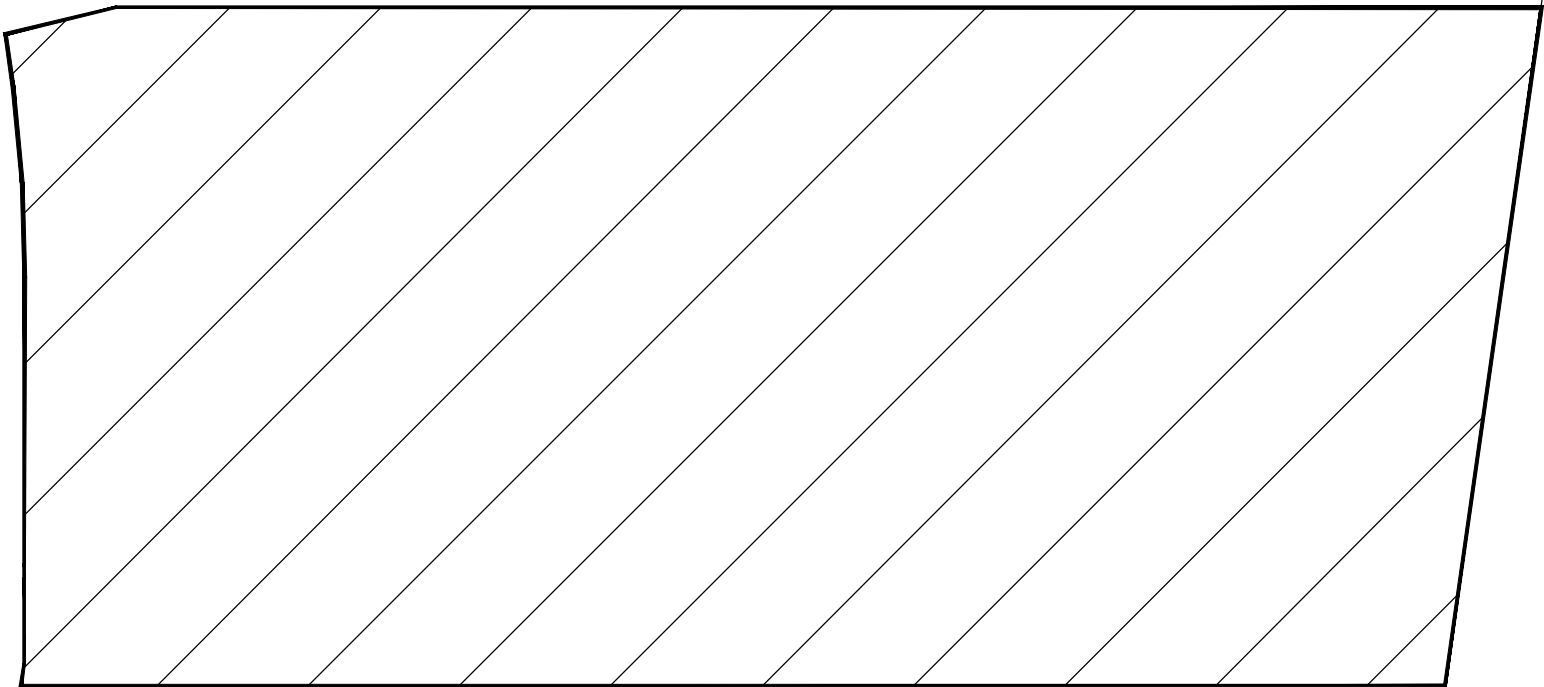
THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CLERK



AG



YONGE STREET

AG

AG

City of Barrie

LOCKHART ROAD

Town of Innisfil

LEGEND



Subject Site (Area: ±4.94ha / ±12.21ac)

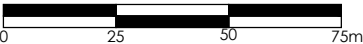


Lands to be rezoned from 'Agriculture (AG)' zone (Zoning By-Law 054 Innisfil) to 'Neighborhood Mixed Use (NMU (SP-XX))' zone

SCHEDULE "A"
ZONING BY-LAW AMENDMENT

Part of Lot 15, Concession 11
(1012 Yonge Street, City of Barrie)

Scale



Source:
- City of Barrie Comprehensive Zoning By-Law 2009-141
- Town of Innisfil Comprehensive Zoning By-Law 054-04



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An aerial photograph of a rural landscape. A large green field occupies the left and bottom portions of the image. A road runs vertically through the center-right. A small farmstead with a blue-roofed building and a green-roofed structure is visible in the middle. A road intersection is at the bottom right. The text 'IPS' is overlaid on the left side of the image.

IPS

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