



TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT – 667, 669, 673 AND 675 YONGE STREET

WARD: 9

PREPARED BY AND KEY CONTACT: M. KOWALCHUK, SENIOR PLANNER, EXT. 4378

SUBMITTED BY: M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

GENERAL MANAGER APPROVAL: B. ARANIYASUNDARAN, P. ENG., PMP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of Tran Group, to rezone lands known municipally as 667, 669, 673 and 675 Yonge Street from 'Residential Single Detached Dwelling First Density' (R1) to 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX), be approved.
2. That the following site-specific provisions be referenced in the implementing zoning by-law for the subject lands:
 - a) That lands zoned 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B" to Staff Report DEV034-23, as it relates to building height, placement and setbacks, the location and configuration of amenity areas, and the location and configuration of landscape strips, drive aisles and parking areas;
 - b) That a maximum side yard setback (north) of 34.0 metres be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone, whereas a maximum setback of 3 metres is required;
 - c) That a minimum exterior side yard setback of 0.5 metre to the daylighting triangle be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone, whereas a minimum setback of 1.5 metres is required;
 - d) That the rear façade step-back shall not apply in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX), whereas a minimum 45 degree angular plane at height above 7.5 metres using a minimum 3 metre step-back is required;
 - e) That a maximum building height of 36.5 metres be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone, whereas a maximum height of 25.5 metres would be permitted; and

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- f) That a minimum setback of 0.5 metres to an underground parking structure from the daylighting triangle be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone, whereas 3 metres is required.
 3. That the written and oral submissions received relating to this application, have been on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV034-23, oral submissions received from members of the public, and comments from technical staff and agencies.
 4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this Staff Report is to recommend approval of a Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of Tran Group, to rezone lands known municipally as 667, 669, 673 and 675 Yonge Street (see Appendix "A" – Proposed Zoning By-law Amendment) from 'Residential Single Detached Dwelling First Density' (R1) to 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX).
6. The effect of the application would be to permit the development of an eleven (11) storey mixed use development with 249 residential units and 797 square metres of ground floor commercial area.
7. With the conclusion of the technical review and public consultation process, which included a public meeting on June 21, 2022, staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), and the City of Barrie Official Plan (2010 and new City of Barrie Official Plan (2023). As such, this application is being recommended for approval.

Site and Location

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

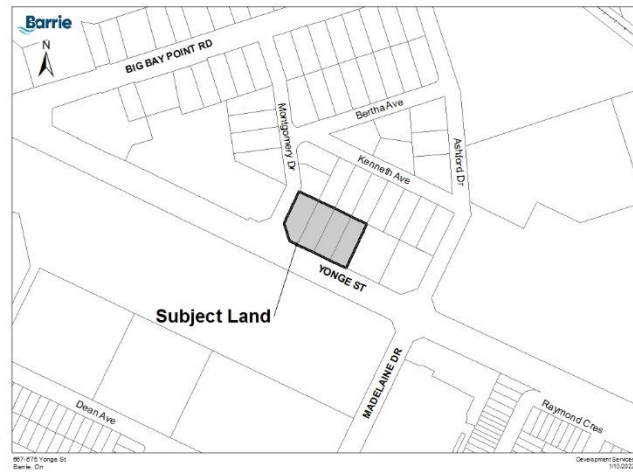
9. The existing land uses surrounding the subject property are as follows:

North: Single detached dwellings with some commercial uses north along Big Bay Point Road.

South: Developed commercial plaza, a seniors home and an elementary school.

East: Lands known municipally as 681 Yonge Street (File D11-013-2021) which has an 8 storey mixed use development on site. Also located east is a secondary school, elementary school, the Barrie South GO train station further along Yonge Street.

West: Lands known municipally as 620 to 670 Yonge Street which has an existing commercial plaza which includes a grocery store, personal services such as a bank and other commercial retail uses.



Existing Policy

10. The City's former Official Plan (2010) designated the subject property as 'Residential' on Schedule 'A' – Land Use and 'Primary Intensification Corridor' on Schedule 'I' – Intensification Areas. The current zoning for the lands under Comprehensive Zoning By-law 2009-141 is Residential Single Detached Dwelling First Density (R1).
11. The predominant use of the 'Residential' designation is for a range of low and medium density residential uses which include predominately ground related development in addition to related uses such as parks, schools, and places of worship. Lands located within the Primary Intensification Corridors are intended to develop at a target density of 50 units per hectare, collectively. Some properties may develop above this target density, while others may develop below the target or remain unchanged.
12. The predominant use of lands within Intensification Corridors designation includes medium and high density residential, commercial, and institutional uses.
13. On April 11, 2023, the Ministry of Municipal Affairs and Housing approved the City's new Official Plan (2023). Under the new Official Plan, the subject property is designated 'Medium Density' on Map 2 – Land Use Designations and is located along the 'Yonge Street Intensification Corridor' within a 'Strategic Growth Area'. In the 'Medium Density' designation, building heights should be a minimum of 6 storeys and a maximum of 12 storeys, and densities shall be in the range of 125 to 300 units per hectare. If the minimum density target can be met, building heights of less than 6 storeys are permitted.

Background Studies

14. In support of the application, the following reports were submitted. Copies of the submission materials are available online on the City's Proposed Developments webpage under [Ward 9 – 667-675 Yonge Street](#).

- Planning Justification Report (Innovative Planning Solutions, dated April 2022, revised April 2023)
- Functional Servicing and Stormwater Management Report (Pinestone Engineering, dated February 2022, revised March 2023)
- Geotechnical Report (Terraprobe, dated February 2022)
- Hydrogeological Study (Terraprobe, dated February 2022)
- Wind Study (Gradient Wind, dated February 2022)
- Transportation Impact Study (JD Northcote Engineering Inc., dated February 2022, revised March 2023)
- Tree Inventory, Analysis, Preservation Plan & Canopy Survey (Landmark Environmental Group Ltd, dated February 2022)
- Wind Study (Gradient Wind, dated February 2022)
- Urban Design Report (Innovative Planning Solutions, dated April 2022, revised April 2023)

Public Consultation

15. A Neighbourhood Meeting was held on February 3, 2022, where approximately 22 members of the public and the Ward Councillor were in attendance.
16. A Statutory Public Meeting was held on June 21, 2022, to present the subject application to City's former Planning Committee and the public. The following matters were identified at the public meeting:

Parking Amount

- a) Councillor Morales asked about the amount of parking provided as it is in excess of the minimum required by Zoning By-law 2009-141. The agent noted that the excess parking spaces are to be provided for visitors to the site for both the commercial and residential uses, as well as options for electric vehicles.
17. A written comment was received regarding the proposed development and noted concerns about property values.

Concept Plan Revisions

18. It should be noted that since the Public Meeting and staff review of the proposal, changes have been made to the development and are represented in the current submission as illustrated in the proposed Site Plan and Elevations attached to Staff Report DEV034-23 as Appendix "B" and "C", respectively. These changes include:
 - a) Removing a portion of the building that fronted Montgomery Drive;
 - b) An additional 3 storeys and an additional 23 units for a total of 249;
 - c) An increased height of 11 metres from the original submission to accommodate the additional 3 storeys;
 - d) An increased amount of commercial area; and,
 - e) An increased side yard setback from the north lot line from 7 metres to 34 metres.
19. Notification was sent to all interested parties including those who provided information at the time neighbourhood meeting and public meeting of the changes proposed by the applicant. One written submission was received in support of the revised plans, specifically the increased side yard setback to the north.

Department and Agency Comments

20. The subject application was circulated to staff in various departments and to external agencies for review and comment.
21. The **Lake Simcoe Region Conservation Authority (LSRCA)** provided comments indicating they have no objection to the approval of the proposed Zoning By-law Amendment. The LSRCA will address the technical review comments through the detailed design submission through the Site Plan Control process.
22. **Development Services – Approvals** staff identified no concerns with the proposed rezoning. Staff noted that the comments regarding the water service will have to be addressed at the site plan stage.
23. **Development Services – Parks Planning** staff advised that they have no comments on the proposed Zoning By-law Amendment. If approved, landscape and planting requirements will be further reviewed as part of Site Plan Control.
24. **Environmental Sustainability (Waste Management and Environmental Sustainability)** provided comments indicating the proposed development in its current design would not be eligible for municipal waste collection services. Further review for private waste collection will be conducted at the detailed design stage.
25. **Environmental Compliance (Waste Management and Environmental Sustainability)** noted that information regarding internal stormwater management and site drainage, erosion and sediment controls, and sanitary connections must be provided for full review. These matters will be addressed through the Site Plan Control process.
26. The City's **Fire and Emergency Services Department** advised that they do not have any concerns with the proposed rezoning.
27. The City's **Finance Department** provided applicable development charges/fees associated with the future development of this site. These comments are outlined in the Financial section of Staff Report DEV034-23.
28. The **Infrastructure Department – Water Operations Branch** have indicated no concerns with the proposed rezoning and noted that a further review will be provided through the detailed design stage.
29. **Development Services – Transportation Planning** is supportive of the application and provided comments regarding active transportation, electric vehicle provisions, and site access. Transportation Planning was in support of the site access proposed and noted the parking is provided in excess of minimum required. Further review of the proposal would occur at the detailed design stage.
30. **Transit** noted that they are supportive of the proposed densities from a transit perspective. The subject lands are located along the 8A and 8B transit routes for the City of Barrie with the closest stop approximately 85 metres away.
31. **Enbridge Gas** has reviewed the proposed development and have expressed no objection to the approval of the application as they are satisfied that any technical revisions or outstanding matters would be adequately addressed through the subsequent Site Plan Control application.

ANALYSIS

Policy Planning Framework

32. The following provides a review of the application in accordance with applicable Provincial and municipal policy documents.

Ontario Planning Act, R.S.O. 1990

33. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation; sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>
34. The proposed development is consistent with this legislation given that it is located within the settlement area of Barrie; will utilize planned and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit, schools, parks and community centres; provides for a variety of residential units; provides a compact, high-density form of development that minimizes impacts to climate change; and is designed with a pedestrian-oriented built form with active uses at-grade through the use of municipal sidewalks and other forms of active transportation.

Provincial Policy Statement (2020) (PPS)

35. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
36. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promoting efficient and cost-effective development.
37. The PPS further states that new development should occur adjacent to, and within, existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e. transit) to accommodate projected needs. Intensification and redevelopment are promoted to meet projected population growth for the next 20 years.

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38. Staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with the applicable policies of the Provincial Policy Statement (2020). The subject lands are located within an area identified for intensification and the proposed development has been designed to efficiently use land, infrastructure and public service facilities and provide a mix of residential and commercial uses to meet the needs of projected growth.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended

39. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
40. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on strategic growth areas, including urban growth centres, intensification corridors, and major transit station areas. The primary focus of the Growth Plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
41. Based on the foregoing, staff are of the opinion that the proposed development conforms to the Growth Plan as it would make efficient use of land and utilize available and planned infrastructure, including the City's transit service. A density of approximately 145 persons and jobs per hectare is proposed which exceeds the minimum requirements of the Growth Plan. The proposal provides a range of housing options including apartment units at varying sizes together with commercial uses to support the achievement of a complete community.
42. The proposed residential development is in the existing built boundary and intended to contribute to the housing options available in this area. The residential density for this neighbourhood would be increased from 15.94 units per hectare to 21.51 units per hectare as demonstrated in the Residential Density Analysis included as Appendix "D" to Staff Report DEV034-23.
43. Staff have reviewed the relevant policies in detail and are of the opinion that the development conforms with all the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended.

Lake Simcoe Protection Plan (LSPP)

44. The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The LSRCA has provided comments noting that they do not have any objections to the approval of the subject application. Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan

45. The Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for

controlling growth so that the City's capacity to provide a healthy community environment is not exceeded.

46. As noted previously in this report, the application under consideration was submitted prior to the approval of Official Plan (2023) and is therefore subject to the policy direction of Official Plan (2010).

Official Plan (2010)

47. The City's former 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. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The City's former Official Plan can be found in its entirety at the following link: <https://www.barrie.ca/sites/default/files/2022-07/Official%20Plan%20-%20January%202018.pdf>
48. The subject lands are designated 'Residential', as identified on Schedule "A" – Land Use in the City's Official Plan. The 'Residential' designation is intended to provide a broad range of residential, retail and service commercial uses to serve one or more residential planning areas.
49. The subject property is located within the Yonge Street Primary Intensification Corridor as identified on Schedule "I" – Intensification Areas of the City's Official Plan. Lands located within Primary Intensification Corridors are intended to develop at a target density of 50 units per hectare, collectively.
50. According to Policy 4.9 of the Official Plan, the Mixed Use policies refer to lands located along the intensification nodes and corridors, as identified on Schedule "I" – Intensification Areas. Further, for lands identified as Mixed Use, the policies of Section 4.9 take precedence over other land use policies contained in Section 4.2 Residential and 4.3 Commercial, but shall have consideration for Section 4.2.1 (g) of the Official Plan.
51. There are several policies in the Official Plan that generally support the proposed development. Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing and 4.9 Mixed Use relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.
52. Section 2.3 (d) and (e) of the Official Plan identifies that there will be a growing need to provide higher residential densities than previous development within the City and Barrie and new housing stock will include a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options within the City. Intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools and open space. Further, mixed land uses and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan. The proposed development is considered to be consistent with this policy in that it proposes a high density mixed-use residential and commercial development with alternative housing forms from what currently exists in the area, utilizes existing infrastructure and services, and would support the use of public transit.
53. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available.

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54. Sections 3.3.2.1 (a), (b) (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities are encouraged in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas.
55. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form with a variety of unit sizes (1, 2 & 3 bedroom units), would contribute to a compact urban form and the efficient use of land and resources, supports transit, optimizes the use of existing infrastructure and services within a built-up area of the City, and is intensifying an underutilized site located along a designated intensification corridor as identified in Schedule "I" of the Official Plan.

Affordable Housing

56. Section 3.3.2.2 identifies the goal to achieve a minimum target of 10% of all new housing units to be affordable. Although, there are no formally recognized affordable units identified for this site, this project may assist with overall affordability, as apartments are generally considered a more attainable form of housing for prospective homebuyers, thereby increasing affordable options in the area. Additionally, the proposed development will increase the supply of available apartment units within the City, thereby reducing market pressures that impact housing costs, and subsequently provide additional opportunities for moderate income households to obtain suitable housing.

Energy Conservation and Renewable Energy Systems

57. Section 3.7.2.1 promotes a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. The proposed development conforms to this policy as it provides opportunities for future residents and occupants to support active transportation and transit use, as well as an anticipated reduction in vehicular use given the proposal is located on a planned Frequent Transit Network route. In addition, the compact built form supports energy conservation. Further sustainable design and development strategies will be reviewed upon the submission of a Site Plan Control application.

Residential

58. As noted in paragraph 49 above, the Residential policies of the Official Plan do not apply to lands located within the City's intensification nodes and corridors, as identified on Schedule "I" – Intensification Areas. However, the Mixed Use policies state that consideration shall be given to Policy 4.2.1(g).
59. Policy 4.2.1(g) states that it is a goal of the City to plan for new development in the medium and high density categories which encourage mixed use and high quality urban design within the Intensification Areas while continuing to support the integrity of stable neighbourhoods. As demonstrated throughout this report, consideration has been given to this policy and the proposed building is strategically sited along the Yonge Street frontage with increased rear and side yard setbacks to provide a greater separation from existing residential development. The building would also include quality building materials and a variety of architectural treatments to enhance the overall appeal of the development. Further, to support the integrity of stable neighbourhoods, development provisions and requirements within the Zoning By-law have been established for the

Mixed Use zone to ensure development proposals conform with the policy goal of the Official Plan as it relates to existing stable neighbourhoods. The details of the requested zoning relief are located within paragraphs 82-92. Finally, the applicant has demonstrated that the proposed building would not result in unreasonable shadowing on adjacent lands and conforms to the angular plane requirements identified within the Intensification Urban Design Guidelines.

Mixed Use

60. Section 4.9 of the Official Plan provides goals and policies for lands located along Intensification Nodes and Corridors as identified on Schedule "I" – Intensification Areas. The following are the goals of the Mixed Use designation:
- a) To plan for new medium and high-density residential development that supports an appropriate mix of residential, commercial, and institutional uses;
 - b) To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures;
 - c) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit; and,
 - d) To establish the intensification nodes and corridors as the focal points of activity and a destination for surrounding neighbourhoods.

The subject application is consistent with these goals as it proposes a high-density mixed-use development in a compact and efficient form that utilizes existing infrastructure, public facilities and transit. The proposed residential units provide a greater range of housing types and tenures in the neighbourhood to accommodate the needs of current and future residents. Additionally, the application proposes development at transit-supportive densities and activates the streetscape through site layout and design. The proposed building is oriented toward the Yonge Street frontage with ground floor commercial uses. Additionally, the development supports active transportation by providing bicycle parking and pedestrian connections to the municipal sidewalk which facilitate convenient walking access to nearby transit stops. Finally, the site is located along an Intensification Corridor and the proposed commercial uses and amenities within the development would support Yonge Street as a destination for surrounding neighbourhoods.

61. Policy 4.9.2.1(c) states that the Zoning By-law will grant additional building height for mixed use developments along the intensification corridors that incorporate active street level uses. This is reflected in the 'Mixed Use Corridor' (MU2) zone provisions in Zoning By-law 2009-141 which permits a maximum building height of 25.5 metres (8-storeys) for mixed use buildings along intensification corridors. The subject application proposes a maximum building height of 36.5 metres (11 storeys) as a result of the reconfiguring of the building to mass the structure towards Yonge Street and away from the single detached dwellings to the north.
62. Policy 4.9.2.2(b) states that transit supportive design will be promoted through public realm improvements and private land development that achieves higher densities and supports a variety of land uses to create local destinations throughout the mixed use areas. The subject application conforms to this policy as it would facilitate a high-density mixed-use development containing residential units and ground floor commercial uses. The development will not only offer commercial destinations that are accessible by various means of transportation but will also increase the population base to support commercial uses and public facilities in the area.

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63. Policy 4.9.2.3(a) states that lands located within the City's intensification nodes and corridors will be subject to site plan control and will consider the recommendations of the Urban Design Guidelines for Intensification Areas. The site is subject to site plan control, a process through which City staff would review and approve technical matters such as urban design. An overview of the urban design guidelines of the Official Plan has been provided in paragraphs 66 and 67.
 64. Policy 4.9.2.3(c) requires that buildings be sited to frame streets and sidewalks in order to achieve a generally consistent setback and continuous built form. The proposed building will be sited to frame Yonge Street and the sidewalk, with parking located in the rear yard and underground to achieve a continuous built form. The development has requested to not require the rear angular plane, as the lot has a technical front yard of Montgomery Drive, resulting in the building being massed towards Yonge Street.
 65. Policy 4.9.2.3(f) states that intensification should be achieved with development that is compatible with the scale of adjacent properties, incorporating a built form transition from high density to lower density areas. This can be accomplished through a combination of urban design features, to be reviewed at time of Site Plan Control. The proposed development is compatible with adjacent properties as it provides appropriate setbacks, height and land uses. In addition, the development includes an increased side (north) setback to increase separation and provide buffering to lower density residential land uses.

Urban Design Guidelines

66. Section 6.5 of the Official Plan provides that buildings should be designed to enhance and contribute to a desirable community character in terms of massing and conceptual design, the design of a building's roof should screen mechanical equipment from public view, large exposed blank walls should be avoided, entrances should be well-defined, pedestrian links shall be designed to promote safety of the user and be fully accessible between commercial and residential properties, parking areas shall be linked and confined to rear yards, minimum planting strips shall be provided, and energy efficiency in design shall be encouraged. The proposed site layout and architectural design of the building would complement the surrounding existing commercial and residential land uses. As identified on the site plan (Appendix "B" – Proposed Site Plan) and conceptual building renderings (Appendix "C" – Elevations and Renderings) submitted in support of the application, the proposed building is massed along the street frontage, thereby creating an active and aesthetically pleasing streetscape. The proposed building incorporates a generous use of glazing, increased side yard setbacks to reduce the impacts of building height and massing. Additionally, the subject application proposes a building with animated façades, well defined entrances and pedestrian walkways with direct and safe connections to the municipal sidewalk on Yonge Street.
67. Further, approximately 85 percent of the proposed parking would be located underground, with the balance being provided as surface parking located at the rear of the building where it would be screened from view from the street. The proposal also includes the minimum required number of barrier-free parking spaces. Loading and garbage areas would be located at the rear of the building, for ease of access and to ensure there are no impacts to Yonge Street, adequate planting/buffer strips would be provided and the compact built form encourages energy efficiency through the use of transit, active transportation, and focusing major development along planned Frequent Transit Network (Yonge Street). Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through the subsequent site plan control process.

Tall Buildings and Height Control

68. Section 6.6 of the Official Plan provides policies related to tall buildings and height control. These policies are applicable to any proposed building above 3 storeys in height. The general design policies of this section require that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located towards the rear of buildings with appropriate screening. The policies further state that the use of underground parking is strongly encouraged and tall buildings are to be held to a high standard of design excellence by using quality urban design, architectural treatments and building materials in order to promote a visually interesting skyline.
69. In accordance with Section 6.6.4(a), the tall building policies further state that buildings will be designed to best mitigate the shadows on public parks and open spaces, private amenity areas and surrounding streets throughout the day and buildings will make use of setbacks, stepping provisions and other such design measures in order to reduce shadow impacts. Tall buildings will also incorporate building articulations, massing and materials that respect the pedestrian scale and create interest.
70. Sections 6.6.4 (d)(ii) and (iii) of the Official Plan provides that new development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. Primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge, corner lot buildings should be designed to reinforce multiple street-facing frontages, and main entrances should be directly accessible from public sidewalks. In this regard, staff note that the Conceptual Site Plan and Building Elevations and Renderings attached as Appendix "B" and Appendix "C" appear to satisfy these policies; however, these would be further reviewed at the time of detailed design should Council approve the subject application.
71. It is the opinion of staff that the proposed development is consistent with the Tall Building Policies. As illustrated on the Conceptual Site Plan and Building Elevations and Renderings attached to this report, the building is massed toward Yonge Street, providing relief to lower density residential uses to the north. Generally, shadowing on surrounding land uses does not exceed a period of 4 hours, with impacts being most significant during the winter solstice. Should Council approve the subject application, an updated shadow impact analysis may be required at the time of a subsequent site plan application as the conceptual plan is refined. This will ensure shadows on adjacent properties and amenity areas are minimized through appropriate building articulations and massing.

Official Plan (2023)

72. While the subject application is not under the purview of the City of Barrie Official Plan (2023), the following outlines policies related to the designation in this Plan.
73. According to the City's new Official Plan (2023), the subject lands are designated 'Medium Density' on Map 2 – Land Use Designations and are located along the 'Yonge Street Intensification Corridor' on Map 1 – Community Structure.
74. The policies in Section 2.6.2.3 of the Official Plan guide land use, building height and density in the 'Medium Density' designation. In this regard, building heights should be a minimum of 6 storeys and a maximum of 12 storeys, and densities shall be in the range of 125 to 300 units per hectare. If the minimum density target can be met, building heights of less than 6 storeys are permitted. Additionally, development in the 'Medium Density' designation is encouraged to be mixed use. The subject application conforms to these policies of the Official Plan because the proposal

contemplates a mixed use development an 11 storey building, together with ground floor commercial uses along Yonge Street, at a density of 433.17 units per hectare.

- 75. In accordance with the policies in Section 6.6 of the Official Plan, the proposed development will be connected to planned municipal services in the area and can be supported by the future transportation network.
- 76. Based on the foregoing, Planning staff are satisfied that the subject application conforms to the City's new Official Plan (2023), as it relates to permitted uses, height and density, building and site design, land use compatibility, and servicing and infrastructure.

City of Barrie Comprehensive Zoning By-law 2009-141

- 77. As noted above, the application proposes to rezone the lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) in accordance with the provisions and standards of the City's Comprehensive Zoning By-law 2009-141, as amended. The site specific zoning provisions, as identified in Tables 1, are discussed in paragraphs 56 to 64.
- 78. Planning staff have outlined the site specific zoning provisions in Table 1.

Table 1: Site Specific Zoning Provisions
Mixed Use Corridor - Special Provision (MU2)(SP-XXX)Zone

ZONING PROVISION	REQUIRED MU2 ZONE	PROPOSED MU2 (SP-XXX) ZONE
Side Yard Setback (Maximum)	3 metres	34 metres
Side Yard Setback (Minimum) to Daylight Triangle	3 metres	0.5 metres
Rear Façade Step-Back	45 degree angular plane at height above 7.5 metres using a minimum 3 metre step-backs	3 metre step-back not to be applied
Building Height	25.5 metres maximum	36.5 metres
Setback to Below-Grade Parking Structure	1 metre required from street line	0.5 meters

Development Generally in Accordance with the Conceptual Site Plan

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

Side Yard Setback (Maximum)

80. The subject application is proposing a maximum side yard setback of 34 metres. The intent of the maximum side yard setback is to ensure that building is oriented towards the front lot line. Based on the technical orientation of this lot, the lot line along Montgomery Drive is the front lot line, therefore the maximum side yard setback is to establish the separation between the single residential properties to the north from the proposed development. The building is achieving the intent of the zoning by-law standards by increasing the side yard setback maximum.

Side Yard Setback to a Daylight Triangle

81. The subject application is proposing a side yard setback of 0.5 metres to the daylight triangle, as identified on the Conceptual Site Plan in Appendix "B", whereas a minimum exterior side yard setback of 3 metres is required in the MU2 zone. The intent of providing larger exterior side yard setbacks in the MU2 zone is to improve site lines at intersections, as well as to provide sufficient area for landscaping to screen amenity areas, utilities and parking that may be in a rear yard.
82. The subject application has been reviewed in this regard by the City's Transportation Planning Branch and there are no concerns with the proposed setback, as the daylight triangle and future boulevard width within the municipal right-of-way will provide sufficient visibility for vehicles travelling through the intersection of Montgomery Drive and Yonge Street.
83. Additionally, the proposed building is sited close to the street and is designed to frame the intersection of Yonge Street and Montgomery Drive by creating front façade conditions along both the lot frontage and flankage. In this regard, outdoor amenity areas, utilities and parking areas will be located internal to the site and will not dominate the streetscape. Instead, the streetscape will be framed by a continuous building with an attractive façade, together with landscaping, planters, and pedestrian walkways with connections to the municipal sidewalk network.

Rear Façade Step-Backs

84. The subject application is requesting that the required rear façade step-back is not applicable in the MU2 (SP-XXX) zone. As noted above, the orientation of the lot results in Yonge Street as the exterior side yard and Montgomery Drive as the front yard. If the angular plane was to be applied, the building would be limited in height along Yonge Street which is not the intention of the Zoning By-law standards. Furthermore, the building at the rear of the lot is an 8 storey mixed use building, so by not requiring the rear façade step-back, the entirety of Yonge Street would be flanked with buildings oriented towards the intensification corridor.

Building Height

85. The proposed building height would exceed the maximum permitted height by three (3) storeys or 11 metres. The height of the building is massed towards Yonge Street, away from the single detached dwellings to the north facing Kenneth Avenue. Furthermore, the additional height allows for an increase floor height on the first floor to accommodate the commercial uses on the ground floor. Additionally, the anticipated shadows as a result of the increase in storeys is not expected to have negative impacts on the neighbouring parcels or neighbouring amenity area. The proposed increased height is to accommodate the building being situated further away from the neighbouring single detached dwellings to the north.

Setback for an Underground Parking Structure

86. The subject application is proposing an exterior side yard setback of 0.5 metres for an underground parking structure, whereas a minimum exterior side yard setback of 1 metre is required.

87. The intent of providing larger exterior side yard setbacks is to ensure that there is adequate space for footings and construction around the structure. The portion of the underground parking structure that is to be located at a 0.5 metre setback is adjacent to the municipal right-of-way which provides adequate space for construction of the underground parking including any tie-backs or shoring that may be required. Development Services (Approvals) has noted no concerns with the proposed rezoning application including the deficient setback to the proposed underground structure.

Site Plan Control

88. The proposed development would be subject to Site Plan Control per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control will address the development and design of the site in regard to built form, setbacks, building orientation/placement/massing, parking, landscaping and lighting. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.

Summary

89. Planning staff are satisfied that the oral and written submissions along with all departmental and agency comments relating to this application have been considered and/or addressed and are of the opinion that the requested site specific provisions represent good planning and would facilitate development that is consistent with the City's policies, guidelines, and goals in effect at the time of submission of the application.
90. Planning staff therefore recommend approval of the Zoning By-law Amendment application to rezone the subject lands from 2) from 'Residential Single Detached Dwelling First Density' (R1) to 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) to facilitate the development of an eleven (11) storey mixed use building with 249 residential units and 787 square metres of ground floor commercial space along Yonge Street as it is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Lake Simcoe Protection Plan, the City's Official Plan (2010) and the City's Official Plan (2023).
91. At this time, there are no further matters that impact the processing of the subject rezoning application and as such, it is being recommended for approval.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

92. The following environmental and climate change impact matters have been considered in the development of the recommendation:

Alternative built forms for residential dwellings, and maximizing the use of land, services and resources reduces pressures on greenfield development and the extension of municipal services where they do not already exist.

ALTERNATIVES

93. The following alternatives are available for consideration by General Committee:

Alternative #1

General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'Single Detached Dwelling First Density' (R1) zoning over the subject property.

This alternative is not recommended as the proposed development would permit development in an intensification area and will provide the land use permissions for a mixed use development which is the ideal and sought after development type along arterial roads in the intensification corridor. The proposed development is consistent with all Provincial and municipal policies, including the new Official Plan (2023), as noted throughout the analysis section of this report.

Alternative #2

General Committee could approve the subject Zoning By-law Amendment without the requested Special Provisions (SP).

This alternative is not recommended as the applicant has responded to the comments received through the technical review and public consultation process and staff are satisfied that the proposed special provisions are appropriate for the subject lands. Further, staff are of the opinion that the plan is generally consistent with City standards with respect to access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing and parking.

FINANCIAL

94. The subject application, if approved, would permit the development of 249 apartment units. It is not possible to estimate the future assessed value of the subject property at this time; however, assessed value of the property is anticipated to be far greater than the current assessed value and will therefore increase the amount of property tax that is collected on the subject site as of the time of writing this report.
95. At this time, it also is not possible to provide estimates of the building permit fees that will be collected. If approved, building permit fees will be collected at the time of submission of building permit applications.
96. Development charge rates have been frozen with interest from the date of complete Zoning By-law Amendment being May 5, 2022 at the below rates. The frozen rates will expire two years after the date of Application Approval (the date being when the Development Services Department issued Conditions for Approval). If the building permit is issued after the expiry date, the current rates in effect will become applicable to this development.
97. Frozen development charge rates for the proposed development are \$30,001.00 per bachelor/one-bedroom apartment unit, and \$42,726.00 per two or more-bedroom units. The residential development charge revenue for the proposed development is estimated to be a minimum of \$7,470,249.00.
98. Current non-residential development charges for commercial retail spaces are \$393.10 per square metre of gross floor area (GFA). The non-residential development charge revenue for the proposed development is estimated to be approximately \$313,300.70.

-
99. The education levy for residential uses is currently \$4,283.00 per unit, representing a total education levy of approximately \$1,055,262.00.
100. The education levy for non-residential uses \$0.60 per square metres of GFA (2023 rate, subject to an annual inflation adjustment on January 1st of each year), representing a total education levy of approximately \$478.20.
101. The cash in lieu of parkland contribution will be required and is currently \$3,693.00 per residential unit, which represents a total of approximately \$919,557.00 (2023 rate, subject to an annual inflation adjustment on January 1st of each year). Cash in lieu of parkland for the commercial retail portion of the development will be determined based on 5 percent of the appraised land value.
102. A Finance Administration fee will be collected at the time of issuance of the building permit at a rate of \$85.00 per residential dwelling unit (2023 rate).
103. Community Benefits Charges are applicable to all residential development or residential redevelopment for a building or structure with 5 or more storeys and that adds 10 or more residential units. The proposed development will be subject to community benefits per the City's Community Benefits Charges By-law 2023-073. The amount of the Community Benefits Charge payable is 4% of the value of the land on the day before the first building permit is issued.
104. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the costs associated with upsizing to municipal water and sewer mains already installed, and traffic turning lanes or signals, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant.

LINKAGE TO 2022–2026 STRATEGIC PLAN

105. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
- Affordable Place to Live – Encourage a range of housing options to make housing more attainable
 - The proposed development would introduce condominium apartment units which are attractive options for many demographics and are typically more affordable than low density housing forms. If approved, the proposed development would contribute towards increasing the City's housing stock and providing a variety of housing options for the community.
 - Infrastructure Investments – Support active transportation and pedestrian connections
 - The proposed development is a medium density building that would increase the population along the Yonge Street Intensification Corridor, which may translate into increased transit ridership. The proposed development is also designed with a human-scaled podium and an enhanced streetscape, including active uses at-grade along the Yonge Street frontage, together with pedestrian connections to the municipal sidewalk network to foster a pedestrian-friendly environment and promote active transportation.



Attachments: Appendix "A" – Proposed Zoning By-law Amendment
Appendix "B" – Conceptual Site Plan
Appendix "C" – Elevations and Renderings
Appendix "D" – Residential Density Analysis

APPENDIX "A"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2023-XX

A By-law of The Corporation of the City of Barrie to amend City of Barrie By-law 2009-141, land use control by-laws 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 City of Barrie By-law 2009-141 to rezone lands being Lots 5, 6, 7 and 8, Concession 12, Plan 1213, and municipally known as 667, 669, 673, and 675 Yonge Street, shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling First Density' (R1) to 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 23-G-XXX.

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 the lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX), in Zoning By-law 2009-141 in accordance with Schedule "A" attached to this By-law.
2. **THAT** lands zoned 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B" to this By-law, as it relates to building height, placement and setbacks, the location and configuration of amenity areas, and the location and configuration of landscape strips, drive aisles and parking areas.
3. **THAT** a maximum side yard setback (north) of 34.0 metres be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone.
4. **THAT** a minimum exterior side yard setback of 0.5 metre to the daylighting triangle be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone.
5. **THAT** the rear façade step-back shall not apply in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX).
6. **THAT** a maximum building height of 36.5 metres be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone.
7. **THAT** a minimum setback of 0.5 metres to a underground parking be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone.
8. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.
9. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____ day of ____, 2023.

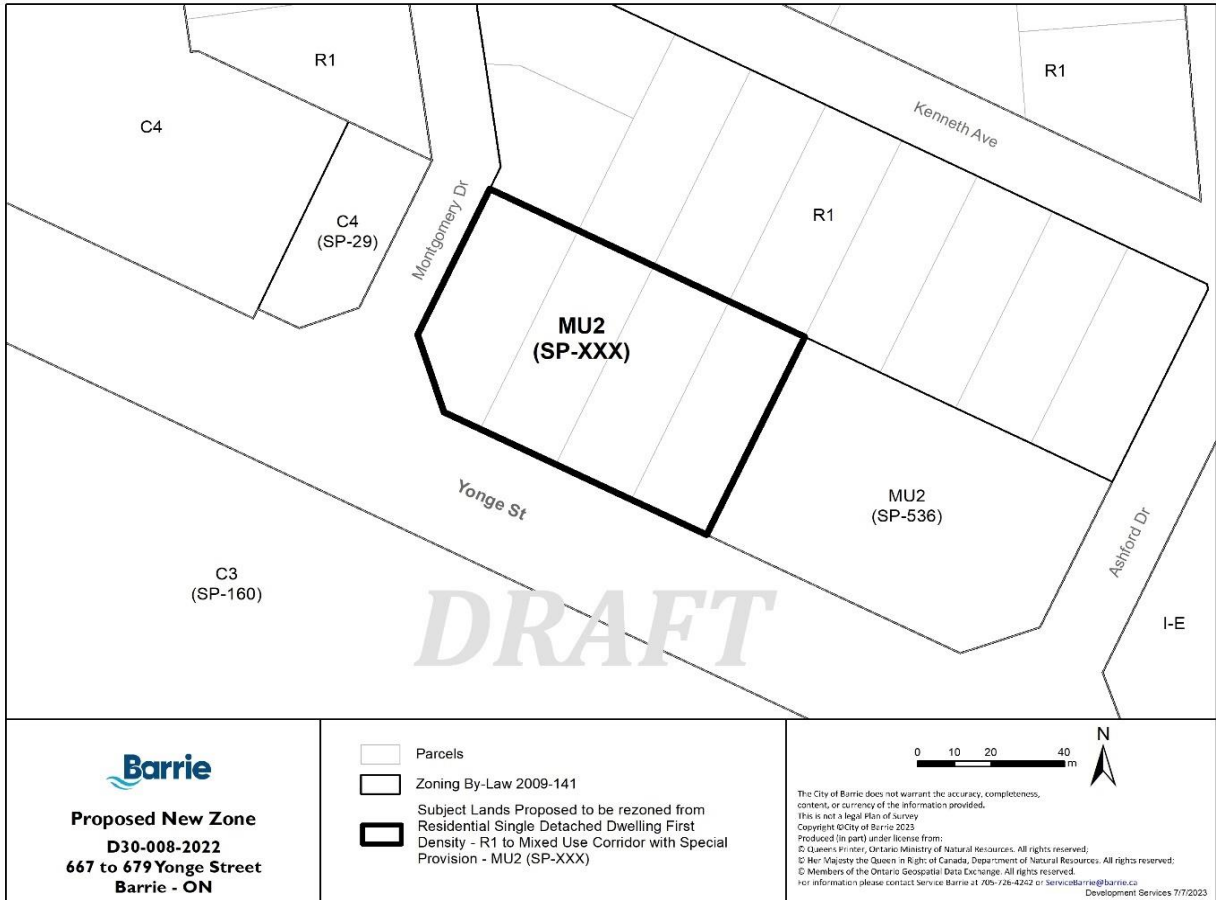
READ a third time and finally passed this ____ day of ____, 2023.

THE CORPORATION OF THE CITY OF BARRIE

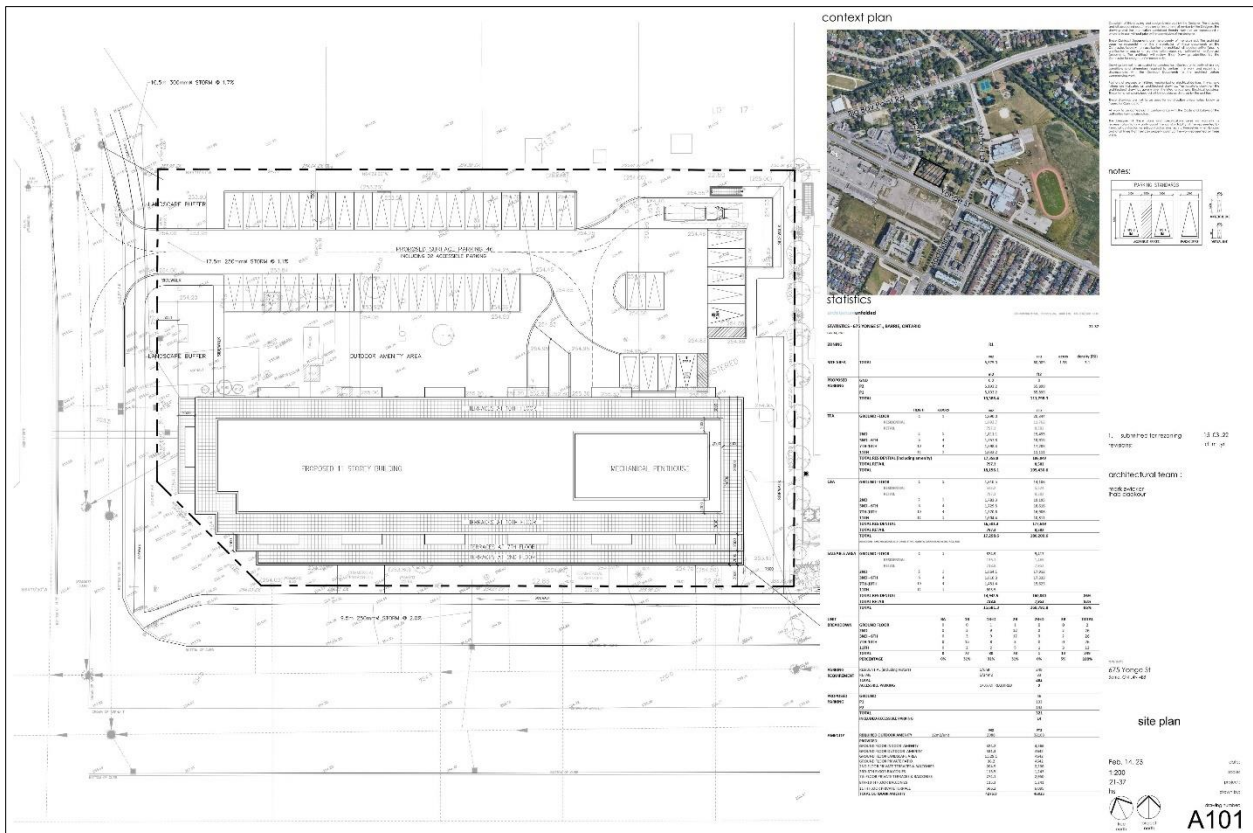
MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2023-XXX

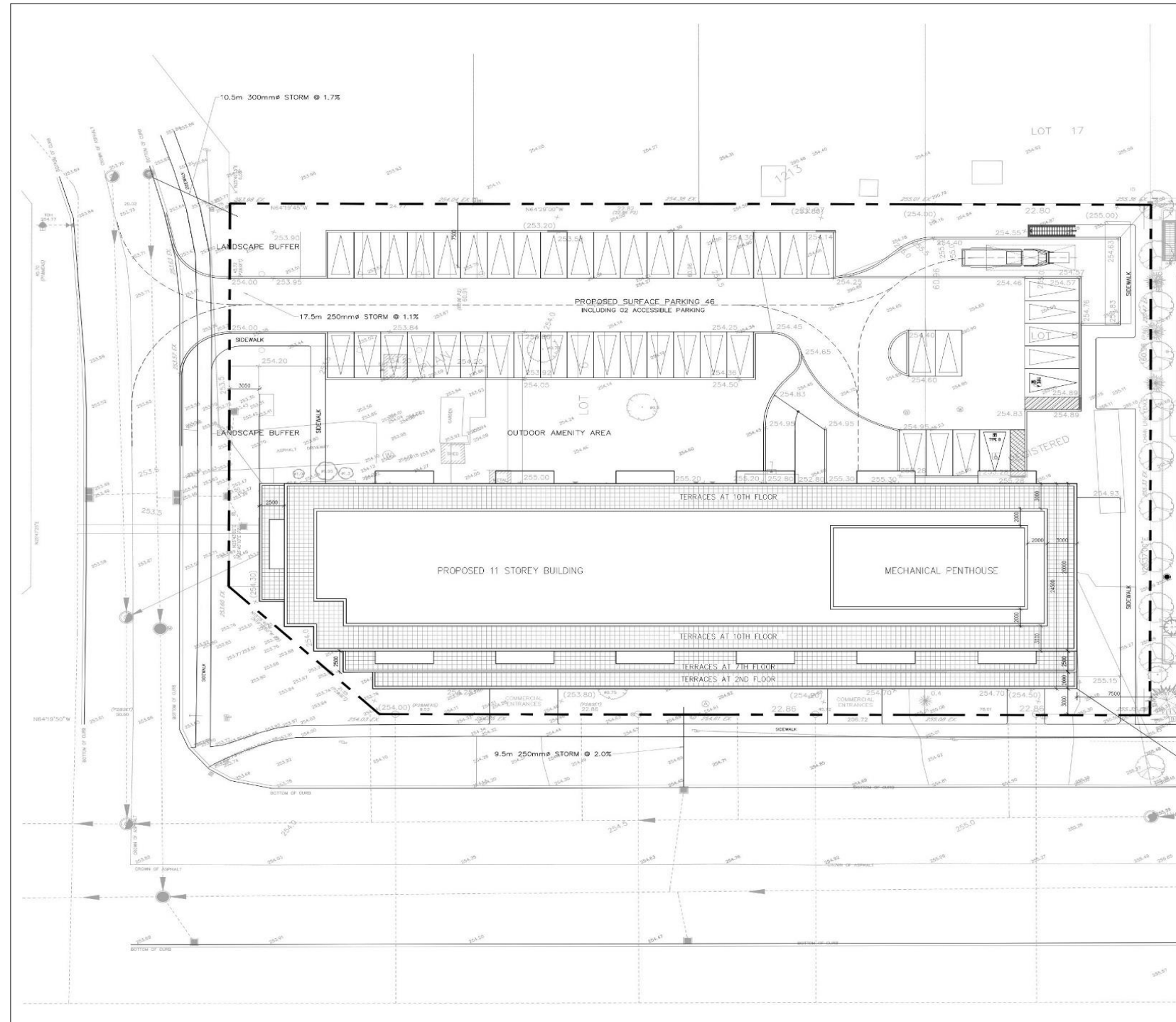


Schedule "B" to Attached By-law 2023-XXX



APPENDIX "B"

Conceptual Site Plan



context plan



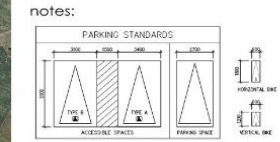
statistics

Architecture unfolded

STATISTICS - 675 YONGE ST., BARRIE, ONTARIO

STATISTICS - 675 YONGE ST., BARRIE, ONTARIO	RESIDENTIAL	COMMERCIAL	TOTAL
ZONING	R1		
STATISTICS - 675 YONGE ST., BARRIE, ONTARIO	RESIDENTIAL	COMMERCIAL	TOTAL
AREA	sqm	sqm	sqm
PROPOSED PARKING	NO	NO	NO
TTA	NO	NO	NO
GGA	NO	NO	NO
SALEABLE AREA	NO	NO	NO
UNIT BREAKDOWN	NO	NO	NO
PARKING REQUIREMENT	NO	NO	NO
PROPOSED PARKING	NO	NO	NO
AMENITY	NO	NO	NO

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architectural team:
mark zwicker
inab daakour

Feb. 14, 23
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drawing number:
A101

APPENDIX "C"

Elevations and Renderings

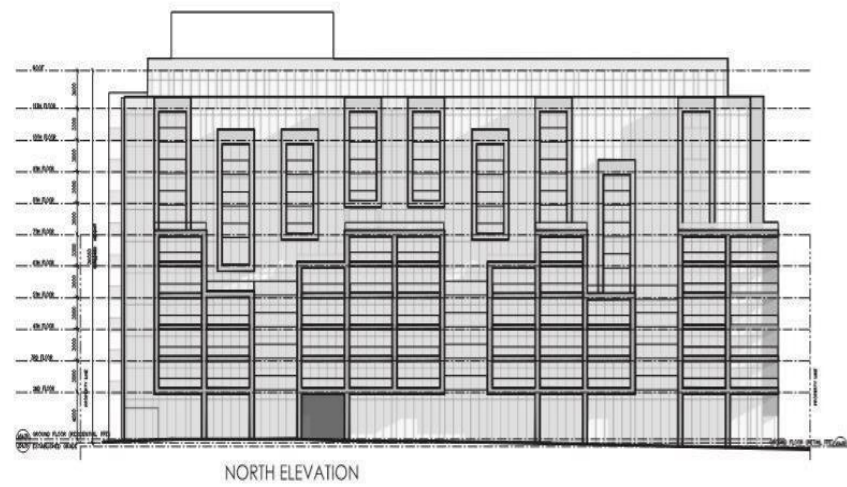
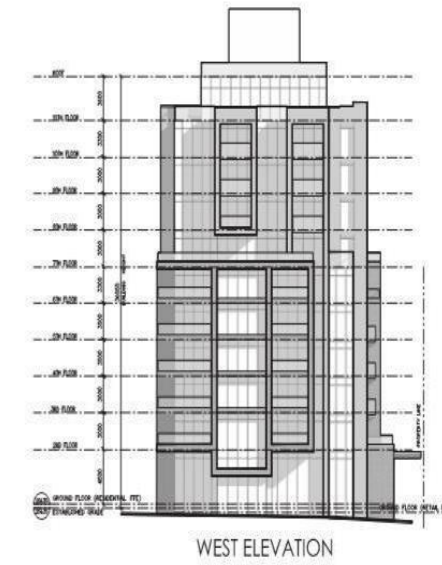


Figure 6. Elevations



Figure 5. Rendering From Yonge Street

APPENDIX "D"

Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS
D30-008-2022
667, 669, 673 & 675 YONGE STREET, BARRIE - ON

Total Study Area	166.89 ha
Total Developable Area - <i>Only residential</i> (Private properties)	81.63 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	114.87 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	17.80 ha
Total Area Roads right of way	34.22 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	857	61.46	13.94
Semis/ Duplex Dwelling Unit	3	0.14	22.17
Townhouse Dwelling Unit	317	5.74	55.27
Multiresidential	654	6.71	97.46
Vacant residential lands		2.11	
Vacant commercial lands		0.29	
Non- residential areas(Commercial/ Institutional)		32.95	
Parks/ Open Space/ Walkway / Laneway/EP Lands/ Non buildable areas		17.80	
Subject Property 667, 669, 673, 675 Yonge Street - D30-008-2022 <i>An 11-storey multi residential building with 249 units and ground floor commercial area with a GFA of 797m2.</i>	249	0.57	433.17
Other Proposals in the Study Area * 521, 527, 531 Big Bay Point Road - D11-026-2017 (Registered and under construction) <i>A condominium townhouse development with 58 residential units Total Site area 0.50ha</i> * 70 Dean Avenue- D11-014-2018 (Registered and under construction) <i>A 9-storey apartment building with 199 residential units Total Site area 1.33ha</i> * 91 and 110 Turnberry Lane - D11-009-2021 (Registered and under construction) <i>Townhouse condominium development with 94 residential units Total Site Area 2.74ha</i> * 520 & 526 Big Bay Point Road (D30-006-2021) <i>A rezoning application approved already to facilitate the development of a 6 -storey apartment building with 46 units. Site Area 0.35ha</i>	397	4.92	80.77
Current Residential Density <i>(Only Residential Lands included)</i>	1831	81.63	22.43
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	1831	114.87	15.94
Projected Residential Density including Only Subject Lands Proposal <i>(Only Residential Lands included)</i>	2076	81.63	25.43
Projected Residential Density including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	2076	114.87	18.07
Projected Residential Density including Subject Lands Proposal and Other Proposed Developments in the Study Area <i>(Only Residential Lands included)</i>	2471	81.63	30.27
Projected Residential Density including Subject Lands Proposal and Other Proposed Developments in the Study Area <i>(All Residential and Non- residential lands included)</i>	2471	114.87	21.51

Prepared by: Development Services
Date: July 14, 2023

Note:
This Density Analysis is based on the Assessment Database.
MPAC property Code was used to identify the number of residential units in the Area.

Second Suite units registered in the area were also added; they were counted on their corresponding property type.

Areas for Parks/ Open Space/ SWM Ponds/ Roads/ Utilities Sites/ Railway right of ways and Laneways/ walkways were not included in the density calculations.

Any residential units existing in the properties listed under Other Proposed Developments in the Area as well as in the Subject Lands have been included in the analysis; adding them for the Current Density calculation and subtracting them for the Projected Densities as needed.



Residential Density Analysis

667-675 Yonge St, Barrie -ON

	Second Suite		Subject Lands
	Parcel		Other Proposed Developments
	Study Area		

Property Type

	Multi-residential		309
	Vacant Residential		Commercial
	Vacant Commercial		Parks/ Open Space/EP
	Single Dwelling		Non-buildabl... and other utility site
	Semi-detach...		Institutional

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Development Services
Date: 7/14/2023