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**TO:** GENERAL COMMITTEE

**SUBJECT:** ZONING BY-LAW AMENDMENT – 1012 YONGE STREET

**WARD:** 9

**PREPARED BY AND KEY CONTACT:** A. GAMEIRO, RPP, SENIOR PLANNER, EXT. 5038

**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

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**RECOMMENDED MOTION**

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of Crown (Barrie) Developments Inc., to rezone lands known municipally as 1012 Yonge Street from 'Agriculture General' (AG) and 'Neighbourhood Residential Multiple' (RM3) to 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) and 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-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 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) and 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) shall be considered one property, collectively, for the purposes of calculating residential density and general floor space index.
  - b) That lands zoned 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) and 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B" to Staff Report DEV022-23, 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.
  - c) That the lot line abutting Yonge Street shall be considered the front lot line in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
  - d) That a minimum exterior side yard setback of 0.5 metres to a daylight triangle be permitted in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone, whereas a minimum setback of 1.5 metres is required.
  - e) That a minimum exterior side yard setback of 1 metre be permitted for underground parking structures in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone, whereas a minimum setback of 1.5 metres is required.

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- f) That the minimum setback requirements for an underground parking structure in sections 4.6.5.2 and 14.6.3 shall not apply to daylight triangles in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone, whereas minimum front and exterior side yard setbacks of 0 metres and 1.5 metres are required, respectively.
  - g) That a maximum of 70 percent of the lot frontage and lot flankage, measured collectively, shall have buildings within 5 metres of the front and exterior side lot lines in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone, whereas a maximum of 50 percent is permitted.
  - h) That buildings exceeding 3 storeys in height shall include 3 metre step-backs above the third storey along a façade that abuts a public street in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
  - i) That buildings exceeding 3 storeys in height shall include 3 metre step-backs above the third storey along a rear façade that directly abuts a private laneway or drive aisle in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
  - j) That a minimum street level floor height of 4 metres be permitted for ground floor commercial uses in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone, whereas a minimum street level floor height of 4.5 metres is required.
  - k) That landscape planters may encroach a maximum of 1.3 metres into a required exterior side yard setback, adjacent to a daylight triangle, in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
  - l) That the minimum setback requirements for an underground parking structure in section 4.6.5.2 and 14.6.3 shall not apply to daylight triangles in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone, whereas minimum front and exterior side yard setbacks of 0 metres and 1.5 metres are required, respectively.
  - m) That a maximum of 90 percent of the lot frontage and lot flankage, measured collectively, shall have buildings within 5 metres of the front and exterior side lot lines in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone, whereas a maximum of 50 percent is permitted.
  - n) That a minimum rear yard setback of 1 metre be permitted in 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone, whereas a minimum setback of 5 metres is required.
  - o) That landscape planters may encroach a maximum of 1 metre into a required rear yard setback in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
  - p) That buildings exceeding 4 storeys in height shall include 3 metre step-backs above the third storey along a façade that abuts a public street in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
  - q) That buildings exceeding 4 storeys in height shall include 3 metre step-backs above the third storey along a front and rear façade that directly abuts a private laneway or drive aisle in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.

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- r) That buildings exceeding 3 storeys in height fronting onto Moberly Drive shall include a 3 metre step-back above the third storey along the front façade in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
- 3. That the Holding Provision (H-XXX) be removed from the site specific zoning on the subject lands, municipally known as 1012 Yonge Street, once the Director of Development Services is satisfied that:
    - a) The municipal water and sanitary services, stormwater management facilities and transportation infrastructure required for the development of the subject lands is available and fully operational.
  - 4. 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 DEV022-23, two oral submissions received from members of the public, and comments from technical staff and agencies.
  - 5. 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**

- 6. 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 Crown (Barrie) Developments Inc., for lands known municipally as 1012 Yonge Street (see Appendix "A" – Proposed Zoning By-law Amendment).
- 7. The effect of the application would be to permit the development of a mid-rise mixed use development consisting of:
  - a) One (1) 10-storey mixed use building containing 570 residential units and 1,167 square metres of ground floor commercial space along the Yonge Street frontage;
  - b) Two (2) 6-storey residential buildings containing 194 and 181 units;
  - c) One (1) 3-storey building containing 63 units;
  - d) One (1) 3-storey building containing 84 units;
  - e) Two (2) 3-storey townhouse blocks containing a total of 8 units;
  - f) A 15,900 square metre outdoor amenity area; and,
  - g) 1,202 parking spaces, consisting of 1,106 underground parking spaces and 96 surface parking spaces.
- 8. If approved, a subsequent Draft Plan of Subdivision Application will be required to create two (2) development blocks on the subject property, as well as the creation of Street 'A', as identified on the Conceptual Site Plan in Appendix "B". The development blocks would be subject to Site Plan Control.

9. With the conclusion of the technical review and public consultation process, which included a public meeting on June 1, 2021, 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 (2023). As such, this application is being recommended for approval.

### **Site and Location**

10. The subject lands are legally described as Part of Lot 15, Concession 11, Formerly Town of Innisfil, and are known municipally as 1012 Yonge Street. The subject property is a rectangular-shaped lot that is relatively flat with an area of 4.79 hectares and 152 metres of frontage on Yonge Street. The property is located within Phase 2 on Schedule 9E – Development phases of the former Hewitt’s Secondary Plan Area, and within Phase 1 East of the Phasing Plan in Appendix 2 of the City’s New Official Plan.
11. The existing land uses surrounding the subject property are as follows:
- North: The Rainsong Land Development Inc. Phase 1 lands ([File: D12-433](#)) which have been draft approved for a plan of subdivision. The subdivision includes a mix of uses including residential units, an elementary school, and a community centre.
- South: A future secondary school and residential units located within the Rainsong Land Development Inc. Phase 2 lands ([File: D30-003-2022](#)) which have been draft approved for a plan of subdivision.
- East: Lands, known municipally as 989 Yonge Street ([File: D14-694](#)), which have been rezoned to ‘Neighbourhood Mixed Use’ (NMU) with permissions for the development of 60 townhouse units, 4 mixed-use residential and commercial buildings with approximately 1,218 residential condominium units and 3,000 square metres of commercial space, ranging from 3 to 12 storeys in height. Further east, is a draft approved plan of subdivision located at 750 Lockhart Road ([File: D12-444](#)) which is proceeding through detailed design. The subject development proposal is dependent on services and stormwater management facilities that will be constructed within the limits of this future plan of subdivision.
- West: The Rainsong Land Development Inc. Phase 2 lands ([File: D30-003-2022](#)) which have been draft approved for residential development, including a mix of single and semi-detached dwellings units and street townhouse units, together with a secondary school block. Further west, is a draft approved plan of subdivision at 620 Lockhart Road (File: [D30-012-2021](#)) which is proceeding through detailed design, as well as a proposed draft plan of subdivision at 560 Lockhart Road which is currently under review (File: [D30-021-2021](#)). The subject development proposal is dependent on services and stormwater management facilities that will be constructed within the limits of these future plans of subdivision.



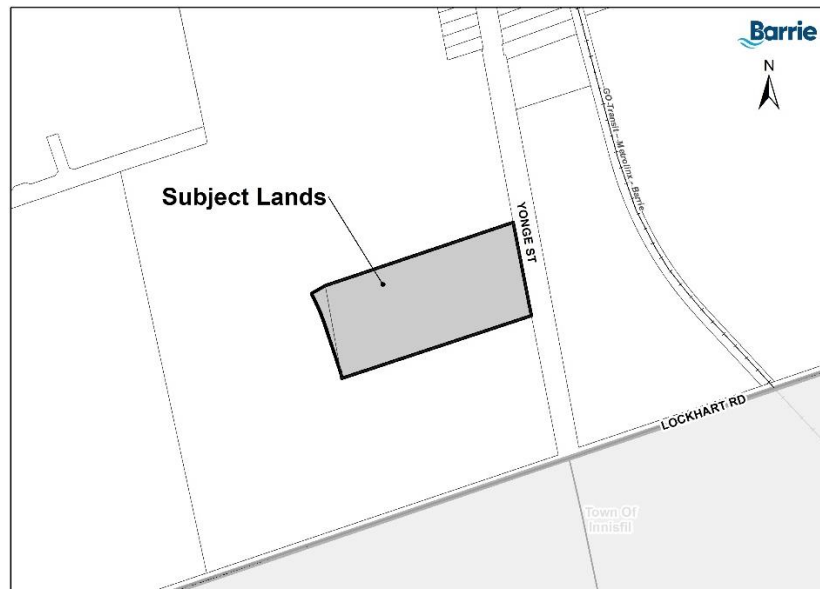


Figure 1: Location Map – 1012 Yonge Street

### Existing Policy

12. The City's former Official Plan (2010), which included the Hewitt's Secondary Plan, designated the subject property as 'Residential Area' and 'Yonge Street Mixed Use Corridor' within Phase 2 (see Appendix "C" – Hewitt's Secondary Plan Land Use Schedule). Additionally, the former Hewitt's Secondary Plan permitted a maximum residential density of 120 units per hectare in the 'Yonge Street Mixed Use Corridor' and 70 units per hectare for medium density development in the 'Residential' Area'. A small portion of the subject parcel is currently zoned 'Neighbourhood Residential Multiple' (RM3) in City of Barrie Zoning By-law 2009-141 with the remainder being zoned 'Agricultural General' (AG) in the Town of Innisfil Zoning By-law 054-04, which remains in effect by virtue of the *Barrie-Innisfil Boundary Act, 2009*.
13. The predominant use of the 'Residential Area' 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. The predominant use of lands within the Mixed Use Nodes and Corridors designation include medium and high density residential, commercial, and institutional uses.
14. 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' and is located along the 'Yonge Street Intensification Corridor' within a 'Designated Greenfield Area' (see Appendix "D" – New Official Plan Land Use Maps). The subject property is also located within Phase 1 East on Appendix 2 – Phasing Plan of the new Official Plan. 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.
15. When the subject application was submitted in 2021, the applicant was requesting an Official Plan Amendment to permit a residential density of 270 units per hectare, whereas a maximum density of 70 and 120 units per hectare were permitted in the 'Residential Area' and 'Yonge Street Mixed Use Corridor' designations, respectively. With the recent approval of the City's new Official Plan (2023), an Official Plan Amendment to permit an increase in density is no longer required as the former Official Plan (2010) has been since repealed by the Ministry of Municipal Affairs and Housing through the approval of the new Official Plan.

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## **Background Studies**

16. 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 – 1012 Yonge Street](#).
- Planning Justification Report (innovative Planning Solutions, dated: March 2021, Revised: February 2022 and September 2022)
  - Functional Servicing and Stormwater Management Report – First Submission (IBI Group, Dated: February 2021)
  - Functional Servicing and Stormwater Management Report (GHD Group, Dated: February 2022, Revised: August 2022 and February 2023)
  - Geotechnical Report – First Submission (Soil Engineers Ltd., Dated: March 2021)
  - Geotechnical Report (GHD Group, Dated: February 2022)
  - Hydrogeological Investigation – First Submission (IBI Group, Dated: February 2021)
  - Hydrogeological Investigation (GHD Group, Dated: February 2022, Revised: September 2022)
  - Noise Feasibility Study (HGC Engineering, Dated: January 2021)
  - Shadow Study (SRN Architects, Dated: February 2022)
  - Species at Risk Assessment (Roots Environmental, dated: March 2021)
  - Stage 1-2 Archaeological Clearances (Ministry of Heritage, Sport, Tourism and Culture Industries, dated: March 10 & 15, 2021)
  - Transportation Impact Study (JD Northcote Engineering Inc., Dated: March 2021, Revised: February 2022 and August 2022)
  - Arborist Report (MHBC Planning, Urban Design & Landscape Architecture, dated: March 2021)
  - Tree Inventory, Removals and Preservation Plan (MHBC Planning, Urban Design & Landscape Architecture, dated: March 2021)
  - Urban Design Report (Innovative Planning Solutions, Dated: March 2021, Revised: September 2022)

## **Neighbourhood Meeting**

17. A Neighbourhood Meeting was not scheduled for the proposed development as all lands located within 240 metres of the subject property have either received draft plan approval for plans of subdivision or are in the process of obtaining approvals. As such, Planning staff provided notification of the Public Meeting to all affected property owners within 240 metres, which is beyond the requirements of the *Planning Act* (i.e. 120 metres).

## **Public Meeting**

18. A Statutory Public Meeting was held on June 1, 2021, to present the subject application to City's former Planning Committee and the public. The following matters were identified at the public meeting:

### **Sanitary Sewer Capacity**

- a) Surrounding landowners cited support for the proposal but requested that the City ensure that sanitary sewer capacity be increased to accommodate the increased densities proposed by the subject application. In this regard, landowners requested that the permitted flow capacity of the sanitary sewer that was under construction on Kneeshaw Drive be increased to accommodate increased capacity requirements. In 2019, a capacity

allowance was approved by the City to increase the downstream sanitary sewer flows, which would support potential increases in density from contributing lands.

Building Design – Building Footprints

- b) Concerns were raised regarding the building footprints of the proposed buildings and the creation of internal courtyards. While the footprints of the proposed buildings have not changed, the applicant has implemented changes to the architectural design of the buildings, which include variations in building materials, increased glazing, and step-backs on upper storeys to reduce massing and provide a variation in building shape(s). The proposed changes also provide a better transition of height and density to City streets, internal laneways and surrounding land uses (see Appendix “E” – Building Elevations and Appendix “F” – Building Renderings).

Department and Agency Comments

19. The subject application was circulated to staff in various departments and to external agencies for review and comment.
20. 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.
21. Development Services – Approvals staff identified no concerns with the proposed rezoning. Staff noted that the Functional Servicing Report appears to generally support the proposed development. Staff comments can be addressed during detailed design review. Staff further noted that servicing (stormwater, water and sanitary) is contingent on the development of infrastructure in the surrounding area and advised that servicing will be reviewed further at the detailed design stage.
22. The Infrastructure Department – Developer and Special Projects identified no concerns with the proposed rezoning. Staff noted that the development of the subject property is contingent on the development of stormwater, sanitary and water services in the surrounding area, as well as improvements to transportation infrastructure on Yonge Street.
23. Development Services – Parks Planning staff advised that they have no comments on the proposed Zoning By-law Amendment.
24. Environmental Sustainability (Business Performance and Environmental Sustainability) provided comments indicating the proposed development may be eligible for Municipal Curbside Collection Services, including recycling and organics programs. Further review will be conducted at the detailed design stage.
25. Environmental Compliance (Business Performance 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. It is noted that a Site Alteration Permit, Discharge Agreement, and a Fill Management Plan will be required.
26. The City’s Fire and Emergency Services Department advised that they do not have any concerns with the proposed rezoning.

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27. The City's Finance Department provided applicable development charges/fees associated with the future development of this site.
  28. The Infrastructure Department – Water Operations Branch have indicated no concerns with the proposed rezoning and noted that a detailed review will be provided through the detailed design stage.
  29. Development Services – Transportation Planning is supportive of the application, provided a Holding (H) provision is placed on the subject property through the implementing zoning by-law to prohibit the development of the site until such time that required infrastructure improvements along Yonge Street (interim or full) have been completed to the satisfaction of the Director of Development Services. Transportation Planning staff noted that the City's Capital Plan currently forecasts the Yonge Street right-of-way expansion to occur in 2026/2027. The Transportation Impact Study prepared in support of the application identified that the Yonge Street corridor would exceed capacity with background development, including the subject property, and recommends interim improvements. 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 and requested that a bus pad be provided on Yonge Street at the time of detailed design.
  31. Enbridge Gas Inc. 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 Draft Plan of Subdivision and Site Plan Control applications.
  32. InnPower provided no objections to the application. The developer is to contact InnPower to discuss hydro requirements for this development to ensure adequate power supply is available.
  33. The Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board provided comments indicating no objection to the proposed development. They confirmed that their standard notification clauses would be required through the Draft Plan of Subdivision and/or Site Plan Control processes advising prospective purchasers that pupils generated by the proposed development may need to be transported to/accommodated in facilities outside of the neighbourhood, if required.

## **ANALYSIS**

### **Policy Planning Framework**

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

### **Ontario Planning Act, R.S.O. 1990**

35. 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>

36. 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, and pedestrian connections to municipal sidewalks to support active transportation.

#### **Provincial Policy Statement (2020) (PPS)**

37. 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>
38. 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.
39. 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.
40. 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 the type of development that is proposed and the proposed development has been designed to efficiently use land, infrastructure and public service facilities and provide a range of uses to meet the needs of projected growth.

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

41. 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>
42. 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.

43. Section 2.2.7 of the Growth Plan requires that all new development occurring in designated greenfield areas will be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services. The minimum density target applicable to the City's designated greenfield area is no less than 50 residents and jobs combined per hectare. The minimum density target is measured over the entire designated greenfield area of each upper or single-tier municipality excluding natural heritage features and systems, floodplains, rights-of-way, employment areas and cemeteries.
44. 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 428 persons and jobs per developable 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 and townhouse units, together with commercial uses to support the achievement of a complete community.
45. 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).

#### **Lake Simcoe Protection Plan (LSPP)**

46. 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.

#### **Former City of Barrie Official Plan, 2010 (OP)**

47. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards and private enterprise and municipal initiatives. 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 2010 OP can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>
48. There are a number of policies in the Official Plan that generally support the proposed development. Sections 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing, and 4.2 Residential, 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.
49. Section 2.3 (g) of the Official Plan identifies that mixed land uses and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan. The proposed development is consistent with this policy in that it proposes a high-density mixed use development with an appropriate built form, utilizes existing and planned infrastructure and services, and would support the use of public transit.



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50. Section 3.3.1 encourages the development of 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. The proposed development is consistent with this policy in that it proposes high density residential development, together with commercial uses, in an area where infrastructure is proposed (water, stormwater and sanitary services) and public services such as schools, community centres, and transit will be available.
51. Section 3.3.2.2 identifies a goal that a minimum target of 10% of all new housing units be affordable with respect to home ownership. The criteria for affordable housing is identified as the least expensive of:
- Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households or,
  - A Housing unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan, not a requirement. However, the developer is proposing more attainable forms of housing such as apartment and townhouse units. While the purchase price of the units has not been confirmed at this time, it should be noted that apartment units and townhouses are generally considered a more affordable form of housing compared to lower density housing options, such as single and semi-detached dwelling units. Additionally, the proposed development will increase the supply of available apartment units within the City, thereby reducing market pressures that drive up housing costs, and subsequently provide additional opportunities for moderate income families to obtain suitable housing.

#### Tall Building Policies

52. 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.
53. 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.
54. 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”, “E” and “F” appear to satisfy these policies, however these would be further reviewed at the time of detailed design should Council approve the subject application.

55. In staff’s opinion, 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 tallest buildings are massed toward Yonge Street with height and density transitioning downward in an east-west direction, providing relief to lower density residential land uses. The proposed buildings are also sited, massed and oriented toward the street frontages, providing a continuous street wall with mid-block connections to the municipal street and sidewalk networks. Parking and loading areas are strategically located internal to the site and underground, thereby minimizing impacts to the streetscape. Finally, as reflected in the Shadow Study submitted in support of the application, buildings have been massed to reduce the impacts of shadows on surrounding land uses, City streets, private amenity areas, and open spaces. 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.

#### Hewitt’s Secondary Plan

56. The Hewitt’s Secondary Plan establishes a detailed planning framework for the future urban development of the Hewitt’s Secondary Plan Area. The Hewitt’s Secondary Plan Area is comprised of five residential districts and the Yonge Street mixed use corridor. The Hewitt’s Secondary Plan can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>
57. Although not included in detail, staff have reviewed the relevant policies in detail and are of the opinion that the range of housing opportunities, variety of uses and the overall neighbourhood design of the proposed development is generally consistent with the Hewitt’s Secondary Plan. The proposal also achieves the design goals of the Secondary Plan, including the development of compact built-form across an integrated grid-street pattern to support efficient service delivery, neighbourhood access, and overall connectivity and walkability. As such, staff are satisfied that the proposed development is consistent with the Hewitt’s Secondary Plan.

#### Official Plan Amendment

58. An Official Plan Amendment is no longer required due to the approval of the City’s new Official Plan (2023), consideration has been given to factors such as site functionality, availability of services, infrastructure and transit, site and building design, and compatibility between land uses. These items are considered fundamental when evaluating requests for increased building height and density, above and beyond the permissions of the Official Plan.
59. As discussed throughout this report, the proposed height and density is appropriate on the subject lands given the context of the site. The site is located on an intensification corridor where higher densities are generally encouraged due to the availability of existing or planned municipal services, infrastructure and transit, as well as proximity to future commercial uses and community facilities such as parks, schools, and recreation centres. In addition, the City’s minimum parking standards have been exceeded, and the site contains a generous amount of private and shared amenity space(s), waste enclosures and collection areas, snow storage areas, loading spaces, viable landscape buffers and open spaces, as well as safe driveway accesses and a well-connected pedestrian network. Furthermore, the building height and massing is appropriately distributed throughout the site, with height and density transitioning downward in an east-to-west direction

from Yonge Street to the future low-density residential subdivision located immediately west of the site. Finally, the proposed buildings contain step-backs above the third storeys adjacent to public streets and private laneways, which will result in a human-scaled built form that is pedestrian-friendly and activates public streets and private laneways. Together, these building and site design features demonstrate that the proposal will not result in the overdevelopment of the site, can be supported by planned municipal services and infrastructure, and is generally compatible with surrounding land uses.

### **New City of Barrie Official Plan (2023)**

60. According to the City's new Official Plan (2023), the subject lands are designated 'Medium Density' and are located along the 'Yonge Street Intensification Corridor' within a 'Designated Greenfield Area' (see Appendix "D" – New Official Plan Land Use Maps). The subject property is also located within Phase 1 East on Appendix 2 – Phasing Plan of the new Official Plan.
61. 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 containing a mix of buildings which range from 3 to 10 storeys in height, together with ground floor commercial uses along Yonge Street, at a density of 270 units per hectare.
62. The City's new Official Plan contains policies regarding building and site design, and land use compatibility in Sections 3.2, 3.3, and 3.4. In this regard, mid-rise buildings should be oriented towards the street with ground floor commercial uses within a human-scaled podium ranging between three (3) and six (6) storeys to frame the public realm and enhance building design. Building facades should also incorporate well-defined entrances, recesses, projections, glazing and landscaping to create visual interest along the streetscape. Additionally, parking areas are encouraged to be located underground or at the rear or side of buildings, so they are screened from view of the street. Finally, mid-rise buildings located adjacent to lower density buildings shall be contained within an angular plane to provide an appropriate transition and minimize impacts associated with height and massing.
63. The subject application conforms to the policies in Sections 3.2, 3.3 and 3.4 of the Official Plan as the buildings are oriented towards the street with active uses at-grade within a three (3) storey podium, which includes well-defined entrances, glazing along the façades, pedestrian walkways and amenity areas, and landscaping to create visual interest and enhance the public realm. The proposed parking areas are also strategically located underground and at the rear of the buildings, in accordance with the policies of the Official Plan. Finally, the building heights and density are appropriately distributed across the site, transitioning downwards in an east-to-west direction to provide a gentle transition to the future plan of subdivision located immediately west of the site.
64. 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. Furthermore, the functional stormwater design for the proposed development conforms to the Master Plans that were prepared for the former Hewitt's Secondary Plan Area. Servicing and stormwater management will be reviewed further at the time of detailed design (i.e. Site Plan Control), should the subject application be approved by Council.

65. 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.

**Comprehensive Zoning By-law 2009-141**

66. As noted above, the application proposes to rezone the lands from 'Agricultural General' (AG) in the Town of Innisfil Zoning By-law 054-04 and 'Neighbourhood Residential Multiple' (RM3) in City of Barrie Zoning By-law 2009-141 to 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) and 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-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 and 2, are discussed in paragraphs 68 to 86.

67. Planning staff have accepted minor adjustments to the site-specific provisions, at the applicant's request, to provide flexibility at the time of construction. The actual figures, as reflected on the plans, are noted in 'brackets' in Tables 1 and 2, as well as the paragraphs below.

**Table 1: Site Specific Zoning Provisions – 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) Zone**

Zoning Provision	Required NMU Zone	Proposed
Buildings Located Within 5 metres of the Lot Frontage and Flankage, Collectively (max. % of frontage)	50%	70%
Exterior Side Yard Setback to a Daylight Triangle (min.)	1.5 m	0.5 m (1.2 m)
Exterior Side Yard Setback for an Underground Parking Structure (min.)	1.5 m	1 m (1.5 m)
Setback from an Underground Parking Structure to a Daylight Triangle (min.)	1.5 m – Street 'A' (exterior side) 0 m – Yonge Street (front)	0 m
Building Façade Step-backs	No Step-back is required for a 4 storey building.  No step-back is required for five storeys and up to 6 storeys if the building is setback 3 metres or more from the property line.  In all other cases, a 45-degree angular plane is required at a height above 80% equivalent of	Buildings exceeding 3 storeys in height shall include 3 metre step-backs above the third storey along a façade that abuts a public street.  Buildings exceeding 3 storeys in height shall include 3 metre step-backs above the third storey along a rear façade that directly abuts a private laneway or drive aisle.

	the right-of-way using 3 metre step-backs.	
Street Level Floor Height for Commercial Uses (min.)	4.5 m	4 m

**Table 2: Site Specific Zoning Provisions – ‘Neighbourhood Mixed Use – Special Provision, Hold’ (NMU)(SP-YYY)(H-XXX) Zone**

Zoning Provision	Required NMU Zone	Proposed
Buildings Located Within 5 metres of the Lot Frontage and Flankage, Collectively (max. % of frontage)	50%	90%
Exterior Side Yard Setback from a Daylight Triangle (min.)	1.5 m	3 m (Building ‘E’)  Landscape Planters may encroach 1.3 metres into a required exterior side yard setback.
Setback from an Underground Parking Structure to a Daylight Triangle (min.)	1.5 m – Street ‘A’ (exterior side)  0 m – Moberly Drive (front)	0 m
Rear Yard Setback (min.)	5 m	1 m (Buildings ‘B’ & ‘C’)  Landscape planters may encroach a maximum of 1 metre into a required rear yard setback.
Building Façade Step-backs	No Step-back is required for a 4 storey building.  No step-back is required for five storeys and up to 6 storeys if the building is setback 3 metres or more from the property line.  In all other cases, a 45-degree angular plane is required at a height above 80% equivalent of the right-of-way using 3 metre step-backs.	Buildings exceeding 4 storeys in height shall include 3 metre step-backs above the third storey along a façade that abuts a public street.  Buildings exceeding 4 storeys in height shall include 3 metre step-backs above the third storey along a front and rear façade that directly abuts a private laneway or drive aisle.  Buildings exceeding 3 storeys in height fronting onto Moberly Drive shall include a 3 metre

		step-back above the third storey along the front façade.
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Holding (H-XXX) Provision – Site Servicing and Infrastructure

68. Planning staff are recommending that a Holding (H-XXX) provision be placed on the subject lands until such time as adequate water, sanitary, stormwater and transportation infrastructure is available to support the proposed development, to the satisfaction of the City’s Director of Development Services.

The proposed development is dependent on the construction of stormwater management facilities, as well as connections to water and sanitary services on proposed and draft approved plans of subdivision located to the east and west of the site. Additionally, the proposed development is also dependent on upgrades to the City’s transportation infrastructure along Yonge Street, which is scheduled to occur in 2026 or 2027. As such, the proposed development may only proceed to construction when said services and facilities are available. The subject application, if approved, would allow the applicant to proceed with the detailed design of the site, while working with the City and members of the Hewitt’s Landowners Group on the delivery of services and infrastructure in the area.

Zoning Interpretation – Residential Density and General Floor Space Index

69. As identified on the Conceptual Site Plan in Appendix “B”, the applicant is proposing to subdivide the site into two development blocks through a subsequent draft plan of subdivision application for the purposes of phasing the project and creating a municipal right-of-way (Street ‘A’). Doing so, would result in zoning non-compliance on the easterly block, as it relates to residential density and general floor space index (GFSI). In this regard, the density of the easterly block would increase to 403 units per hectare, while the GFSI would increase to 3.0.
70. A site-specific provision is required to consider both development blocks as one property-for the purposes of calculating residential density and GFSI. The overall residential density of the project is approximately 270 units per hectare, in accordance with the City’s new Official Plan (2023), which permits a maximum density of 300 units per hectare in the ‘Medium Density’ designation. Additionally, the GFSI calculation for the entire project is 1.95, whereas a maximum GFSI of 2.5 is permitted in the NMU zone. Planning staff are of the opinion that the requested site-specific provision is appropriate, and if approved, would facilitate the development of the subject lands collectively, as proposed, in accordance with the density and GFSI provisions of the Zoning By-law and the new Official Plan (2023).

Development Generally in Accordance with the Conceptual Site Plan

71. 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. 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.



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Deeming Yonge Street the Front Lot Line in the NMU(SP-XXX)(H-XXX) Zone – Eastern Development Block

72. The proposed development would be constructed over two development blocks, as identified on the Conceptual Site Plan in Appendix “B”. The application proposes to deem Yonge Street as the front lot line for the eastern development block for the purposes of zoning interpretation. For corner lots, the Zoning By-law identifies the shorter of two lot frontages as the front lot line. In this case, the shorter lot frontage would be located along Street ‘A’ once the development block is established through a plan of subdivision. Given the nature of the development and the orientation of Building ‘A’ towards Yonge Street, the applicant is requesting that Yonge Street be considered the front lot line for the eastern development block, which is proposed to be rezoned to an NMU(SP-XXX)(H-XXX) zone. This request is appropriate given the context of this site as the emphasis shall be placed on the Yonge Street frontage as it relates to siting buildings close to the street and enhancing the streetscape through the provision of active uses at-grade, pedestrian walkways, landscaping, and accessory amenity areas.

Buildings Located Within 5 metres of the Lot Frontage and Flankage – Maximum Percentage of Lot Frontage/Flankage

73. The City’s Zoning By-law permits buildings to be located within 5 metres of a maximum of 50 percent of the cumulative lot frontage and flankage for corner lots in the NMU zone. The general intent of this provision is to ensure that sufficient area is provided for landscaping, pedestrian walkways, and outdoor amenity areas adjacent to the street to enhance the public realm and foster a pedestrian-friendly environment. The subject application is proposing to have buildings located within 5 metres of 70 and 90 percent of the front and exterior side lot lines in the proposed zones for the eastern and western development blocks.

As illustrated in the Conceptual Site Plan and Conceptual Landscape Plan in Appendix “B” and “G”, the proposed building setbacks along the front and exterior side lot lines provide sufficient area for the provision of landscape features such as trees and planters, pedestrian walkways, and outdoor amenity areas. The proposal also provides additional area in the front yard along the Yonge Street frontage for the provision of outdoor amenity areas to compliment the ground floor commercial uses, which would assist in activating the streetscape and enhancing the public realm. Finally, the proposed building placement and orientation along the street frontages creates a walkable, urban environment that is pedestrian-friendly with multiple connections from the site to the municipal sidewalk network.

Exterior Side Yard Setback to a Daylight Triangle – Building ‘A’ in the NMU(SP-XXX)(H-XXX) Zone (Eastern Development Block)

74. The subject application is proposing an exterior side yard setback of 0.5 (1.2) metres to the daylight triangle for Building ‘A’, as identified on the Conceptual Site Plan in Appendix “B”, whereas a minimum exterior side yard setback of 1.5 metres is required in the NMU zone. Although a 1.2 metre setback is identified on the site plan, the applicant has requested a reduction to provide flexibility at the time of detailed design and construction. The intent of providing larger exterior side yard setbacks in the NMU 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.
75. If approved, the proposal would be subject to subsequent applications for draft plan of subdivision and site plan control, through which daylight triangles and road widenings would be conveyed to the City. 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 Street ‘A’ and Yonge Street.

76. Additionally, the proposed building is sited close to the street and is designed to frame the intersection of Yonge Street and Street 'A' 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 podium with an attractive façade, together with landscaping, planters, and pedestrian walkways with connections to the municipal sidewalk network.

Exterior Side Yard Setback for an Underground Parking Structure – Building 'A' in the NMU(SP-XXX)(H-XXX) Zone (Eastern Development Block)

77. The subject application is proposing an exterior side yard setback of 1 (1.5) metre(s) for an underground parking structure, whereas a minimum exterior side yard setback of 1.5 metres is required. Although the proposal conforms to the minimum standards of the zoning by-law, the applicant has requested a slight reduction to provide flexibility at the time of detailed design and construction.
78. In this case, the exterior side lot line would be considered the front lot line if it were not for the subject application requesting a site-specific provision to identify the Yonge Street frontage as the front lot line. In comparison, if the exterior side lot line was considered the front lot line in this case, a setback of 0 metres would be required. The intent of providing larger exterior side yard setbacks is to ensure that soil depths are adequate to accommodate landscaping and to assist with stormwater infiltration. In this case, the applicant has demonstrated that the soil depth above the parking structure will be sufficient across the entirety of the site and the provision of landscaping will be viable. Additionally, the exterior side yard includes landscape planters which will accommodate landscaping to improve streetscape. The front yard area along Yonge Street also provides a generous amount of space for landscaping and other amenities to enhance the streetscape. Finally, the functional stormwater design for the site has been reviewed by City staff and the LSRCA, both of which have confirmed that there are no concerns with the subject application.

Setbacks to Underground Parking Structure(s) – Eastern and Western Development Blocks

79. The subject application is proposing reductions to the setback requirements for an underground parking structure. The City's Zoning By-law requires a minimum setback of 1.8 metres from an underground parking structure to a street, except where the required building setback for the respective zone is less than 1.8 metres, in which case the less restrictive setback provision shall apply. In the case of the NMU zone, a front yard setback of 0 metres and an exterior side yard setback of 1.5 metres is required for buildings. These setback provisions apply to underground parking structures in the NMU zone because they are less restrictive than the general setback provisions for underground parking structures in the City's Zoning by-law.

In this case, the application is proposing a 0 metre setback from an underground parking structure to the daylight triangles located at the intersections of Moberly Drive and Street 'A', and Yonge Street and Street 'A'. Due to the orientation of the proposed buildings and their proximity to the intersections, both the front and exterior side yard setback provisions of the Zoning By-law would apply in these locations. For ease of interpretation and implementation, a site-specific provision is required to permit a 0 metre setback to a daylight triangle, in accordance with the front yard setback provisions of the NMU zone. The requested provision has been reviewed by the Development Services Department's Transportation Planning Branch as it relates to impacts to the daylight triangles and traffic operations. Transportation Planning staff have confirmed that there are no concerns with the proposed setbacks.

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### Building Façade Step-backs

80. Planning staff are recommending that site-specific provisions be implemented to require step-backs on most of the proposed buildings, particularly those exceeding a height of 3 storeys. Specifically, the site-specific provisions would require step-backs in the following cases:
- a) Buildings exceeding 3 storeys in height in the NMU(SP-XXX)(H-XXX) and NMU(SP-YYY)(H-XXX) zones shall include 3 metre step-backs above the third storey along a façade that abuts a public street.
  - b) Buildings exceeding 3 storeys in height in the NMU(SP-XXX)(H-XXX) zone shall include 3 metre step-backs above the third storey along a rear façade that directly abuts a private laneway or drive aisle.
  - c) Buildings exceeding 4 storeys in height in the NMU(SP-YYY)(H-XXX) zone shall include 3 metre step-backs above the third storey along a front and rear façade that directly abuts a private laneway or drive aisle.
  - d) Buildings exceeding 3 storeys in height fronting onto Moberly Drive in the NMU(SP-YYY)(H-XXX) zone shall include a 3 metre step-back above the third storey along the front façade.
81. The step-backs were suggested by City staff through the technical review process to ensure that an appropriate transition is provided to City streets and private laneways or drive aisles internal to the site to create a human-scaled development that is inviting to pedestrians and enhances the streetscape. The provision of step-backs also assists in appropriately transitioning the proposed height and density of the development downwards in an east-west direction to the draft approved plan of subdivision to the west at 680 Lockhart Road ([File: D30-003-2022](#)), which consists primarily of single-detached, semi-detached and street townhouse dwelling units.

### Street Level Floor Height for Commercial Uses – Building ‘A’ in the NMU(SP-XXX)(H-XXX) Zone (Eastern Development Block)

82. The application is proposing a street level floor height of 4 metres for ground floor commercial uses in Building ‘A’, as identified on the Conceptual Site Plan in Appendix “B”, whereas a minimum street level floor height of 4.5 metres is required for ground floor commercial uses in the NMU zone. The intent of requiring minimum floor heights for commercial uses is to ensure that the commercial spaces are functional and viable for commercial users. Requiring minimum floor heights for commercial uses ensures that said spaces are not designed with a residential floor height of 3 metres, thereby limiting the functionality of the commercial space. In this case, the applicant’s architect has demonstrated and confirmed that the ground floor commercial spaces are functional and viable at a floor height of 4 metres. As such, Planning staff do not have any concerns with the requested site-specific provision as it will contribute towards the City’s goal of achieving mixed-use developments with ground floor commercial uses along intensification corridors.

### Exterior Side Yard Encroachment for Landscape Planters in the NMU(SP-YYY)(H-XXX) Zone (Western Development Block)

83. The application is requesting permission to allow landscape planters to encroach a maximum of 1.3 metres into a required exterior side yard setback, resulting in a 0.2 metre exterior side yard setback to a daylight triangle adjacent to Building ‘E’, as identified on the Conceptual Site Plan in Appendix “B”. The landscape planters are an extension of the building structure and therefore a site-specific provision is being requested to clarify the implementation and interpretation of the zoning by-law provisions for the site. In this regard, a front yard setback of 0 metres and an exterior

side yard setback of 1.5 metres is required for a building in the NMU Zone. Due to the orientation of the building and proximity to the street, both the front yard and exterior side yard setback provisions would apply in this location.

84. The intent of requiring setbacks from daylight triangles, particularly for buildings and structures, is to improve sight lines at intersections. In this case, the requested encroachment would apply only to a landscape planter measuring approximately 1 metre in height, which would not obstruct sight lines at the intersection. If approved, the proposal would be subject to subsequent applications for draft plan of subdivision and site plan control, through which daylight triangles and road widenings would be conveyed to the City. The subject application has been reviewed in this regard by the City's Transportation Planning Branch and there are no concerns with the proposed encroachment, 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 Street 'A' and Moberly Drive.

Rear Yard Setbacks for Buildings 'C' and 'D' – NMU(SP-YYY)(H-XXX) Zone (Western Development Block)

85. The application is proposing a 1 metre rear yard setback for Buildings 'C' and 'D', as identified on the Conceptual Site Plan in Appendix "B", whereas a minimum rear yard setback of 5 metres is required in the NMU zone. Additionally, the application is seeking a site-specific provision to allow landscape planters to encroach a maximum of 1 metre into a required rear yard setback. The encroachment permissions for landscape planters are being requested to simplify the interpretation and implementation of the zoning by-law provisions for the site.
86. As noted previously in this report, the applicant is proposing to subdivide the subject property into two development blocks through a subsequent a draft plan of subdivision application for the purpose of phasing the project. As identified on the Conceptual Site Plan, the two blocks will be interconnected and ultimately developed as one. In this regard, Buildings 'C' and 'D', and the associated landscape planters, will be located adjacent to an internal walkway, parking spaces and a drive aisle which separate the buildings from Building 'A' on the eastern development block. For these reasons, Planning staff do not have any concerns with requested site-specific provisions. If approved, the site-specific provisions would facilitate the phasing of the project, while also ensuring connectivity between the two development blocks at the time of construction.

Draft Plan of Subdivision and Site Plan Control

87. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Draft Plan of Subdivision approval for the creation of two development blocks and a municipal right-of-way (Street 'A') through the delegated approval process (Council Motion 10-G-346), and staff would be in a position to approve the associated Draft Plan of Subdivision.
88. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term, will be carried by the community.
89. The proposed development blocks 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 blocks 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.

90. Growth management conditions related to the development will be incorporated into the Draft Plan of Subdivision and Site Plan Control approval processes.

### **Summary**

91. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial and City planning policies. In staff's opinion, the provision of 1,100 residential units and 1,167 square metres of ground floor commercial space in buildings ranging from 3 to 10 storeys along Yonge Street is considered appropriate, 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 new Official Plan (2023).
92. 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**

93. There are no environmental and climate change impact matters related to the recommendation.

### **ALTERNATIVES**

94. The following alternatives are available for consideration by Planning Committee:

#### **Alternative #1**

General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'Neighbourhood Residential Multiple' (RM3) and 'Agricultural General' (AG) zoning over the subject property.

This alternative is not recommended as this proposal forms part of the lands that were annexed on January 1, 2010, with the intent to allow the City of Barrie to expand in a compact and sustainable manner. 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**

95. The subject application, if approved, would permit the development of 72 bachelor apartment units, 406 one-bedroom apartment units, 614 two-bedroom apartment units, and 8 townhouse 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.

96. At this time, it also is not possible to provide estimates of the building permit fees that will be collected as building permits are not expected until 2026 or 2027 at the earliest. If approved, building permit fees will be collected at the time of submission of building permit applications.
97. Current residential development charges for the proposed development are \$34,319.00 per bachelor/one-bedroom apartment unit, \$48,878.00 per two or more-bedroom units, and \$69,088.00 per townhouse unit. The residential development charge revenue for the proposed development is estimated to be in the order of \$46,968,278.00.
98. Current non-residential development charges for commercial retail spaces are \$454.41 per square metre of gross floor area (GFA). The non-residential development charge revenue for the proposed development is estimated to be approximately \$530,296.47.
99. The education levy for residential uses is currently \$4,283.00 per unit, representing a total education levy of approximately \$4,711,300.00.
100. The education levy for non-residential uses \$6.46 per square metre of GFA, representing a total education levy of approximately \$7,538.82.
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 \$4,062,300.00. 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 \$82.50 per residential dwelling unit and \$170.00 per non-residential building.
103. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process.
104. Given that the subject lands, when developed, will be subject to Site Plan Control, 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 of the proposed development blocks and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, 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 a mix of condominium apartment units and townhouse units which are attractive options for many demographics and are typically more



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affordable than low-density housing forms that exist in many areas of the City. 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 – Update and Improve Infrastructure

- The approval of a high-density development along an intensification corridor which is planned to accommodate a mix of uses, including public services and facilities such as transit, schools, and a community centre, represents an improvement in how the City's infrastructure is planned and utilized. The proposed development seeks to take advantage of the strategic location of the subject lands by concentrating a high density in an area where it is encouraged and can be supported by community services, facilities, and future commercial businesses.

Infrastructure Investments – Support active transportation and pedestrian connections

- The proposed development is a high-density built-form 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" – Hewitt's Secondary Plan Land Use Schedule  
Appendix "D" – New Official Plan Land Use Maps  
Appendix "E" – Building Elevations  
Appendix "F" – Building Renderings  
Appendix "G" – Conceptual Landscape Plan

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 Town of Innisfil By-law 054-04 and 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, formerly in the Town of Innisfil, now in the City of Barrie.**

**WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to amend Town of Innisfil By-law 054-04 and City of Barrie By-law 2009-141 to rezone lands being Part of Lot 15, Concession 11, Formerly Town of Innisfil and known municipally as 1012 Yonge Street, Barrie, shown on Schedule "A" to this By-law from 'Agricultural General' (AG) and 'Neighbourhood Residential Multiple' (RM3) to 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) and 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-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 'Agricultural General' (AG) in Town of Innisfil By-law 054-04 and 'Neighbourhood Residential Multiple' (RM3) in Zoning By-law 2009-141 to 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) and 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) in City of Barrie By-law 2009-141, in accordance with Schedule "A" attached to this By-law.
2. **THAT** lands zoned 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) and 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) shall be considered one property, collectively, for the purposes of calculating residential density and general floor space index.
3. **THAT** lands zoned 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) and 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-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.
4. **THAT** the lot line abutting Yonge Street shall be considered the front lot line in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
5. **THAT** a minimum exterior side yard setback of 0.5 metres to a daylight triangle is required in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
6. **THAT** a minimum exterior side yard setback of 1 metre is required for underground parking structures in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
7. **THAT** the minimum setback requirements for an underground parking structure in sections 4.6.5.2 and 14.6.3 shall not apply to daylight triangles in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
8. **THAT** a maximum of 70 percent of the lot frontage and lot flankage, measured collectively, shall have buildings within 5 metres of the front and exterior side lot lines in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.

9. **THAT** notwithstanding section 14.6.3, buildings exceeding 3 storeys in height shall include 3 metre step-backs above the third storey along a façade that abuts a public street in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
10. **THAT** notwithstanding section 14.6.3, buildings exceeding 3 storeys in height shall include 3 metre step-backs above the third storey along a rear façade that directly abuts a private laneway or drive aisle in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
11. **THAT** a minimum street level floor height of 4 metres is required for ground floor commercial uses in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-XXX)(H-XXX) zone.
12. **THAT** landscape planters may encroach a maximum of 1.3 metres into a required exterior side yard setback, adjacent to a daylight triangle, in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
13. **THAT** the minimum setback requirements for an underground parking structure in sections 4.6.5.2 and 14.6.3 shall not apply to daylight triangles in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
14. **THAT** a maximum of 90 percent of the lot frontage and lot flankage, measured collectively, shall have buildings within 5 metres of the front and exterior side lot lines in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
15. **THAT** a minimum rear yard setback of 1 metre is required in 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
16. **THAT** landscape planters may encroach a maximum of 1 metre into a required rear yard setback in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
17. **THAT** notwithstanding section 14.6.3, buildings exceeding 4 storeys in height shall include 3 metre step-backs above the third storey along a façade that abuts a public street in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
18. **THAT** notwithstanding section 14.6.3, buildings exceeding 4 storeys in height shall include 3 metre step-backs above the third storey along a front and rear façade that directly abuts a private laneway or drive aisle in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
19. **THAT** notwithstanding section 14.6.3, buildings exceeding 3 storeys in height fronting onto Moberly Drive shall include a 3 metre step-back above the third storey along the front façade in the 'Neighbourhood Mixed Use – Special Provision, Hold' (NMU)(SP-YYY)(H-XXX) zone.
20. **THAT** the Holding Provision (H-XXX) be removed from the site specific zoning on the subject lands, municipally known as 1012 Yonge Street, once the Director of Development Services is satisfied that:
  - a. The municipal water and sanitary services, stormwater management facilities and transportation infrastructure required for the development of the subject lands is available and fully operational.
21. **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.
22. **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**

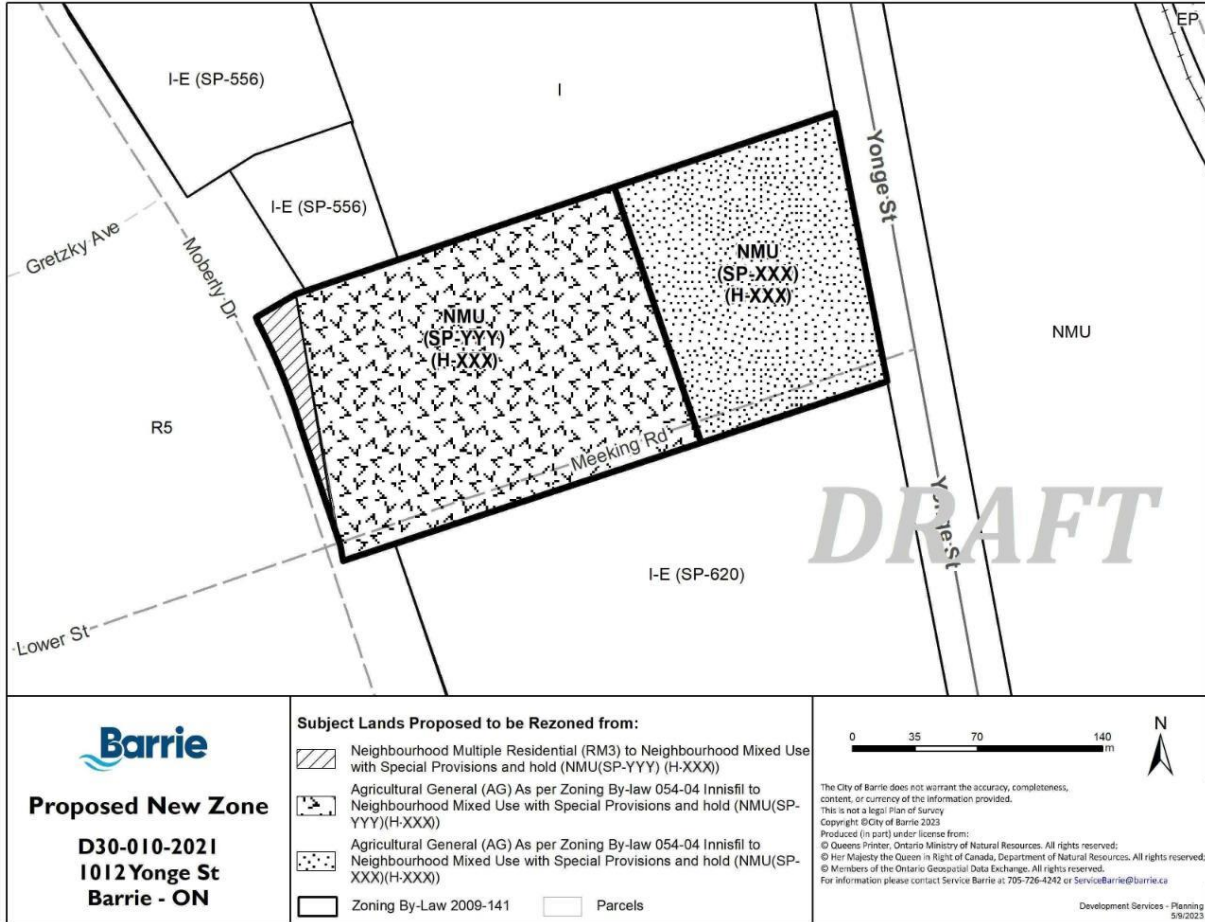
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**MAYOR – A. NUTTALL**

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**CITY CLERK – WENDY COOKE**

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



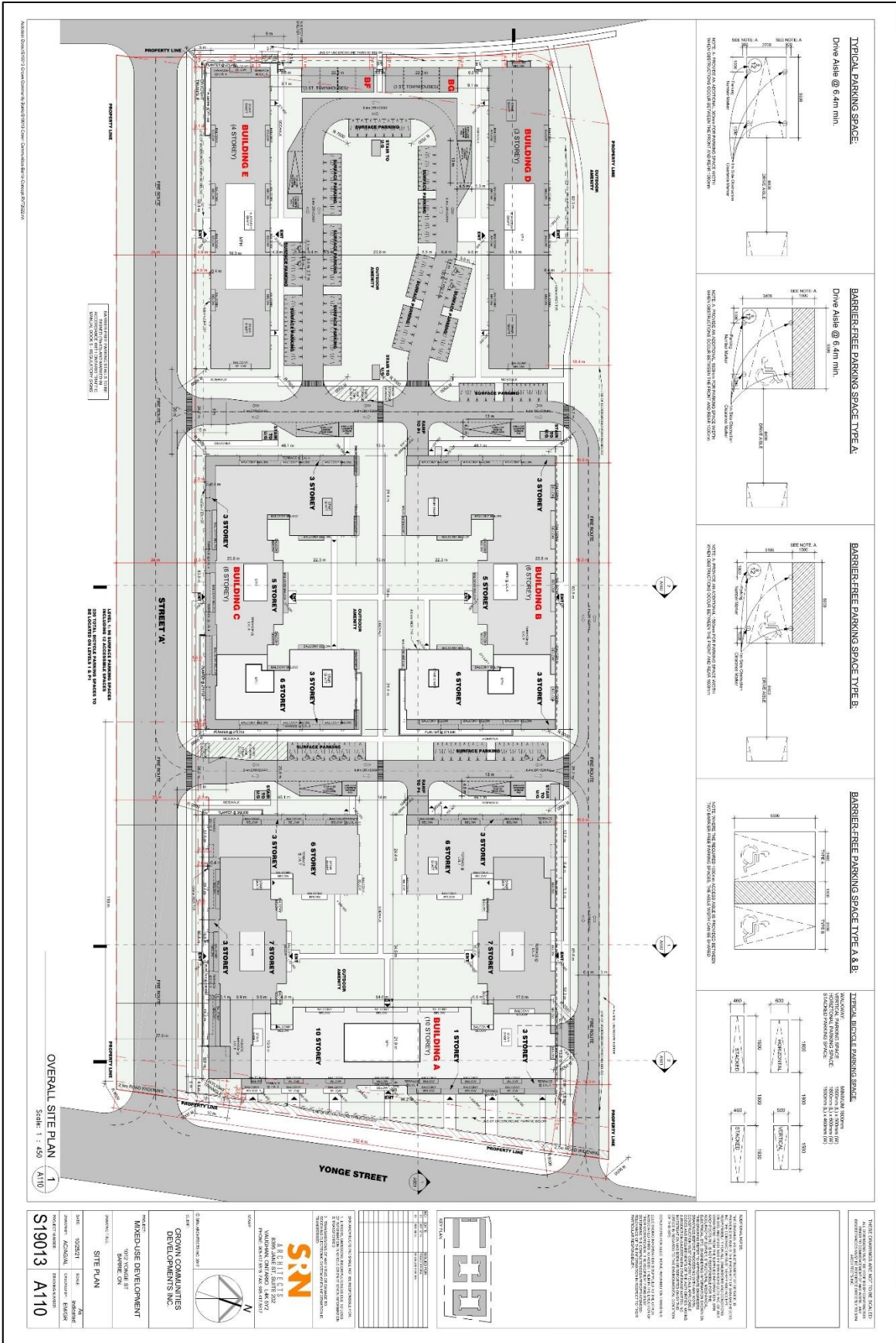
<p><b>Proposed New Zone</b> <b>D30-010-2021</b> <b>1012 Yonge St</b> <b>Barrie - ON</b></p>	<p><b>Subject Lands Proposed to be Rezoned from:</b></p> <ul style="list-style-type: none"> <li> Neighbourhood Multiple Residential (RM3) to Neighbourhood Mixed Use with Special Provisions and hold (NMU(SP-YYY) (H-XXX))</li> <li> Agricultural General (AG) As per Zoning By-law 054-04 Innisfil to Neighbourhood Mixed Use with Special Provisions and hold (NMU(SP-YYY)(H-XXX))</li> <li> Agricultural General (AG) As per Zoning By-law 054-04 Innisfil to Neighbourhood Mixed Use with Special Provisions and hold (NMU(SP-XXX)(H-XXX))</li> <li> Zoning By-Law 2009-141</li> <li> Parcels</li> </ul>	<div style="text-align: right;"> </div> <div style="text-align: center;"> </div> <p><small>The City of Barrie does not warrant the accuracy, completeness, content, or currency of the information provided. This is not a legal Plan of Survey Copyright © City of Barrie 2023 Produced (in part) under license from: © Queens Printer, Ontario Ministry of Natural Resources. All rights reserved. © Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved. © Members of the Ontario Geospatial Data Exchange. All rights reserved. For information please contact Service Barrie at 705-726-4242 or ServiceBarrie@barrie.ca</small></p> <p style="text-align: right;"><small>Development Services - Planning 5/9/2023</small></p>
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MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE



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

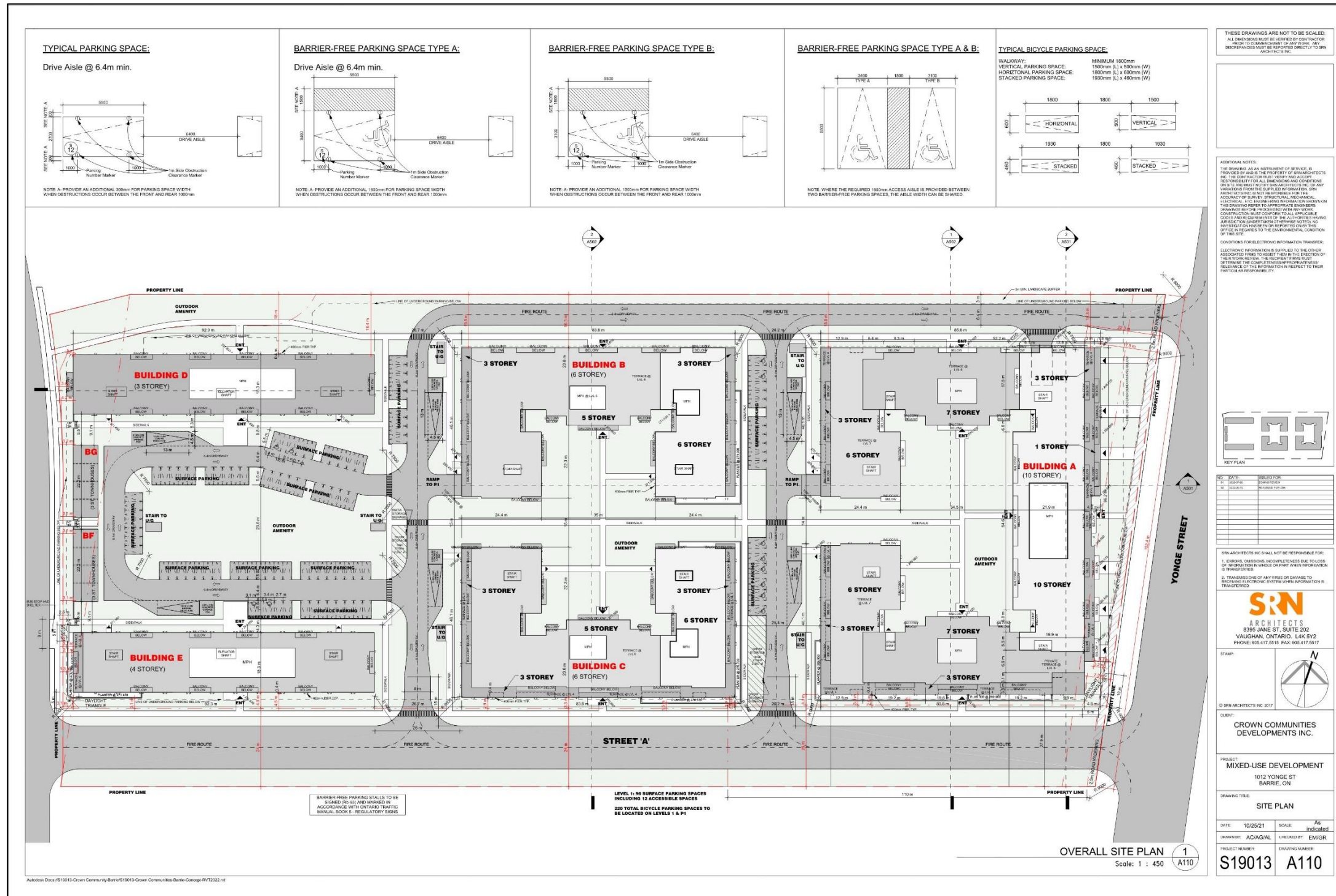


MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

APPENDIX "B"

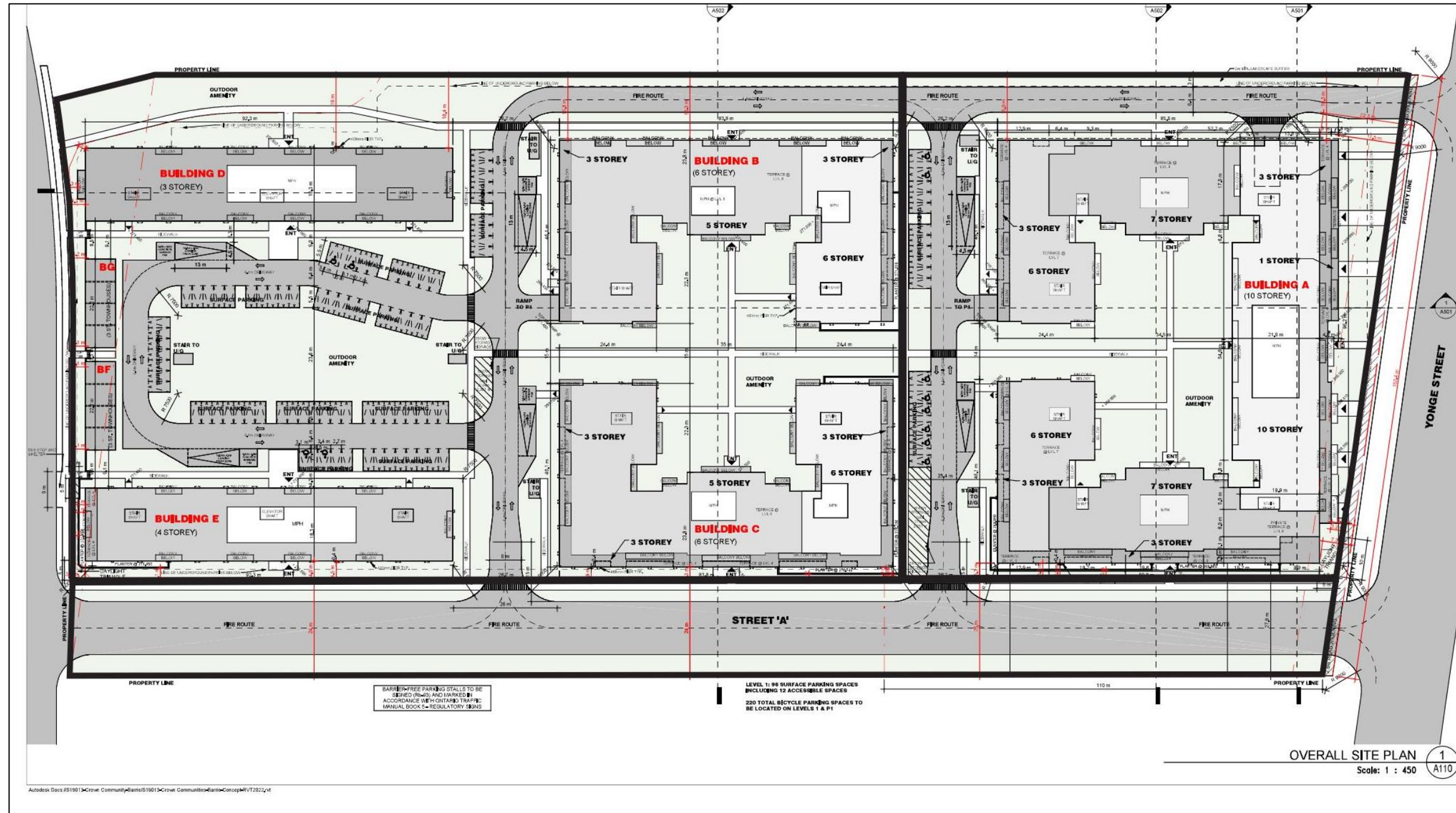
Conceptual Site Plan (Excluding Block Limits)





APPENDIX "B"

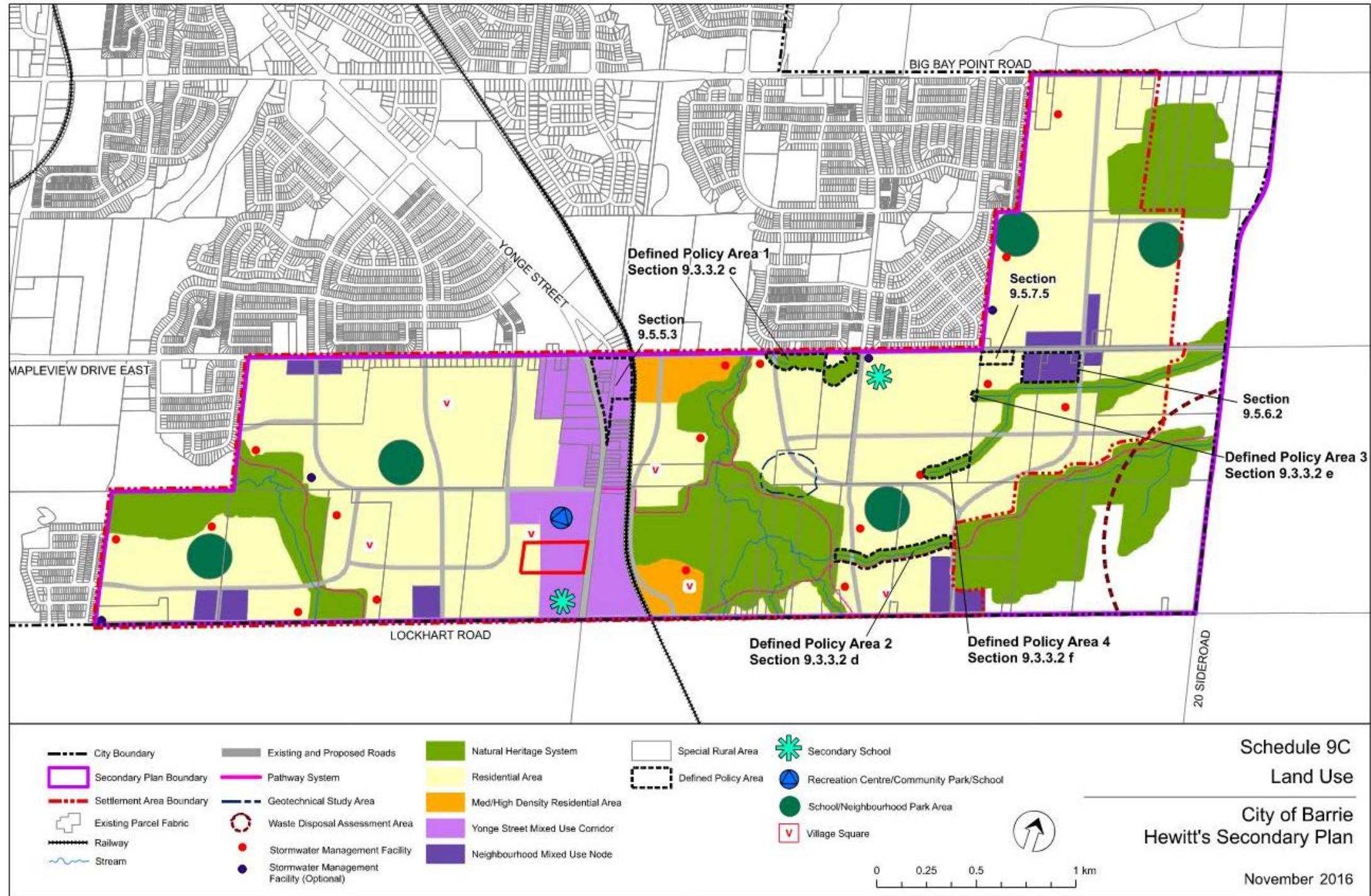
Conceptual Site Plan (Including Block Limits)





APPENDIX "C"

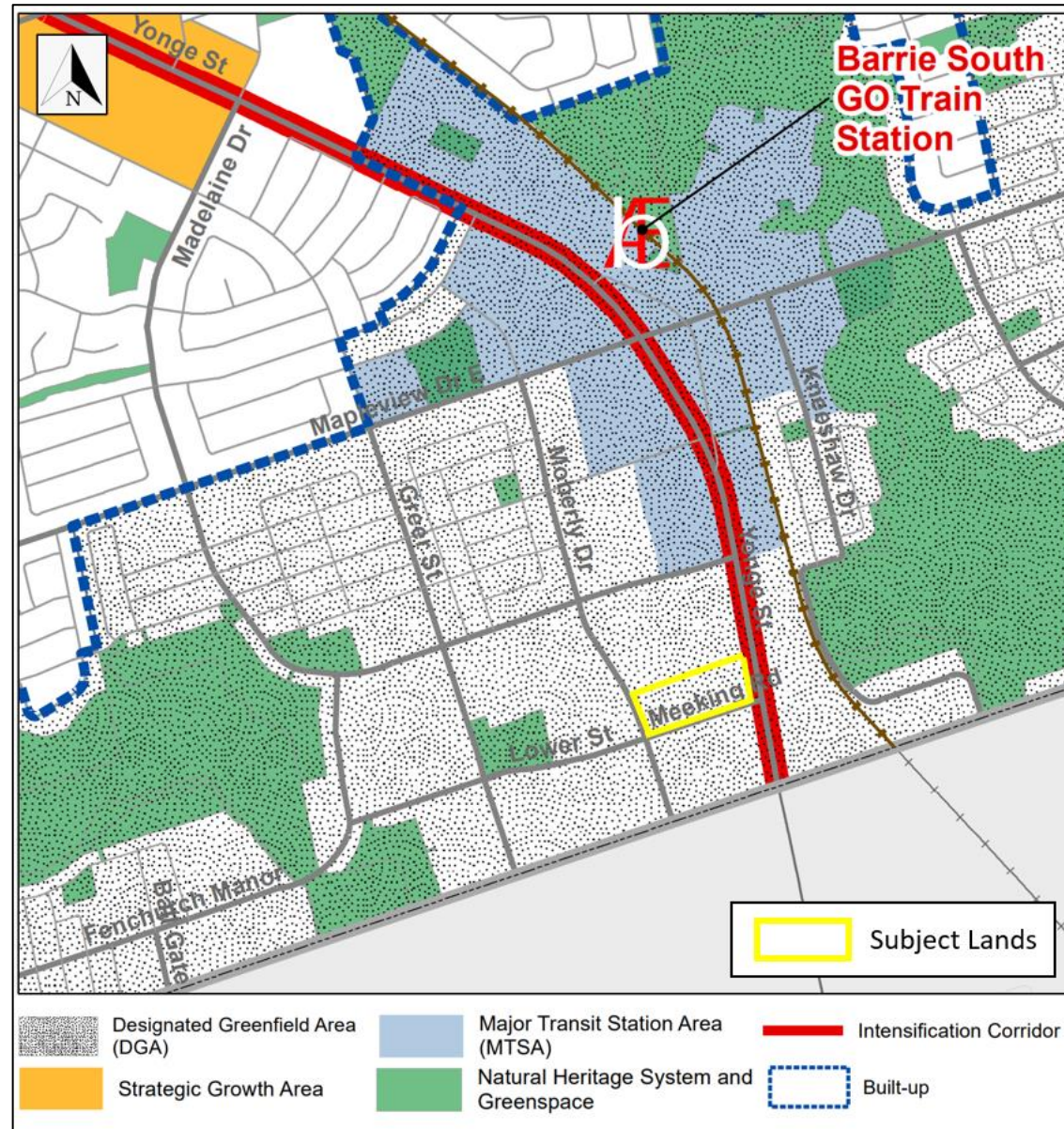
Hewitt's Secondary Plan Land Use Schedule



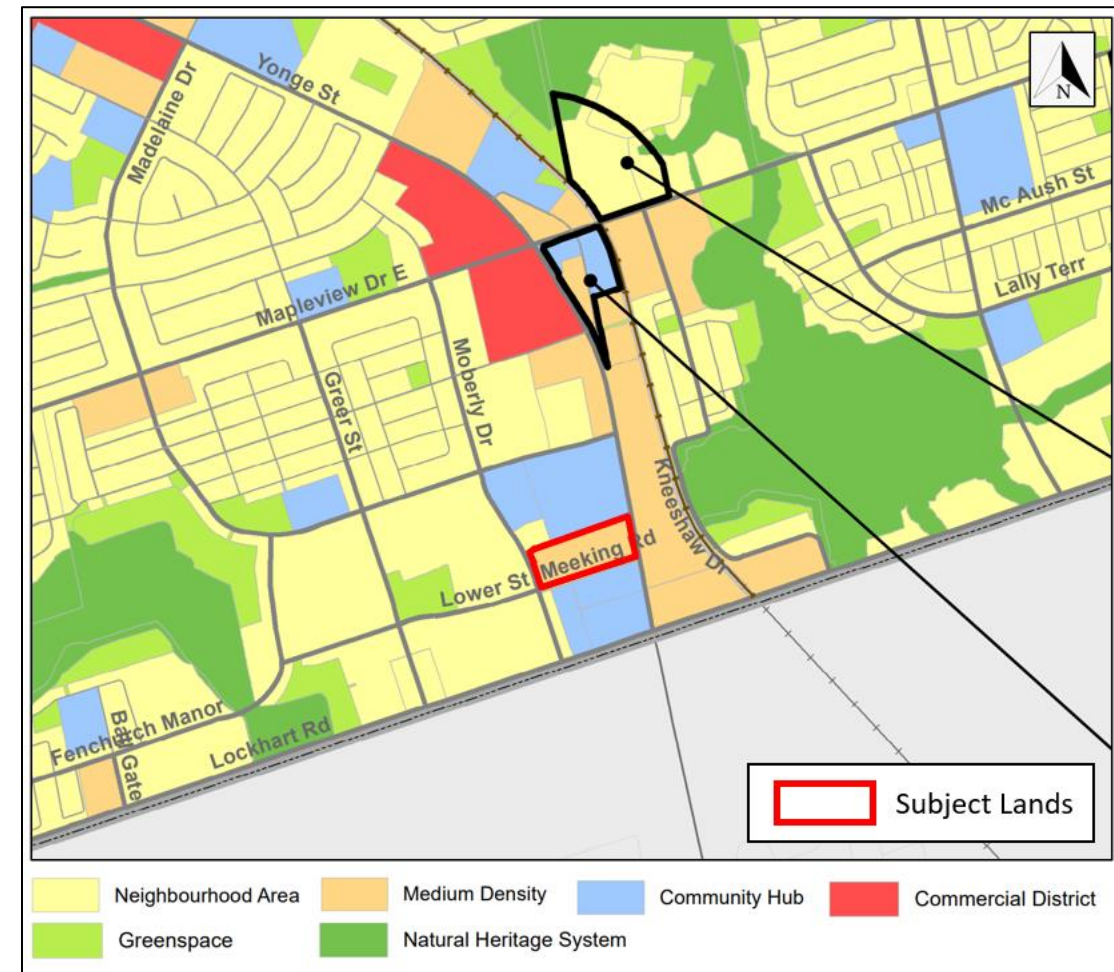


APPENDIX "D"

New Official Plan (2023) Land Use Maps



Map 1 – Community Structure



Map 2 – Land Use



APPENDIX "E"

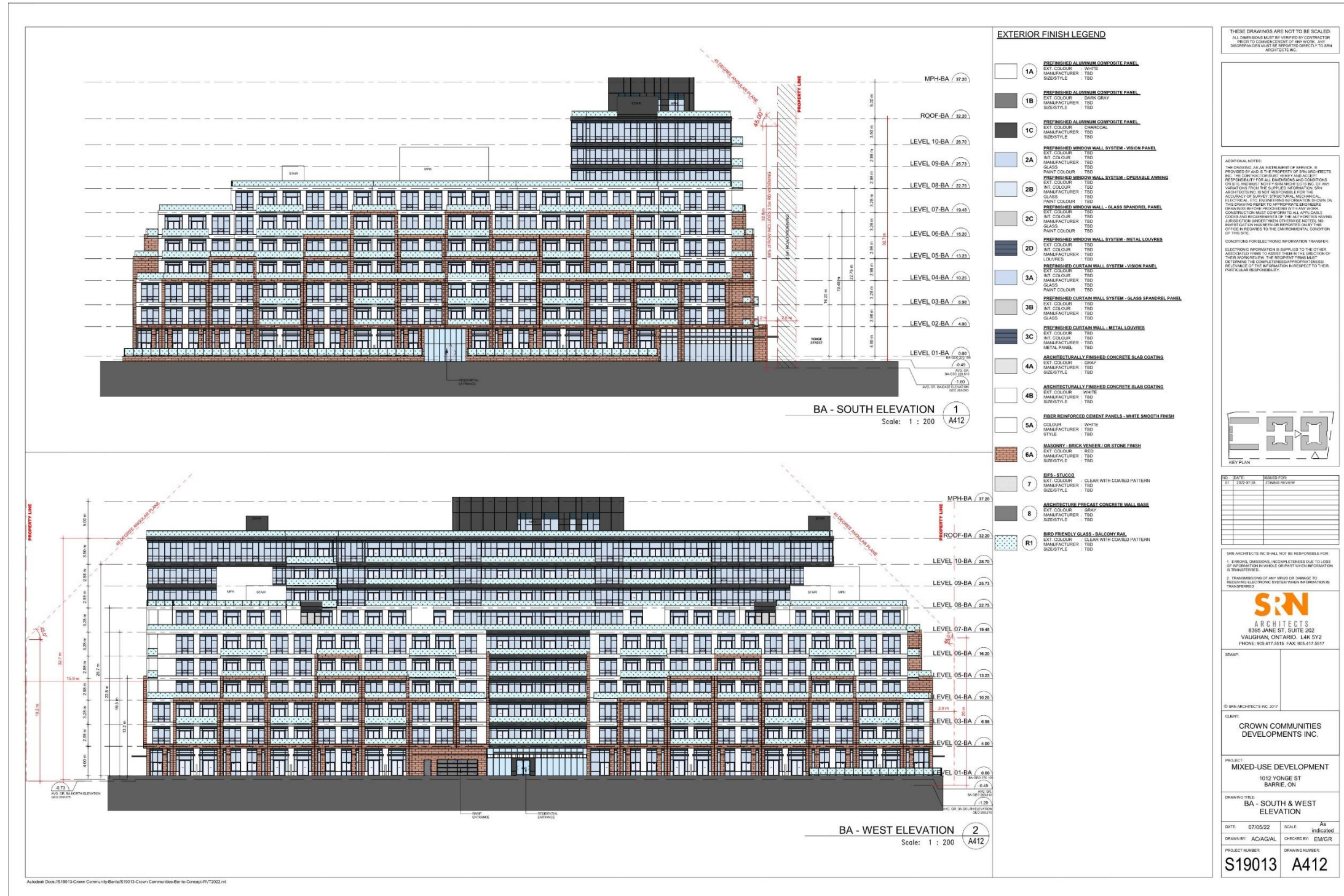
Building Elevations – Building 'A'





APPENDIX "E"

Building Elevations – Building 'A'



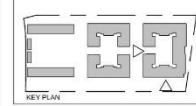
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MANUFACTURER: TBD  
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STYLE: TBD
- 6A MASONRY - BRICK VENEER/ OR STONE FINISH  
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SIZE/STYLE: TBD
- 7 EIFS - STUCCO  
EXT. COLOUR: CLEAR WITH COATED PATTERN  
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- 8 ARCHITECTURE PRECAST CONCRETE WALL BASE  
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- R1 BIRD FRIENDLY GLASS - BALCONY RAIL  
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SIZE/STYLE: TBD

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NO.	DATE	ISSUED FOR
1	2023/06/14	ISSUING REVIEW

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**S&N ARCHITECTS**  
8395 JANE ST. SUITE 202  
VAUGHAN, ONTARIO L4K 5Y2  
PHONE: 905.417.5815 FAX: 905.417.5817

CLIENT:  
**CROWN COMMUNITIES DEVELOPMENTS INC.**

PROJECT:  
**MIXED-USE DEVELOPMENT  
1012 YONGE ST  
BARRIE, ON**

DRAWING TITLE:  
**BA - SOUTH & WEST ELEVATION**

DATE: 07/05/22 SCALE: As Indicated  
DRAWN BY: ACIAGIAL CHECKED BY: EM/GR

PROJECT NUMBER: **S19013** DRAWING NUMBER: **A412**

Assistant: Doc:\S19013-Crown Community-Barrie\S19013-Crown Communities-Barrie-Concept-RV12022.rvt

APPENDIX "E"

Building Elevations – Building 'B'

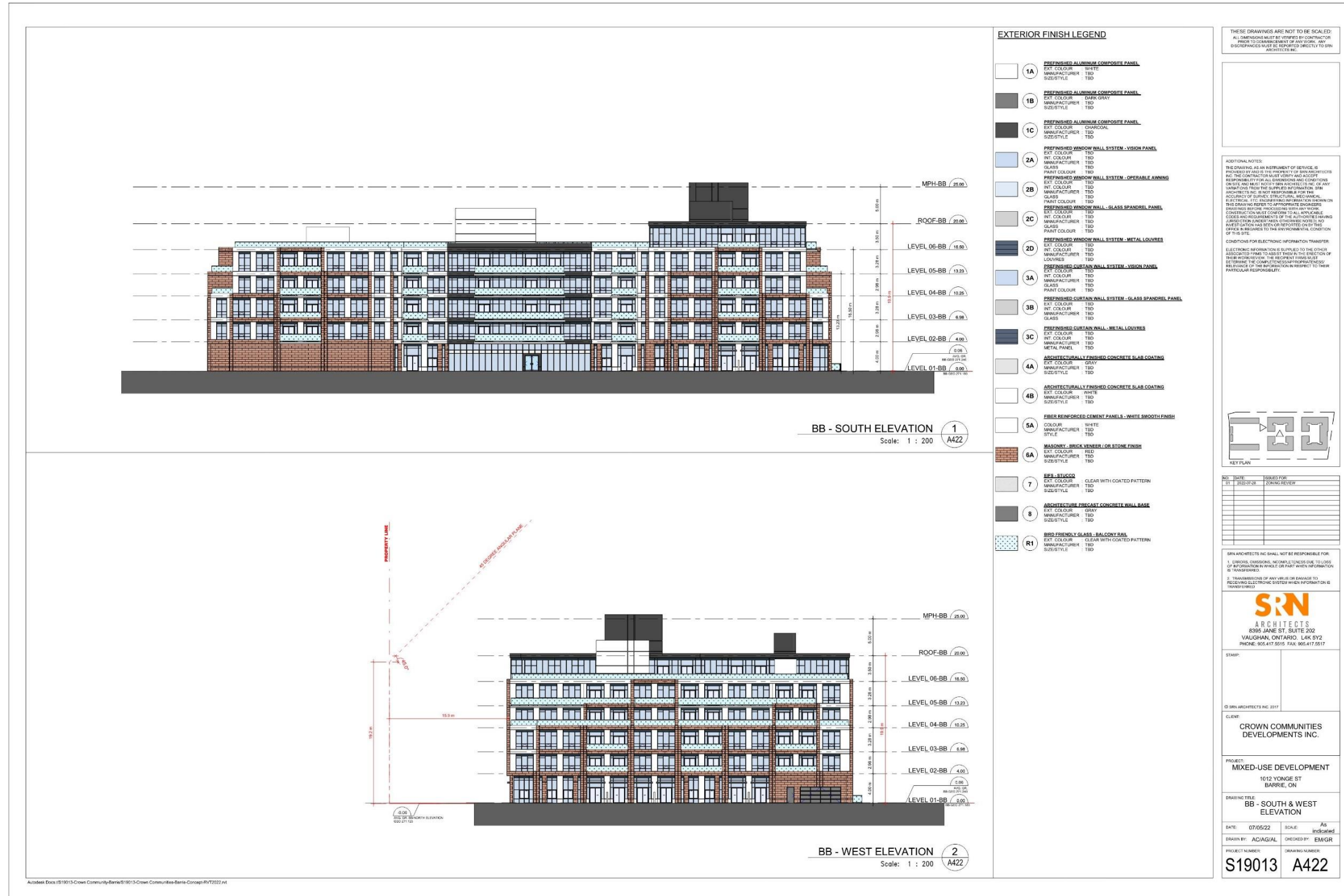


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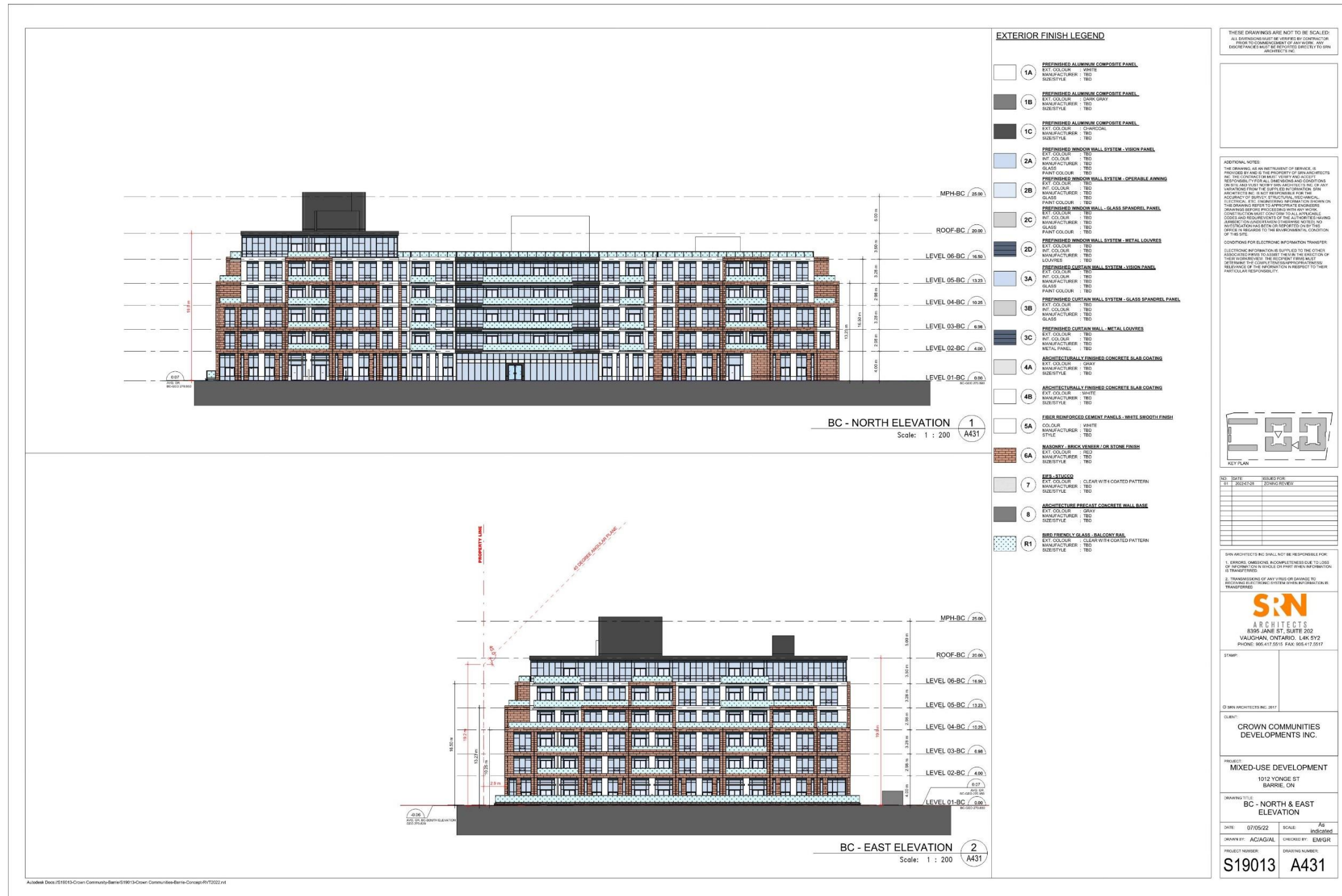
APPENDIX "E"

Building Elevations – Building 'B'



APPENDIX "E"

Building Elevations – Building 'C'





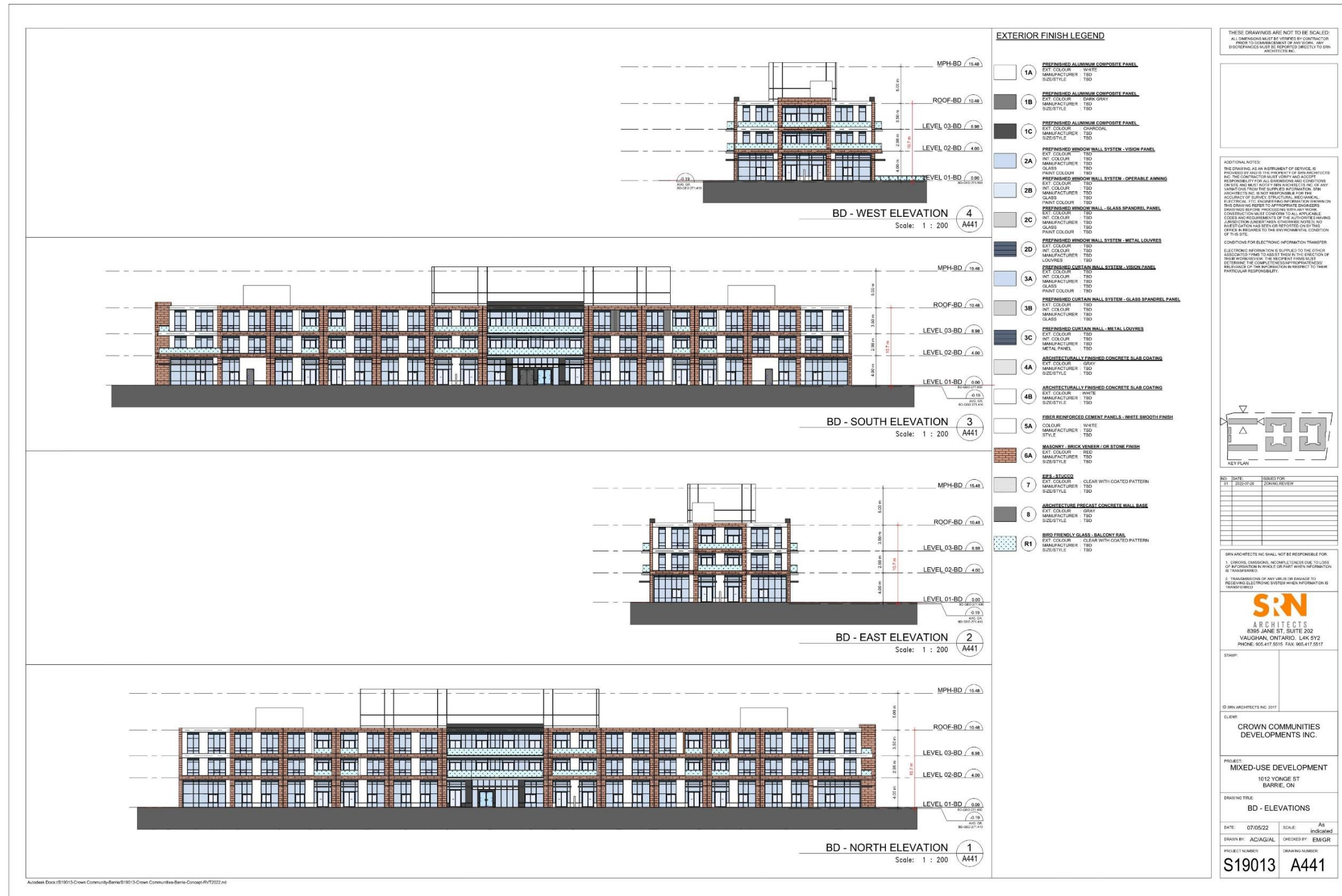
APPENDIX "E"

Building Elevations – Building 'C'



APPENDIX "E"

Building Elevations – Building 'D'





APPENDIX "E"

Building Elevations – Building 'E'

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STYLE : TBD
- 6A MASONRY - BRICK VENEER/ OR STONE FINISH  
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- R1 IRIS FRIENDLY GLASS - BALCONY RAIL  
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SIZE/STYLE : TBD

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REV.	DATE	ISSUED FOR
01	2023/07/28	ISSUING REVIEW

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ARCHITECTS  
8395 JANE ST. SUITE 202  
VAUGHAN, ONTARIO L4K 5Y2  
PHONE: 905.417.5815 FAX: 905.417.5817

CLIENT:  
**CROWN COMMUNITIES DEVELOPMENTS INC.**

PROJECT:  
**MIXED-USE DEVELOPMENT  
1012 YONGE ST  
BARRIE, ON**

DRAWING TITLE:  
**BE - ELEVATIONS**

DATE: 07/05/22 SCALE: As Indicated  
DRAWN BY: ACI/AGIAL CHECKED BY: EM/GR  
PROJECT NUMBER: **S19013** DRAWING NUMBER: **A451**

Assistant: Doc:\S19013-Crown Communities\Barrie\1012-Crown Communities-Barrie-Concept-RV\T022.rvt



APPENDIX "F"

Building Renderings

 <p>PEDESTRIAN VIEW FROM NORTH EAST <b>4</b> A601</p>	 <p>PEDESTRIAN VIEW FROM YONGE ST <b>3</b> A601</p>	<p>THESE DRAWINGS ARE NOT TO BE SCALED. ALL DIMENSIONS SHOWN SHALL BE AS SHOWN BY CONTRACTOR. PLEASE TO COMMENCEMENT OF ANY WORK, ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO SRN ARCHITECTS INC.</p> <p>ADDITIONAL NOTES: THE DRAWING, AS AN INSTRUMENT OF SERVICE, IS PROCESSED BY ALL AS THE PROPERTY OF SRN ARCHITECTS INC. THE CONTRACTOR MUST VERIFY AND ACCEPT RESPONSIBILITY FOR ALL DIMENSIONS AND COORDINATE ON SITE AND MUST NOT BY SRN ARCHITECTS INC. OF ANY MATERIALS FROM THE SUPPLIER'S DRAWING FOR SRN ARCHITECTS INC. BE RESPONSIBLE FOR THE ACCURACY OF SURVEY, STRUCTURAL, MECHANICAL, ELECTRICAL, ETC. ENGINEERING INFORMATION. THE DRAWING REPERT TO APPROPRIATE ENGINEERS FOR MECHANICAL, ELECTRICAL AND ANY OTHER CODES AND REQUIREMENTS OF THE JURISDICTION. THE CONTRACTOR MUST COMPLY WITH ALL APPLICABLE REGULATIONS AND STANDARDS. SRN ARCHITECTS INC. ACCEPTS NO LIABILITY FOR ANY INFORMATION NOTED. NO INVESTIGATION HAS BEEN OR REPORTED ON BY THIS OFFICE IN RELATION TO THE ENVIRONMENTAL CONDICTION OF THE SITE. CONDITIONS FOR ELECTRONIC INFORMATION TRANSFER: ELECTRONIC INFORMATION IS SUPPLIED TO THE OTHER ASSOCIATED PARTY TO ACCEPT THEM IN THE FUNCTION OF THESE WORKS. REVIEW THE RELEVANT STANDARDS BEFORE THE COMMENCEMENT OF WORK. THE RELEVANCE OF THE INFORMATION IN RESPECT TO THEIR OWN DESIGN RESPONSIBILITY.</p>  <p>KEY PLAN</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>ISSUED FOR</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> </tr> <tr> <td>6</td> <td></td> <td></td> </tr> <tr> <td>7</td> <td></td> <td></td> </tr> <tr> <td>8</td> <td></td> <td></td> </tr> <tr> <td>9</td> <td></td> <td></td> </tr> <tr> <td>10</td> <td></td> <td></td> </tr> </tbody> </table>	NO.	DATE	ISSUED FOR	1			2			3			4			5			6			7			8			9			10		
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 <p>PEDESTRIAN VIEW FROM NORTH EAST <b>2</b> A601</p>	 <p>PEDESTRIAN VIEW FROM SOUTH EAST <b>1</b> A601</p>	<p>SRN ARCHITECTS INC. SHALL NOT BE RESPONSIBLE FOR: 1. ERRORS, OMISSIONS, INCOMPLETENESS DUE TO LOSS OF INFORMATION IN WHOLE OR PART WHEN INFORMATION IS TRANSFERRED; 2. TRANSMISSIONS OF ANY VIRUS OR DAMAGE TO RECEIVING ELECTRONIC SYSTEMS WHEN INFORMATION IS TRANSFERRED.</p> <p><b>SRN</b> ARCHITECTS 8395 JANE ST. SUITE 202 VAUGHAN, ONTARIO, L4K 5V2 PHONE: 905.477.2515 FAX: 905.477.2517</p> <p>STAMP:</p> <p>© SRN ARCHITECTS INC. 2017</p> <p>CLIENT: CROWN COMMUNITIES DEVELOPMENTS INC.</p> <p>PROJECT: MIXED-USE DEVELOPMENT 1012 YONGE ST BARRIE, ON</p> <p>DRAWING TITLE: PERSPECTIVES 1</p> <table border="1"> <tr> <td>DATE: 07/18/22</td> <td>SCALE: 1 : 4750</td> </tr> <tr> <td>DRAWN BY: ACI/AGAL</td> <td>CHECKED BY: EM/GR</td> </tr> <tr> <td>PROJECT NUMBER: S19013</td> <td>DRAWING NUMBER: A601</td> </tr> </table>	DATE: 07/18/22	SCALE: 1 : 4750	DRAWN BY: ACI/AGAL	CHECKED BY: EM/GR	PROJECT NUMBER: S19013	DRAWING NUMBER: A601																											
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Autodesk Civis/S19013-Crown Communities Barrie/S19013-Crown Communities Barrie-Coverage RVT2022.rvt



APPENDIX "F"

Building Renderings



VIEW FROM STREET A 1  
A602



VIEW FROM SOUTH EAST 3  
A602



AERIAL VIEW FROM NORTH EAST 3  
A602



AERIAL VIEW FROM SOUTH EAST 4  
A602

THESE DRAWINGS ARE NOT TO BE SCALED.  
ALL DIMENSIONS SHOWN SHALL BE CHECKED BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO SRN ARCHITECTS INC.

ADDITIONAL NOTES:  
THE DRAWING, AS AN INSTRUMENT OF SERVICE, IS PROVIDED BY SRN ARCHITECTS INC. THE CONTRACTOR MUST VERIFY AND ACCEPT RESPONSIBILITY FOR ALL DIMENSIONS AND CONDITIONS ON SITE AND MUST NOT BE RESPONSIBLE FOR ANY VARIATIONS FROM THE DATA PROVIDED BY SRN ARCHITECTS INC. SRN ARCHITECTS INC. SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF SURVEY, STRUCTURAL, MECHANICAL, ELECTRICAL, OR ENGINEERING SERVICES PROVIDED IN THIS DRAWING. REFER TO APPROPRIATE ENGINEERS FOR MECHANICAL, ELECTRICAL, AND STRUCTURAL CODES AND REQUIREMENTS OF THE JURISDICTION. CONTRACTOR MUST COMPLY WITH ALL APPLICABLE REGULATIONS AND REQUIREMENTS OF THE JURISDICTION. NO PART OF THIS DRAWING HAS BEEN OR REPORTED ON BY THIS OFFICE IN CONNECTION WITH THE ENVIRONMENTAL ASSESSMENT OF THIS SITE.

CONDITIONS FOR ELECTRONIC INFORMATION TRANSFER:  
ELECTRONIC INFORMATION IS SUPPLIED TO THE OTHER ASSOCIATED PARTIES TO ASSIST THEM IN THE PROTECTION OF THEIR WORK. REVIEW THE RECEIVED FILES ALIST TO DETERMINE THE COMPLETENESS AND APPROPRIATE RELEVANCE OF THE INFORMATION IN RESPECT TO THEIR RESPECTIVE RESPONSIBILITIES.

SRN ARCHITECTS INC. SHALL NOT BE RESPONSIBLE FOR:  
1. ERRORS, OMISSIONS, INCOMPLETENESS DUE TO LOSS OF INFORMATION IN WHOLE OR PART WHEN INFORMATION IS TRANSFERRED.  
2. TRANSMISSIONS OF ANY VIRUS OR DAMAGE TO RECEIVING ELECTRONIC SYSTEMS WHEN INFORMATION IS TRANSFERRED.

**SRN ARCHITECTS**  
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STAMP:

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CLIENT:  
CROWN COMMUNITIES DEVELOPMENTS INC.

PROJECT:  
MIXED-USE DEVELOPMENT  
1012 YONGE ST  
BARRIE, ON

DRAWING TITLE:  
PERSPECTIVES 2

DATE: 07/18/22	SCALE: 1 : 4750
DRAWN BY: ACI/AGAL	CHECKED BY: EM/GR
PROJECT NUMBER: S19013	DRAWING NUMBER: A602



APPENDIX "G"

Conceptual Landscape Plan



PLANT PALLETTE

1. Sugar Maple (*Acer saccharum*)
2. Skyline Honey (IcوستGleditsia tricanthos 'Skyline')
3. Autumn Blaze Maple (*Acer freemanii*)
4. Bur Oak (*Quercus macrocarpa*)
5. Pink Flowering Dogwood (*Cornus florida 'Rubra'*)
6. Serviceberry (*Amelanchier Canadensis*)
7. American Elm (*Ulmus americana 'Princeton'*)
8. Dense Yew (*Taxus x media 'Densaformis'*)
9. Bush Honeysuckle (*Dierilla lonicera*)
10. Burning Bush (*Euonymus alatus 'Compactus'*)
11. Visions In White Astilbe (*Astilbe 'Visions In White'*)
12. Annabelle Hydrangea (*Hydrangea arborescens 'Annabelle'*)
13. Feather Reed Grass (*Calamagrostis x acutifolia*)
14. Daylily (*Hemerocallis 'Stella D'Oro'*)



SITE FURNISHING

1. Pool Area
2. Gathering Area
3. Paved Crosswalk
4. Pergola
5. BBQ Area
6. Picnic Area



DATE: August 15, 2022  
SCALE: NTS  
SUBJECT TO CHANGE DURING DESIGN  
DEVELOPMENT AND CONSTRUCTION

1012 YONGE ST, BARRIE | LANDSCAPE CONCEPT

