

INNOVATIVE PLANNING SOLUTIONS

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481 YONGE ST.

Site Plan Application

PLANNING JUSTIFICATION REPORT

City of Barrie, County of Simcoe
IPS NO. 18-816

May 2022



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481 YONGE STREET

**CITY OF BARRIE,
COUNTY OF SIMCOE**

SITE PLAN APPLICATION & AFFORDABLE HOUSING BRIEF

PREPARED BY

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ON BEHALF OF

481 YONGE DEVELOPMENTS INC.

MAY 2022

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1.0 INTRODUCTION

Innovative Planning Solutions has been retained by 481 Yonge Developments Inc. to complete a Planning Justification Report and an Affordable Housing Brief relative to a Site Plan application on lands legally described as Block 113, Registered Plan 51M-453 and known municipally as 481 Yonge Street in the City of Barrie. The lands possess 71.29 metres of frontage along Yonge Street and 78.09 metres of frontage on Macmillan Crescent and have an area of 5,699 m² (0.5699 hectares; 1.41 acres).

Figure 1 provides a key map of the subject lands.

The subject application would facilitate the development of a four-storey, sixty-seven (67) unit residential building, with 36 underground parking spaces and 46 above ground spaces. The property is currently subject to By-law 2020-077 amending By-law 2009-141 to rezone the lands as 'MU2 (SP-593)(H-148) to permit development outlined in this Site Plan Application.

This Report will review the proposed site plan in the context of applicable Provincial and Municipal policies to provide necessary rationale for the approval of the proposed development. This Report will review the following documents to demonstrate consistency with good planning principles:

- City of Barrie Official Plan (2018 Consolidation)
- City of Barrie Comprehensive Zoning By-Law 2009-141



2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The lands are currently designated Residential on Schedule A of the City of Barrie Official Plan. Furthermore, according to Schedule I of the Official Plan, the site is positioned along a Primary Intensification Corridor. Minimum densities of 50 units per hectare are targeted along Primary Intensification Corridors. In addition, the lands are located within Defined Policy Area D of the Official Plan as identified on Schedule C.

The subject site is located at the southeast corner of the intersection of Yonge Street and Macmillan Crescent, south of Little Avenue in the Painswick North Planning Area. Yonge Street is identified as an Arterial Road, while Macmillan is identified as a Local Road on Schedule D of the Official Plan. The site is currently vacant. There is existing municipal infrastructure adjacent to the property including: sanitary, watermain, storm sewers, a transit stop (on the corner of Yonge and Macmillan), and a municipal fire hydrant.

The proposed development is situated proximate to many local and intercity transit routes (Barrie Transit Routes 1A, 1B, 4A, 4B, 8A, 8B) which provide convenient access to areas within the City of Barrie, as well as regional transit linkages at the Barrie South GO Station (approximately 3km south on Yonge St). In addition, the subject property is located between two Primary Intensification Nodes identified on Schedule I of the Official Plan, at the intersections of Yonge and Little, and Yonge and Big Bay Point (*Figure 3*). The site is within walking distance of commercial, public service facilities including a City library, while also having an existing sidewalk network along the frontage.

The subject lands and surrounding land uses include the following:

North: North of the subject lands is an existing residential subdivision primarily consisting of single-detached dwellings zoned R2 and R3. Further to the north are park lands (Brunton Park) and Environmental Protection Areas encompassing Lovers Creek. The lands at the south end of Dixon Court have been cleared for the future development of single detached dwellings.

South: To the south of the subject lands is a municipal sidewalk and the Primary Intensification Corridor of Yonge Street. Further to the south include medium density townhome dwellings zoned RM2, D'Ambrosio Park, lands zoned Open Space, and an existing residential subdivision.

East: Lands directly to the east of the subject property are occupied by commercial uses, including an existing restaurant, veterinary clinic, medical and dental laboratory and miscellaneous office uses fronting Yonge Street. Lands along Yonge Street are anticipated to be developed in accordance with MU2 zoning standards.

West: Lands to the west of the subject site contain a place of worship (Inniswood Baptist Church), a retirement residence, and lands zoned RM2. Further to the west is a residential subdivision in the Painswick North neighbourhood. Further to the west are higher density forms of residential development including townhouse.

Figure 2 shows the land use designation relative to the site.

Figure 3 shows the sites position along the Primary Intensification Corridor.





3.0 DESCRIPTION OF DEVELOPMENT

The following section will provide a detailed description of the background of the site, as well as the conceptual Site Plan.

3.1 BACKGROUND

The subject lands have received zoning approval as per municipal file #D14-1680. In 2019, IPS was retained by 481 Yonge Developments Inc. to submit an application for Zoning By-law Amendment, to thereby permit the development of a four-storey (67 units) residential apartment building. Following the initial Neighbourhood meeting on April 24, 2019, and the Public Meeting on September 9, 2019, the applicant undertook significant effort to alleviate concerns raised by the public. As such, accrued a second submission under the ZBA process involving a revised Site Plan, an updated Shadow Study, an Angular Plane Analysis and Preliminary Fire Flow Calculations. By-law Number 2020-077 was passed on August 10, 2020 to amend By-law Number 2009-141 for the purpose of rezoning the subject lands from 'RM2' to 'MU2 (SP-593)(H-148)'. The effect of the amendment has permitted the development of a 67-unit residential apartment dwelling fronting onto Yonge Street and MacMillan Crescent.

3.2 SITE PLAN

The proposed development takes the form of a four-storey residential building consisting of sixty-seven (67) residential units. The structure will consist of 1 – 3 bedroom units (ranging from 742.7 ft² – 1,356 ft²), with freehold tenure. The Site Plan is provided in Appendix 1. The proposed building is L-shaped and located in the western corner of the subject lands. The majority of the structure fronts Yonge Street, with a portion also fronting Macmillan. The main entrance of the structure is located on the corner of Yonge and Macmillan with pedestrian connections to the municipal sidewalks. Vehicular access is proposed off Macmillan as a vehicular entrance from

Yonge Street is discouraged in the Urban Design Guideline, as per Policy 4.2.2 (d). The access connects to a parking area at the rear of the site, with both surface (46 spaces) and underground parking (36 spaces), providing for a total of 82 parking spaces. A total of four (4) barrier free spaces and twelve (12) visitor parking spaces are included within the total parking spaces. A 3.0 metre road widening will be dedicated to the City through the site plan registration process.

A stormwater management area is located adjacent to the vehicular entrance. A garbage room is located in the basement of the building and the garbage enclosure access area is located adjacent to the vehicular access for waste removal. Access to the building is convenient and accessible from the front door, located in the front exterior corner of the building, adjacent to the intersection of Yonge St and MacMillan St. Access through the rear door is accessible by stairs and accessibility ramp, adjacent to the proposed parking lot. Both the rear and front doors enter the lobby area with access to an elevator and staircase. Additional building access points with staircases are located along both the north and east end of the building.

The proposed apartment building includes a 893.73 m² rooftop amenity area for common use, in addition to private balconies (or patio in case of ground floor) for each unit. The Yonge Street frontage of the site provides an active streetscape with soft landscaping features.

A variety of community amenities are present within a short distance of the site, including commercial, recreational, institutional, and transit opportunities. The development proposes a built form that is in line with the City of Barrie's objectives for the Yonge Street corridor. A density of 122 units per hectare is provided through this development which achieves the target density set forth for Primary Intensification Corridors (50 units per hectare) on Schedule I of the Official Plan. The density of the development supports transit as a viable and convenient mode of transportation. Future residents will also be able to make use of the interconnected transit and sidewalk / bike lane network along Yonge and connecting streets.

An urban design brief has been included as part of this submission, which identifies how the proposed development conforms to the urban design direction set forth by

the City of Barrie, and how these dwelling units contribute to a high-quality built form along the Yonge Street corridor.

4.0 AFFORDABLE HOUSING BRIEF

The City of Barrie recognizes the pressing need for affordable housing and has implemented policies and initiatives to address this issue. Section 3.3.2.2 of the City's Official Plan outlines affordable housing policies. Such policies will be reviewed below as they comply with the nature of this development.

Barrie's Official Plan states in Part (a) of Section 3.3.2.2 the goal of achieving a minimum of 10 percent of all new housing units per annum to be affordable housing. Provisions to meet such goal include the following:

In the case of home ownership, the least expensive should apply for affordable housing. Purchasing a home should not result in over 30 percent of annual household income spent towards payments/accommodation costs; or housing provided that the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

In the case of rental housing; affordable housing shall consider rental costs that do not exceed 30 percent of annual household income for low and moderate income households; or rental costs for a unit is at or below the average market rent of a unit in the regional market area. In which the least expensive of the options will apply.

Part (b) encourages low, medium, and high-density housing that would facilitate the availability of affordable housing as it complies to the general intent of the Official Plan. The subject development will facilitate denser housing needs to combat Barrie's demanding housing market

Part (c) explains affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and public transit routes. The site plan will provide

available housing options within targeted intensification areas, where in proximity to shopping, transit and other amenities.

Section (d) outlines that should a proposed development meet the standards of new affordable housing units, the City of Barrie will consider modifications to existing zoning and services as they facilitate the goals of affordable housing in accordance with the Official Plan. Such goal aligns with the general intent of the subject application; in which both recognize the pressing need to accommodate for diversified housing development.

Lastly, part (d) sets policies as they pertain to second suites. Subject to provisions outlined in the Comprehensive Zoning Bylaw, second suites are permitted (outside of the Georgian College Neighbourhood Community) in single detached, semi-detached, and street townhouses. This policy does not apply to this project.

All policies stated in Section 3.3.2.2 of the Official Plan accommodate goals towards affordable housing. The nature of this site plan application for 67 residential apartment units, assists in the objective to provide a diverse mix of available housing options in the Barrie area.

Given the limited number of units within this development and the need from the surrounding community to keep units large and at a price that will not negatively impact their property values, the proposed development will not be accommodating affordable housing units. The rise in construction costs for the overall project will make achieving this objective not feasible.

Overall, building more 1–3-bedroom apartment units will contribute to a type of housing that is historically more affordable within the City. This development will increase housing stock which is desperately needed to alleviate current price increases.

The subject development appropriately contributes to the supply of residential housing therefore encouraging further affordability in the City of Barrie.

5.0 PLANNING POLICY AND ANALYSIS

This Section will outline the applicable planning and development policies guiding the development of the subject lands. At the site plan application stage, a review of Provincial Policy will not be completed given the Zoning processed addressed these policies in detail which ultimately led to the approval of this development.

5.1 CITY OF BARRIE OFFICIAL PLAN

The City of Barrie Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. In implementing the goals and policies of this Plan, the City will strive for "sustainable development," defined as development that does not jeopardize opportunities for future generations.

The Official Plan designates the subject lands as Residential (Schedule A) and identifies the lands as being within the Yonge Street Primary Intensification Corridor (Schedule I). The lands are located within the Painswick North Planning Area; however, a Secondary Plan does not apply to the Painswick North Area. The subject lands are located within Defined Policy Area D of the Official Plan as identified on Schedule C. Defined Policy Area D states that the lands shall develop in accordance with the policies of the Yonge Street Corridor Study, and that medium density housing is considered appropriate for the lands along Yonge which are designated Residential. The subject lands are located along a Primary Intensification Corridor and conform to the direction set forth for the corridors as identified in the Intensification Study and Urban Design Guidelines for Intensification Areas.

The Official Plan envisions new residential development will provide a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Intensification is to represent an essential component of the City's Growth Management Strategy so as to minimize infrastructure requirements and to utilize existing services including transit and open space. To ensure that increased densities

are accommodated appropriately, the Official Plan places an emphasis on urban design.

Section 3.3 of the Official Plan sets forth policy direction for housing within the City of Barrie. Goals of Section 3.3 include providing an appropriate range of housing types, unit sizes, affordability, and tenure at various densities and scales that help to meet the needs of current and future residents.

Policy 3.3.2.1 (a) of the Official Plan states:

The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.

Section 3.3.2.1 (c) of the OP states that the review process for intensification applications will consider the existing and planned character and lot fabric of the area, in addition to the intensification and density targets of the OP. The proposed development has regard for the existing and planned character of the neighbourhood as it proposes a density and height that is in line with the vision of a Primary Intensification Corridor. In addition, the building has been sited with a significant setback to the residential lots to the rear of the site. An urban design brief has been submitted in support of this application, demonstrating conformity with the applicable urban design standards.

As aforementioned in section 5.0 of this report, the City of Barrie discusses affordable housing goals in Section 3.3.2.2 of the Official Plan. The proposed development facilitates greater availability to housing units that are more affordable than other forms of housing (such as single detached, semi detached etc), and are in proximity to jobs, services, community facilities, and public transit. The development will provide more affordable housing options to the area and in proximity to a variety of services, existing and proposed. This is in line with the affordable housing policies of the Official Plan.

The City of Barrie intends to promote "complete communities" that facilitate a sense of place for residents and provide efficient access to community facilities and services. The policies call for residential developments that support transit and

accommodate different densities and dwelling types. Further, Section 4.2 of the Official Plan provides the Residential policies for the City. Policies 4.2.1 set the goal:

- c) To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets.*
- e) To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.*
- f) To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.*
- g) To plan for new development in the medium and high-density categories which encourage mixed use and high-quality urban design for medium and high density development within the Intensification Areas as identified on Schedule 1 – Intensification Areas while continuing to support the integrity of stable neighbourhoods.*

The subject lands and surrounding lands are generally all residential (with the exception of the adjacent Commercial lands which are also within the Yonge Street Intensification Corridor). As such, the proposed use is considered compatible in nature to the surrounding lands. The design of the site orients the building towards Yonge Street and away from existing residential lands to the extent feasible including a large rear yard setback to the Residential dwellings along Dixon Court. While a mix of densities and built forms are present along Yonge Street, the proposed development will contribute to the mix and diversity of housing types and densities, which is in line with policy 4.2.1 (c). In addition, the built form and density is conducive to active and public transportation. The structure will be designed in accordance with the applicable urban design guidelines to ensure a high degree of architectural quality which will contribute to the vision for the Yonge Street corridor.

Section 4.2.2.1 provides that on lands designated Residential, the predominant use shall be for all forms of housing. Section 4.2.2.2 states that high density residential development shall consist of developments which are in excess of 54 units per net hectare. The proposed development has a density of approximately 122 units per net hectare, after the removal of the road widening along Yonge Street and is therefore considered high density.

Section 4.2.2.3 of the Official Plan outlines locational criteria for Residential development and subsection (b) encourages high-density residential development

to locate in areas within the Intensification Nodes and Corridors as identified on Schedule I, as is proposed by this development.

The subject lands are well serviced by transit, including six (6) local bus routes and associated connections to regional transit opportunities. The Barrie South GO Station is located approximately 3.0 km from the subject lands. Commercial establishments including a grocery store, pharmacy, banks, and various eateries are located a short distance away at the Big Bay Point Road and Yonge Street intersection. Schools, parks, and other community amenities are located within a short distance of the subject lands, including Brunton Park, D'Ambrosio Park, Barrie Public Library Painswick Branch, Warnica Public School. Many day to day needs can be achieved/obtained within a short walking distance of the subject lands, encouraging active transportation within the City. Given the above, 481 Yonge Street is an ideal candidate for high density residential development. Based on the above analysis, Section 4.2.2.3(b) of the Official Plan is satisfied.

Section 4.2.2.6 of the Official Plan introduces the intensification policies of the City. The Plan again encourages residential intensification in a number of general locations and shall be focused in the Urban Growth Centre, Intensification Nodes, **Intensification Corridors**, and the Major Transit Station Areas identified on Schedule I. The Plan further states that intensification will contribute to development that is more compact, efficiently uses land and existing infrastructure, and will support public transit and active transportation. The proposed development is located along a Primary Intensification Corridor and takes advantage of a vacant portion of land designated for residential development within the built-up area. The development is compact in form and will contribute 67 additional residential units while utilizing infrastructure that is readily available.

Section 5.4 of the Official Plan sets forth policies in relation to transportation. Section 5.4.2 outlines opportunities for new development to enhance opportunities for public transit and active transportation. These policies are met through the site's ability to offer convenient and direct access to existing public transit routes, as well as an established pedestrian network. The use of the subject lands as proposed will support the creation of a complete community. The density proposed is supportive of transit

and cycling, with area amenities such as commercial, institutional, recreational and service facilities all within walking distance of the subject lands. In addition, a 3.0 m road widening has been provided in accordance with the Multi-modal Active Transportation Master Plan.

Section 6.6 of the Official Plan provides policies in regard to tall buildings and height control. The policies contained within this Section are applicable to any building greater than three storeys in height, and as such apply to the proposed development. Section 6.6.3 introduces general policies which ensure that tall buildings will be held to a high degree of architectural standard, parking areas and building utilities should be located towards the rear of properties with ample buffering, and design features shall be utilized to reduce the visual and physical impact of tall buildings. Section 6.6.6 (a) (iii) provides that the City may be able to require a Shadow Impact Study to accompany a formal application.

The proposed development is in line with these policies as the structure has been designed with a high degree of architectural quality which will contribute to the pedestrian oriented vision of Yonge Street by locating the building along Yonge and setback approximately 25.71 metres to the rear lot line. Parking areas and building utilities have been located towards the rear of the site and will be adequately screened, as well as a Shadow Impact Study has been completed under separate cover which demonstrates minimal shadow impact as a result of the proposed structure.

The above review has determined that the proposed 67-unit development conforms to the City of Barrie Official Plan.

7.0 Conclusion

The proposed Site Plan will facilitate the development of a four (4) storey, 67-unit residential apartment building along a Primary Intensification Corridor. The development of existing vacant residential lands is a form of intensification that is encouraged by both Provincial and Municipal governments and in an area where

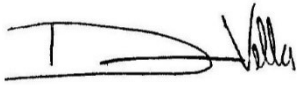
intensification should be focused. The development will achieve an overall density of 122 dwelling units per hectare, representing a functional, compact and efficient use of the subject lands, while contributing to the range of housing type and density.

As has been demonstrated through this report, intensification is encouraged and focused along the Yonge Street corridor. The Site Plan application conforms with all provisions as outlined in Bylaw Number 2020-077, which rezoned the lands as MU2(SP-593)(H-148). The proposed development represents an appropriate opportunity for residential growth within an established built-up area. The additional units will provide growth opportunities that will support existing services and provide additional clientele for nearby services and local businesses.

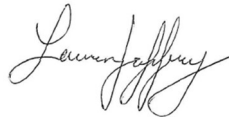
It is my professional planning opinion that the Site Plan application conforms to and is consistent with the applicable policies and represents good planning.

Respectfully submitted,

Innovative Planning Solutions

A handwritten signature in black ink, appearing to read 'D. Vella'.

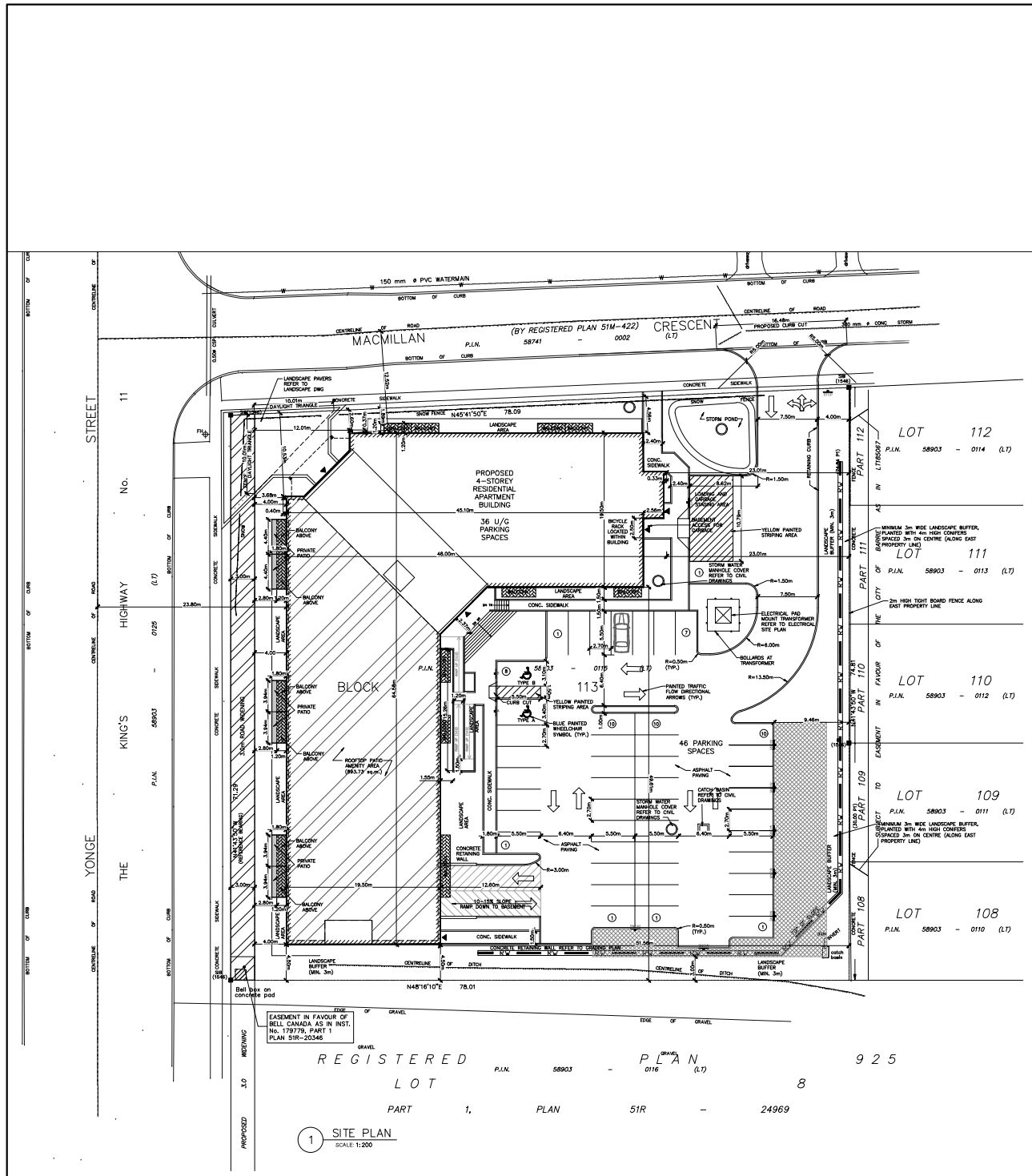
Darren Vella, MCIP, RPP
President & Director of Planning

A handwritten signature in black ink, appearing to read 'Lauren Jeffrey'.

Lauren Jeffrey,
Junior Planner

APPENDICES

APPENDIX 1: SITE PLAN



TOPOGRAPHIC SURVEY OF ALL OF
BLOCK 113
PLAN 51M-453
IN THE
CITY OF BARRIE
IN THE
COUNTY OF SIMCOE

SURVEY BY
RUDY MAK SURVEYING LTD. (OLS)
DATED: 7 OCTOBER 8, 2013
80 80 BAY POINT ROAD,
BARRIE, ONTARIO L4N 8B5
TEL: (705) 722-2843
email: rudymak@rudymak.com

ELEVATION NOTE

ELEVATIONS ARE GEODETIC AND ARE REFERRED
TO THE CITY OF BARRIE VERTICAL CONTROL
ON SITE BENCHMARK IS THE 38B(1546) IN THE N.W. CORNER
OF THE PARCEL HAVING AN ELEVATION OF 251.222 TBM.

BEARING NOTE

BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE
EASTERLY LIMIT OF YONGE STREET AS SHOWN ON
REGISTERED PLAN 51M-453 AND BEING 141°43'50"W.

NOTES:

THIS TOPOGRAPHIC SURVEY PLAN DELINEATES THE FEATURES
AS SHOWN AND VISIBLE, OVER THE SITE CONDITIONS.
CONSTRUCTION ACTIVITY, FROZEN GROUND, SNOW COVER,
ETC. MAY HAVE HIDDEN FEATURES OTHERWISE VISIBLE. THE
LOCATION OF UNDERGROUND SERVICES, IF SHOWN, WAS
DERIVED FROM PLANS OBTAINED FROM OTHER AGENCIES.
RUDY MAK SURVEYING CANNOT BE HELD RESPONSIBLE FOR
THE LOCATION AND ACCURACY OF UNDERGROUND SERVICES.
THE LOCATION OF ALL SERVICES MUST BE VERIFIED ON SITE.
ONLY A SIGNED AND SEALED PAPER COPY OF THIS SURVEY
IS AN ORIGINAL COPY. NO DIGITAL VERSION OF THIS PLAN IS
TO BE CONSIDERED "ORIGINAL" AND MAY HAVE BEEN
ALTERED BY OTHERS.

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SITE SUMMARY

ZONING MU2 (SP-593)(H-148)

SITE AREA = 5,699 sq.m/61,243 sq.ft/0.5699 ha (1.41 acres)

LOT AREA (after 3.0m road widening) = 5,485 sq.m/0.5485 ha (1.36 acres)

LOT FRONTAGE = 71.29 m

PROPOSED TOTAL APARTMENT UNITS = 67 units

MAXIMUM BUILDING HEIGHT ALLOWED = 16.5m (MU2, Table 5.4.2 of Zoning By-law 2009-141) (By-law 2020-077 (4.3))

PROPOSED BUILDING HEIGHT = 16.13m

PROPOSED BUILDING AREA (COVERED) = 1,744.6 sq.m (18,778 sq.ft.)

= 31.8% (lot area)

PROPOSED TOTAL G.F.A. = 6,899.8 sq.m (74,268.8 sq.ft.)

PROPOSED FLOOR SPACE INDEX = 1.25

TOTAL PAVED AREA = 2,302.14 sq.m (24,780.02 sq.ft.) = 42%

TOTAL LANDSCAPED AREA = 1,438.26 sq.m (15,481.3 sq.ft.) = 26.2%

AMENITY AREA REQD. = 12 sq.m per unit = 804 sq.m (MU2, 5.4.2.2 of Zoning By-law 2009-141)

AMENITY AREA PROVIDED = 1,282.43 sq.m (10,504.5 sq.ft.)

Includes Roof Top Patio @ 883.73 sq.m and Private Balconies/Patios @ 368.7

REQD. GROUND LEVEL FLOOR HEIGHT = 3m (By-law 2020-077)

MAXIMUM BALCONY PROJECTION INTO YARD = 1.5m (MU2, 5.4.3.6 E of Zoning By-law 2009-141)

REQD. MINIMUM LANDSCAPE BUFFER = 3m (MU2, 5.4.4.0 of Zoning By-law 2009-141) (By-law 2022-077 (10.3))

(3m planted with 4m high coniferous trees along east rear lot line)

SET-BACK REQUIREMENT

REQUIRED FRONT YARD = 4.0m MINIMUM (C.O.A. DECISION 433/12)

By-law Number 2020-077 (5)

Partially paved front yard shall be permitted

PROPOSED FRONT YARD (after set-back) = 4.0m

REQUIRED EXTERIOR SIDE YARD = 2.6m MINIMUM (By-law 2022-077 (6.1))

PROPOSED EXTERIOR SIDE YARD = 2.6m

REQUIRED INTERIOR SIDE YARD = 4.5m MINIMUM (By-law 2022-077 (7.1))

PROPOSED INTERIOR SIDE YARD = 4.5m

REQUIRED REAR YARD = 22m to 45m MINIMUM (By-law 2020-077 (8.1))

PROPOSED REAR YARD = 23.01m

PARKING REQUIREMENT

PARKING REQUIRED = 81 CARS

1-baymark (By-law 2009-077)

TYPE 'A' HANDICAP PARKING REQUIRED = 1 CARS

(By-law 2009-141)

TYPE 'B' HANDICAP PARKING REQUIRED = 2 CARS

(By-law 2009-141)

PARKING PROVIDED (including 4 tandem parking spaces) = 82 CARS

MINIMUM ASSE

TYPICAL 97' PARKING SPACE = 2.70 x 5.50

HANDICAP PARKING SPACE TYPE 'A' = 3.40 x 5.50

HANDICAP PARKING SPACE TYPE 'B' = 3.10 x 5.50

LEGEND

- DENOTES FOUND SURVEY MONUMENT
- DENOTES PLANTED SURVEY MONUMENT
- DENOTES STANDARD IRON BAR
- ⊗ DENOTES IRON BAR
- DENOTES FENCING
- (1546) DENOTES RUDY MAK SURVEYING LTD.
- DENOTES MANHOLE (SANITARY)
- DENOTES MANHOLE (STORM)
- DENOTES MANHOLE (BELL TELEPHONE)
- DENOTES WATER VALVE
- DENOTES BELL BOX
- DENOTES LIGHT STANDARD
- DENOTES HYDRO POLE
- DENOTES CATCH BASIN
- DENOTES FIRE HYDRANT
- DENOTES ELEVATION SHOWN ON TOPOGRAPHIC SURVEY BY RUDY MAK SURVEYING LTD. DATED JULY 27, 1995
- DENOTES ELEVATION DATED OCTOBER 8, 2013
- DENOTES PROPOSED FINISHED ELEVATION
- DENOTES PROPOSED SNOW STORAGE AREA (252.53 sq.m.)
- DENOTES PRIVATE PATIO AMENITY AREA (42.54 sq.m.)
- DENOTES PRIVATE BALCONY AMENITY AREA (368.7 sq.m.)
- DENOTES PRIVATE ROOFTOP AMENITY AREA (883.73 sq.m.)
- DENOTES PROPOSED STOP SIGN
- DENOTES PROPOSED SNOW STORAGE SIGN
- DENOTES PROPOSED TYPE A BARRIERFREE SIGN
- DENOTES PROPOSED TYPE B BARRIERFREE SIGN
- DENOTES PROPOSED TYPE B BARRIERFREE SIGN

1. THE DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE USED IN WHOLE OR IN PART FOR ANY PROJECT OTHER THAN THAT DESIGNATED HEREIN.
2. DO NOT SCALE DRAWINGS.
3. CONTRACTOR TO VERIFY JOB SITE AND DRAWING CONDITIONS AND CONDITIONS. REPORT ANY AND ALL DISCREPANCIES TO THE ARCHITECT PRIOR TO CONSTRUCTION.
4. ALL WORK MUST CONFORM TO THE LATEST LOCAL BUILDING CODE, LOCAL BY-LAWS AND NFPA 96.
5. THESE DRAWINGS ARE PROTECTED BY COPYRIGHT.
© NAYLOR ARCHITECT INC. 2019

REVISION NO.	DATE	DESCRIPTION
1	SEP 10/13	1. COMMENCED
2	JAN 01/16	2. SET-BACK FOR REVIEW
3	APR 16/16	3. PRIVATE PATIO AND BALCONY
4	APR 16/16	4. SET-BACK FOR REVIEW
5	APR 16/16	5. SET-BACK FOR REVIEW
6	APR 16/16	6. SET-BACK FOR REVIEW
7	APR 16/16	7. SET-BACK FOR REVIEW
8	APR 16/16	8. SET-BACK FOR REVIEW
9	APR 16/16	9. SET-BACK FOR REVIEW
10	APR 16/16	10. SET-BACK FOR REVIEW
11	APR 16/16	11. SET-BACK FOR REVIEW
12	APR 16/16	12. SET-BACK FOR REVIEW
13	APR 16/16	13. SET-BACK FOR REVIEW
14	APR 16/16	14. SET-BACK FOR REVIEW
15	APR 16/16	15. SET-BACK FOR REVIEW
16	APR 16/16	16. SET-BACK FOR REVIEW
17	APR 16/16	17. SET-BACK FOR REVIEW
18	APR 16/16	18. SET-BACK FOR REVIEW
19	APR 16/16	19. SET-BACK FOR REVIEW
20	APR 16/16	20. SET-BACK FOR REVIEW

REVISION NO.	DATE	DESCRIPTION
1	SEP 10/13	1. COMMENCED
2	JAN 01/16	2. SET-BACK FOR REVIEW
3	APR 16/16	3. PRIVATE PATIO AND BALCONY
4	APR 16/16	4. SET-BACK FOR REVIEW
5	APR 16/16	5. SET-BACK FOR REVIEW
6	APR 16/16	6. SET-BACK FOR REVIEW
7	APR 16/16	7. SET-BACK FOR REVIEW
8	APR 16/16	8. SET-BACK FOR REVIEW
9	APR 16/16	9. SET-BACK FOR REVIEW
10	APR 16/16	10. SET-BACK FOR REVIEW
11	APR 16/16	11. SET-BACK FOR REVIEW
12	APR 16/16	12. SET-BACK FOR REVIEW
13	APR 16/16	13. SET-BACK FOR REVIEW
14	APR 16/16	14. SET-BACK FOR REVIEW
15	APR 16/16	15. SET-BACK FOR REVIEW
16	APR 16/16	16. SET-BACK FOR REVIEW
17	APR 16/16	17. SET-BACK FOR REVIEW
18	APR 16/16	18. SET-BACK FOR REVIEW
19	APR 16/16	19. SET-BACK FOR REVIEW
20	APR 16/16	20. SET-BACK FOR REVIEW

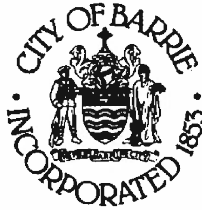


PROJECT:
PROPOSED APARTMENT BUILDING
481 YONGE STREET
BARRIE, ONTARIO

DESIGNER:
V.C.S.
CHECKED BY:
C.N.
SCALE:
AS NOTED
PROJECT NO.:
19100
SHEET NO.:
SITE PLAN

REVISION NO.:
SHEET NO.:
SP1

Appendix 2: Bylaw Number 2020-077



Bill No. 078

BY-LAW NUMBER 2020-077

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 481 Yonge Street, shown on Schedule "A" to this By-law from Residential Multiple Dwelling Second Density (RM2) to Mixed Use Corridor – Special Provision, Hold (MU2)(SP-593)(H-148).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 20-P-030.

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

1. **THAT** the zoning map is amended to change the zoning of 481 Yonge Street from Residential Multiple Dwelling Second Density (RM2) to Mixed Use Corridor – Special Provision, Hold (MU2)(SP-593)(H-148) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 4.6 of By-law 2009-141, a minimum of 1.2 parking spaces per dwelling unit shall be provided in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone.
3. **THAT** a maximum density of 122 units per hectare (or a maximum of 67 units) shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone.
4. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a maximum building height of 16.5 metres (4-storeys) shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a minimum rear yard setback of 22 metres to 45 metres shall be required in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone, in accordance with the L-shaped building identified on Schedule "B" attached to this By-law.
6. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a minimum side yard setback abutting a street of 2.5 metres shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone.
7. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a maximum side yard setback of 4.5 metres shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone.
8. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a minimum street level floor height of 3.0 metres shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone.
9. **THAT** notwithstanding the provisions set out in Section 5.4.3.2 a) of By-law 2009-141, a partially paved front yard shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone.
10. **THAT** a minimum 3.0 metre wide continuous landscape buffer, planted with minimum 4.0 metre high coniferous trees, spaced 3.0 metres on centre, shall be provided along the east (rear) lot line in the Mixed Use Corridor – Special Provision, Hold (SP-593)(H-148) zone.
11. **THAT** the (H) symbol that appears on Schedule "A" attached hereto identifies a Holding Zone pursuant to Section 36 of the *Planning Act*, R.S.O. 1990, c.P.13. This indicates that the lands so zoned cannot be used for a purpose permitted by the Mixed Use Corridor – Special Provision, Hold (MU2)(SP-593)(H-148) zone until the (H) symbol is removed pursuant to Section 36 of the *Planning Act*. The (H) provision shall be lifted by The Corporation of the City of Barrie upon completion of the following matters to the satisfaction of The Corporation of the City of Barrie:

- a) The execution of a Site Plan Agreement which includes matters relating to, but not limited to, the building orientation, placement, design and materials, landscape buffering, site servicing (including adequate fire protection), access and parking.
12. **THAT** the remaining provision of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.
13. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this 10th day of August, 2020.

READ a third time and finally passed this 10th day of August, 2020.

THE CORPORATION OF THE CITY OF BARRIE



MAYOR - J. R. LEHMAN

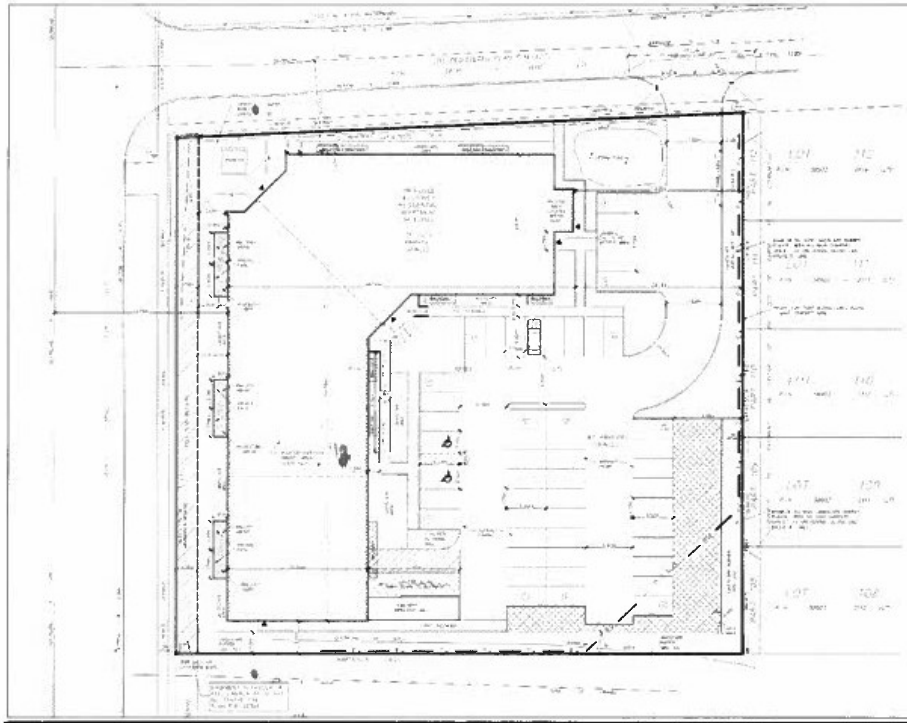
CITY CLERK - WENDY COOKE

[illegible]


MAYOR - J.R. LEHMAN


CITY CLERK - WENDY COOKE

SCHEDULE "B"



SCHEDULE "B" TO ATTACHED BY-LAW 2020-077


MAYOR - J.R. LEHMAN


CITY CLERK - WENDY COOKE



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