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**TO:** PLANNING COMMITTEE

**SUBJECT:** ZONING BY-LAW AMENDMENT APPLICATION – 989 YONGE STREET

**WARD:** 9

**PREPARED BY AND KEY CONTACT:** D. SUDDABY, PLANNER, EXT. 4473

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

**GENERAL MANAGER APPROVAL:** A. MILLER, RPP  
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 The Jones Consulting Group, on behalf of ASA Development Inc., to rezone lands municipally as 989 Yonge Street, from 'Agricultural General' (AG) to 'Neighbourhood Mixed Use' (NMU) be approved.
2. 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 DEV029-20 and there were no written or oral submissions received from members of the public, only from technical staff and agencies.
3. 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**

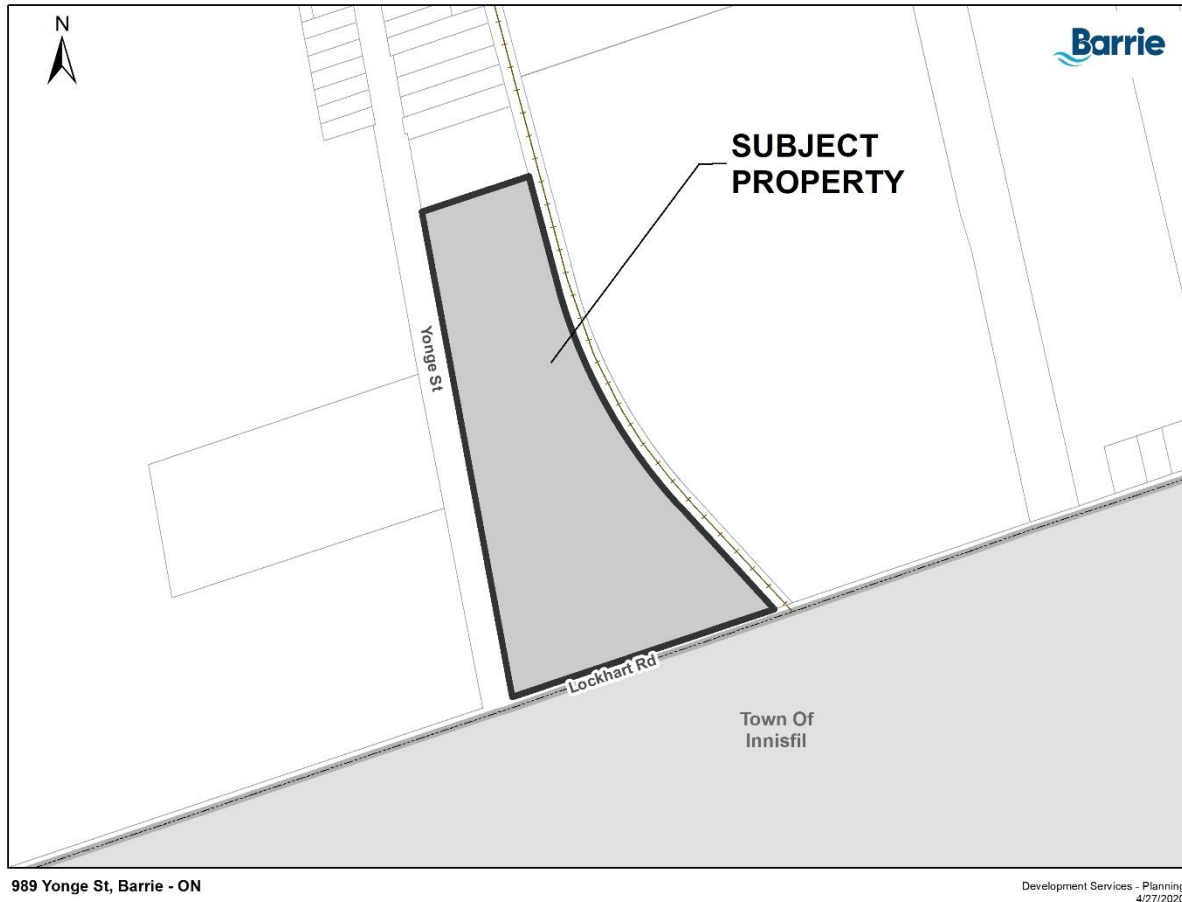
4. The purpose of this report is to recommend approval of a zoning by-law amendment application submitted by The Jones Consulting Group, on behalf of ASA Development Inc., for lands municipally known as 989 Yonge Street (see Appendix "A" – Draft Zoning By-law Amendment). The effect of the application would be to permit the development of 60 townhouses, 4 mixed-use residential and commercial buildings with approximately 1,218 residential units and 3,000 square metres of commercial space, all ranging in height from 3 to 12 storeys in height with frontage onto Yonge Street and Lockhart Road (see Appendix "B" – Conceptual Site Plan). Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of mixed-use development in accordance with both Provincial and municipal policy, and more specifically, the Hewitt's Secondary Plan.
5. With the conclusion of the technical review and public consultation process, which included a Neighbourhood Meeting on October 29, 2019 and a Public Meeting on June 15, 2020, staff have

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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), the City of Barrie Official Plan (2010), and the Hewitt's Secondary Plan. As such, this application is being recommended for approval.

#### Site and Location

6. The subject lands are located on the northeast corner of Lockhart Road and Yonge Street, within Phase 2 of the Hewitt's Secondary Plan, and are municipally known as 989 Yonge Street. The property is currently vacant and has a total lot area of approximately 10.15 hectares, with frontage of approximately 309 metres along Lockhart Road and flankage of approximately 550 metres along Yonge Street.
7. The existing land uses surrounding the subject property are as follows:
  - North: Existing residential lots fronting onto Yonge Street.
  - South: Lockhart Road and existing agricultural lands located outside of the City of Barrie within the Town of Innisfil.
  - East: Metrolinx rail corridor, beyond which is a development property owned by Ballymore Building (Barrie) Corp. that is primarily located within Phase 3 of Hewitt's Secondary Plan. Applications for Plan of Subdivision and Zoning By-law Amendment have been approved on these lands (File Nos. D14-1674 & D12-444). A smaller development property owned by 2303757 Ontario Inc., and a large development property owned by Crisdawn Construction Inc. and Pratt Development Inc., are located to the northeast of the subject lands. These lands are located within Phase 1 of the Hewitt's Secondary Plan Area and both received Draft Plan Approval in December 2017 (D12-437 and D12-426) as well as redline revisions in 2019.
  - West: Existing agricultural lands owned by Rainsong Land Development Inc. and Crown (Barrie) Development Limited that are intended to develop in accordance with the Hewitt's Secondary Plan. The draft plan approved portion of the Rainsong lands contains blocks for the future use of a recreation centre, library and elementary school. The Rainsong Phase 2 lands will contain a block for a Catholic high school.



### Existing Policy

8. The Official Plan includes the Hewitt's Secondary Plan and designates the subject property as 'Yonge Street Mixed Use Corridor' within Phase 2. The subject parcel is currently zoned 'Agricultural General' (AG) pursuant to Zoning By-law 054-04 (Innisfil).
9. The predominant use of the Yonge Street Mixed Use Corridor designation shall be for a variety of residential, institutional and office uses and community facilities in single use and mixed-use buildings, including single use commercial buildings.

### Background Studies

10. In support of the application, the following reports were submitted. Copies of the submission material is available online on the City's Proposed Developments webpage under [Ward 9](#).
  - Planning Justification Report (The Jones Consulting Group Ltd. dated March 2020)
  - Archaeological Property Assessment (Stage 1-4) (Amick Consulting Ltd. dated March 7, 2019, Earthworks Archaeological Services Inc. dated June 4, 2018 and February 18, 2020)
  - Existing Conditions and Species at Risk (Ontario Environmental Consultants dated July 2019)

- Functional Servicing and Stormwater Management Report (SCS Consulting Group Ltd. dated February 2020)
- Geotechnical Report (McLymont&Rak Engineers Inc. dated February 2018)
- Hydrogeological Assessment (R. J. Burnside & Associates Limited dated March 2020)
- Pedestrian Circulation Plan (The Jones Consulting Group Ltd. dated February 21, 2020)
- Shadow Study Plans (SRM Architects Inc. dated February 10, 2020)
- Traffic Impact Study (JD Northcote Engineering Inc. dated January 17, 2020)
- Tree Preservation Plan (JDB Associates Ltd. dated January 10, 2019)
- Vibration Study (Valcoustics Canada Ltd. dated July 17, 2020)

#### Neighbourhood Meeting

11. A Neighbourhood Meeting was held on October 29, 2019 to present the proposed development to the local residents (see Appendix "B" – Conceptual Site Plan). No members of the public attended the neighbourhood meeting.

#### Public Meeting

12. A statutory Public Meeting was held on June 15, 2020 to present the subject application to Planning Committee and the public. One member of the public spoke in support of the subject application, particularly as it relates to the built form and density proposed for the site.

#### Department and Agency Comments

13. The subject application was circulated to staff in various departments and to external agencies for review and comment.
14. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they have no objection to the approval of the proposed Zoning By-law Amendment. They noted that the subject property is within the vicinity of the St. Paul's Swamp Evaluated Wetland and that the subject property is not within an area governed by Ontario Regulation 179/06. The subject property is also located within a completed watershed or subwatershed study area – Barrie Creeks, Lovers Creek and Hewitt's Creek Subwatershed Plan and within an identified Ecologically Significant Groundwater Recharge Area. LSRCA recommends that the technical review comments be addressed through the anticipated subsequent site plan application.
15. Development Services – Approvals staff noted no concern with the proposed rezoning, however provided comments recommending that the development of this plan proceed concurrently with the adjacent lands to the east (Ballymore, Campbell and Crisdawn lands) and the reconstruction of Yonge Street to satisfy servicing needs. If development is not completed concurrently, the owner will be required to construct such services to facilitate the development of this property. Should Council approve the subject application, Approvals staff noted that registration of a subsequent site plan would not be considered until all necessary infrastructure to support the development is secured to the satisfaction of the City.
16. Development Services – Approvals (Landscape) staff noted that removal of any boundary trees (including those on or adjacent to the Metrolinx rail corridor) will require approval from Metrolinx and the adjacent landowner to the north. Staff further noted that many of the technical comments could be deferred to the subsequent site plan control stage.
17. In accordance with the preliminary comments provided by Metrolinx, a vibration study was required to be submitted. This study revealed that vibration measures are required for the proposed

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- development and that vibration mitigation measures shall be incorporated into the residential dwelling building design to mitigate the vibration to the acceptable vibration limit. In accordance with the concept plan submitted and attached as Appendix "B" to this report, Metrolinx noted that a 30-metre rail corridor setback (measured from the property line to building face) is required for residential development. Metrolinx further noted that the comments provided may be addressed during detailed design, as part of the site plan process.
18. Environmental Sustainability (Waste Reduction) provided comments indicating that the proposed development may not be eligible for municipal waste collection services, including recycling and organics programs and that a property owner/property management company may be required to pay for waste collection at their own expense. This matter would be further reviewed through the subsequent site plan process should Council approve the proposed rezoning. In addition, once the building has been completed and occupancy has reached 70%, Waste Reduction staff would conduct a final site visit to determine eligibility for the property to receive municipal waste collection services, provided all City standards for same are met.
  19. The Environmental Compliance department 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 would be addressed at detailed design through a subsequent site plan application. It is noted that a Site Alteration Permit, Discharge Agreement, and a Fill Management Plan will be required.
  20. The City's Fire Services Department indicated no concerns with the proposed rezoning.
  21. The City's Finance Department provided applicable development charges/fees associated with the future development of this site.
  22. The Infrastructure Department – Water Operations Branch and Environmental Sustainability – Source Water Protection staff have noted that a detailed review and comments will be provided at the detailed design stage.
  23. Transportation Planning provided comments related to detailed design, including matters related to signalized intersection traffic control, road widening requirements of 17.5 metres along Lockhart Road and 0.75 metres along Yonge Street, secure indoor bike storage and infrastructure improvements related to the implementation of a centre median island along Yonge Street in the ultimate lane configuration. In this regard, the applicant will be required to update the queuing analysis accordingly at the time of detailed design. The applicant will be required to convey any required road widenings at the time of site plan.
  24. Transit noted that they are supportive of the proposed densities from a transit perspective and the lay-by for transit. It is also noted that in the future transit may route through the site with a core route considering the densities.
  25. The City's Accessibility and Diversity Specialist and Urban Forestry have no comments on the application.
  26. Enbridge 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 a subsequent site plan approval application.
  27. InnPower noted they do not object to the application and requested the developer contact them to discuss the hydro requirements for this development to ensure adequate power supply is available to service the entire site.

28. The Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board provided comments indicating no objection to the proposed Zoning By-law Amendment. Both school boards confirmed that their standard notification clauses would be required to be inserted into all purchase and sale agreements 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.
29. The Conseil Scolaire Viamonde indicated no comment regarding the applications.
30. Bell Canada outlined conditions to be incorporated into a future site plan agreement.
31. The Town of Innisfil submitted comments encouraging a vegetative buffer to reduce the transition and massing impacts of the development on the adjoining agricultural lands. The Town of Innisfil is also encouraging a discussion respecting the provisions of a multi-use trail between the proposed development and Stroud. These comments can be further discussed during the site plan process.

## **ANALYSIS**

### Policy Planning Framework

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

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

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

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

35. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to



respond to current and future needs. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>

36. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost-effective development.
37. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e. transit) to accommodate projected needs. Intensification and redevelopment is also promoted to meet projected population growth for the next 20 years.
38. Although not included in detail, 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).

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

39. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
40. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on strategic growth areas, including urban growth centres and major transit station areas. The primary focus of the Growth Plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
41. Section 2.2.7 of the Growth Plan further requires that all new development taking place 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.
42. 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. The proposal provides a density of approximately 218 persons and jobs per developable hectare which exceeds the minimum requirements of the Growth Plan. The proposal also provides alternative housing options through the provision of a variety of

townhouse units and apartment units as well as employment opportunities to support the achievement of a complete community.

43. Although not included in detail, staff have reviewed the relevant policies in detail and are of the opinion that the development conforms with all of the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

#### Lake Simcoe Protection Plan (LSPP)

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

#### City of Barrie Official Plan (OP)

45. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The 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>
46. There are a number of policies in the Official Plan that generally support the proposed development. Section 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.
47. 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 appropriate built form, utilizes existing and planned infrastructure and services, and would support the use of public transit.
48. 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 in an area where infrastructure is proposed (water, stormwater and sanitary services) and transit will be available.

#### **General Policies**

49. Section 3.3.2.1 of the Official Plan encourages the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities are encouraged in order to meet



identified housing needs where it is recognized to be in accordance with good land use planning principles.

#### Affordable Housing

50. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. In the case of 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
  - housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
51. The County of Simcoe has identified that the median household income for the City of Barrie is \$79,984. This household income would allow the purchase of an affordable unit to a maximum price of \$305,000 per unit, representing 30% of household income spent on accommodation on an annual basis. The regional maximum of 10% below average resale price of a home in Barrie is \$445,582. While the purchase price of the units has not been confirmed at this time, it should be noted that apartment units are generally considered a more affordable form of housing compared to lower density housing options, such as single and semi-detached dwelling units. 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 providing additional opportunities for moderate income families to obtain suitable housing. In addition, the Owner anticipates that 10% of the units will be affordable and staff are satisfied that this can be adequately addressed at the time of a subsequent site plan application.

#### Tall Buildings Policies – 6.6

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 attached as Appendix "B" and "C" 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 appears to be consistent with the Tall Building Policies. As illustrated on the conceptual site plan and building elevations attached to this report, the tallest buildings are massed toward the intersection and additional buildings are massed toward the Lockhart Road and Yonge Street frontages, providing a continuous street wall. Surface parking internal to the site and underground structured parking is also proposed. As reflected on Appendix "D" – Preliminary Shadow Analysis, buildings have been massed to reduce the impacts of shadows on adjacent streets, private amenity areas and open spaces, and the lower density townhouse units contemplated by the subject application. 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. Development of the subject lands is guided by the vision of the Hewitt's Secondary Plan, specifically as it relates to the 'Yonge Street Mixed Use Corridor' land use designation that provides the framework for the development standards found in the implementing zoning category.
57. The Yonge Street Mixed Use Corridor is the most urban component of the Hewitt's Secondary Planning Area, providing for the densest form of development and highest order of activities. The primary focus of this form of development is along Yonge Street. Development is intended to be predominately medium and high density residential, including retail and service commercial business located primarily on the ground floor of mixed-use buildings, live-work developments, office and institutional uses.
58. Section 9.2.2 provides that the Hewitt's Secondary Plan Area will be a gateway to the City of Barrie, providing a range of employment, housing, and a mix of other uses that allow residents to live, work, and play in their community. These areas will be developed based on an interconnected natural heritage system, open space network and transportation system that seamlessly incorporates the Hewitt's Secondary Plan Areas into the community, and encourages active transportation and transit. The proposal generally conforms to this policy as the development would provide for a mix of land uses, inclusive of approximately 1,278 residential units and 3,000 square metres of commercial space that is transit supportive and encourages active transportation.
59. Policy 9.2.8 identifies that the average density for population and employment for the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per hectare for both the developable Plan Areas combined. The proposal conforms to this policy as the development provides a density of approximately 218 persons and jobs per developable hectare. 1,218 units generates a total of 2,032 people living on the lands (based on 1.669 persons per unit). This would generate 111 jobs from a home base business, 28 retail jobs and 42 office jobs for a total of 70 jobs within the 3,000 square metres of commercial space (based on commercial – retail 52 square metres/employee and commercial non-retail 26 square metres/employee).
60. Consistent with the Mixed Use Nodes and Corridors policies noted in section 9.5.4.3 of the Secondary Plan, whereby residential densities shall be between 50-120 units per hectare, the proposed development represents a density of 120 units per hectare. Should Council approve the subject application, the applicant will be required to comply with the floor space index (FSI)

provision noted in Section 9.5.5.1 (d) at the time of detailed design. This provision requires a FSI of 0.5 to 2.5 for lands within the Yonge Street Mixed Use Corridor.

61. Policies 9.6.4 and 9.6.5 require that all new urban development in the Hewitt's Secondary Plan Area shall be connected to full municipal services and comply with the City's Master Plans, Municipal Class Environmental Assessments (Class EAs), Stormwater Management Master Plan and Subwatershed Impact Studies. Further, the provision of water and wastewater services relate to the phasing of development as set out in Section 9.7.3.2 of the Hewitt's Secondary Plan. Development shall not proceed until the availability of water and wastewater services are confirmed and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible. In this regard, Development Services – Approvals and Finance staff have indicated no concern with the proposed rezoning and have confirmed that matters related to infrastructure improvements/extensions would be adequately addressed at the time of detailed design should Council approved the subject application.
62. 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 achieves the required density targets in 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.

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

63. As noted above, the applicant has proposed to rezone the subject lands from 'Agriculture' (AG), as per the Town of Innisfil Zoning By-law (054-04), to 'Neighbourhood Mixed Use' (NMU) in accordance with the City's Comprehensive Zoning By-law 2009-141. The NMU Zone permits a variety of residential uses, including back-to back and street townhouse units, and commercial and institutional uses in accordance with Table 5.4.1 and Section 14.6.2 of the City's Comprehensive Zoning By-law. Building heights in the NMU Zone shall range from three (3) to twelve (12) storeys in height, as contemplated by the preliminary concept plan submitted in support of the subject application (see Appendix "C" – Conceptual Building Elevations). The applicant is not requesting any special provisions and intends to develop the property in accordance with the requirements of the NMU Zone.

#### **Site Plan Control**

64. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the development and design of the lands with regard to access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc. The concept plan, conceptual building elevations and preliminary reports submitted in support of the subject application, provide a general indication of how the property would be developed. However, should the subject Zoning By-law Amendment application be approved, the applicant would be required to submit a site plan application which would be further reviewed by City staff and applicable external agencies to ensure that the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.
65. Growth management conditions related to the availability of servicing will be incorporated through the site plan control process.

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### Summary

66. 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 60 townhouses, 4 mixed-use residential and commercial buildings with approximately 1,218 residential units and 3,000 square metres of commercial space, ranging in height from 3 to 12 storeys, is considered appropriate, is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Lake Simcoe Protection Plan, the City's Official Plan and the Hewitt's Secondary Plan.
67. 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**

68. There are no environmental matters related to the recommendation.

### **ALTERNATIVES**

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

**Alternative #1** Planning Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing '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 as noted throughout the analysis section of this report.

### **FINANCIAL**

70. The subject application, if approved, would permit the development of 60 townhouses, 4 mixed-use residential and commercial buildings with approximately 1,218 residential units and 3,000 square metres of commercial space. The current municipal property tax revenue generated from the subject lands is \$1,234.00 given its current agricultural use. It is not possible to estimate the assessed value of the subject property following development, however, the assessed value of the future development is anticipated to be far greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of writing this staff report.
71. Building permit application fees for the proposed development are estimated to be approximately \$3,877,000.00. If approved, building permit fees will be confirmed at the time of the subsequent site plan process and collected at the time of the submission of building permit applications.
72. Current development charges for the proposed development are \$26,879.00 per unit for 1 bedroom apartment units, \$38,286.00 for 2+ bedroom apartment units, and \$54,112.00 per townhouse unit. Non-retail use is \$239.69 per square metre and \$353.80 per square meter for retail uses as of January 1, 2020. The development charge revenue for the proposed development is estimated to be in the order of \$45,000,000.00. Residential Development Charges are subject to an annual

inflationary adjustment on January 1<sup>st</sup> of each year. Development charges are calculated and paid at the time of issuance of building permit.

73. The education levy for residential uses is currently \$2,959.00 per unit and \$0.52 per square feet for non-residential uses, representing a total education levy of \$3,798,394.20.
74. The cash in lieu of parkland in the amount of \$123,245.00 has been previously received in accordance with the Hewitt's Master Parkland Agreement.
75. A Finance Administration fee will be collected at the time of issuance of the building permit at a rate of \$77.50 per dwelling unit and \$155.00 per non-residential building.
76. 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 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.
77. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, 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 and will be presented to Council during the annual budget cycle for approval.

#### **LINKAGE TO 2018–2022 STRATEGIC PLAN**

78. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
  - ☒ Fostering a Safe & Healthy City
    - i) Build a greener Barrie while mitigating and adapting to climate change.
  - ☒ Building Strong Neighbourhoods
    - ii) Build walkable, diverse neighbourhoods that encourage community connections;
    - iii) Grow Responsibly
79. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing and planned services and infrastructure. The proposed development integrates with the surrounding draft approved plans of subdivision, and the compact nature of the proposed built form promotes and facilitates community connections, supports active transportation and public transit, and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Proposed Zoning By-law Amendment  
Appendix "B" – Conceptual Site Plan  
Appendix "C" – Conceptual Building Elevations  
Appendix "D" – Preliminary Shadow Analysis

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APPENDIX "A"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2020-XXX

**A By-law of The Corporation of the City of Barrie to amend By-law 2009-141, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.**

**WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being Part of Lot 16, Concession 11, Formerly Town of Innisfil, known municipally as 989 Yonge Street, shown on Schedule "A" to this By-law from Agricultural General (AG) to Neighbourhood Mixed Use, (NMU).

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 20-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 989 Yonge Street, shown on Schedule "A" to this By-law from Agricultural General (AG) to Neighbourhood Mixed Use (NMU), in accordance with Schedule "A" attached to this By-law.
3. **THAT** the remaining provision of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.
4. **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 \_\_\_\_, 2020.

**READ** a third time and finally passed this \_\_\_\_ day of \_\_\_\_, 2020.

**THE CORPORATION OF THE CITY OF BARRIE**

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**MAYOR – J. R. LEHMAN**

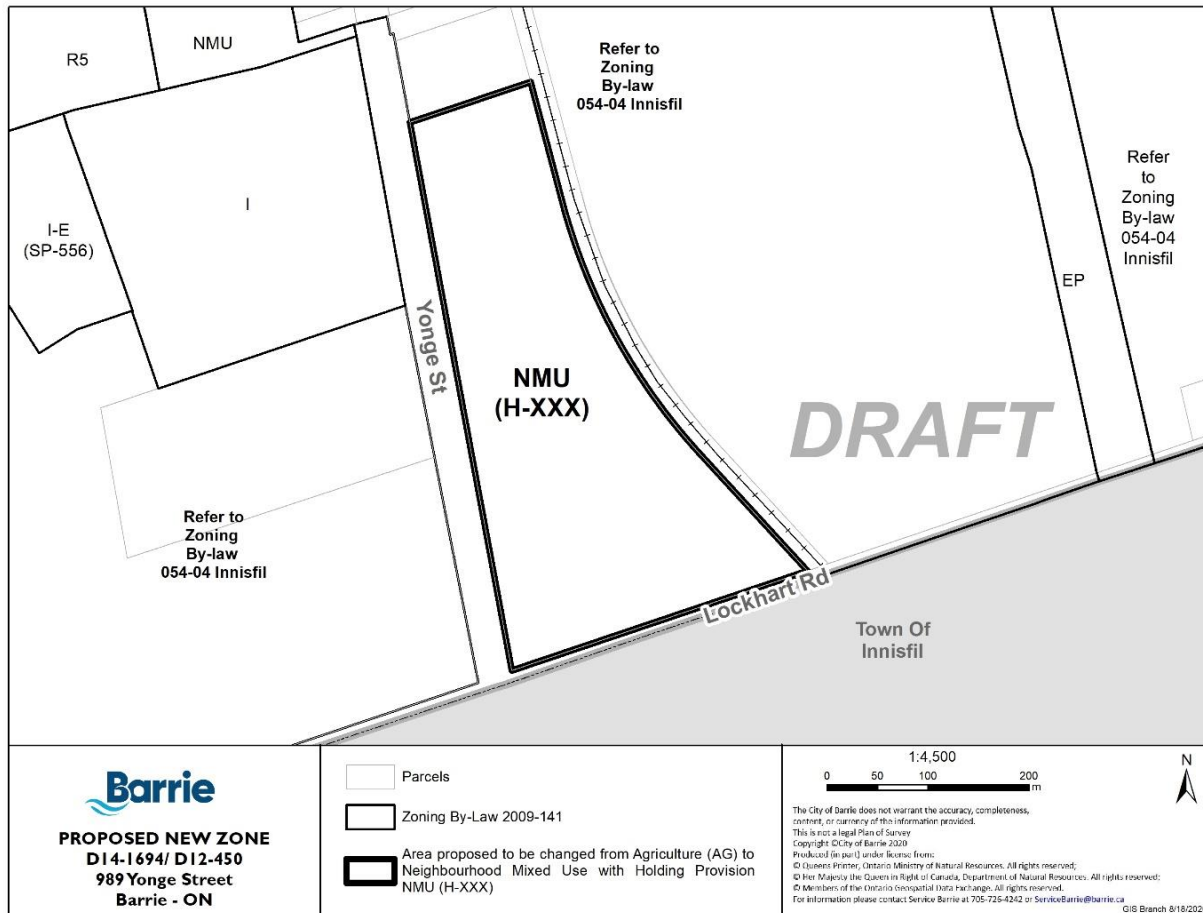


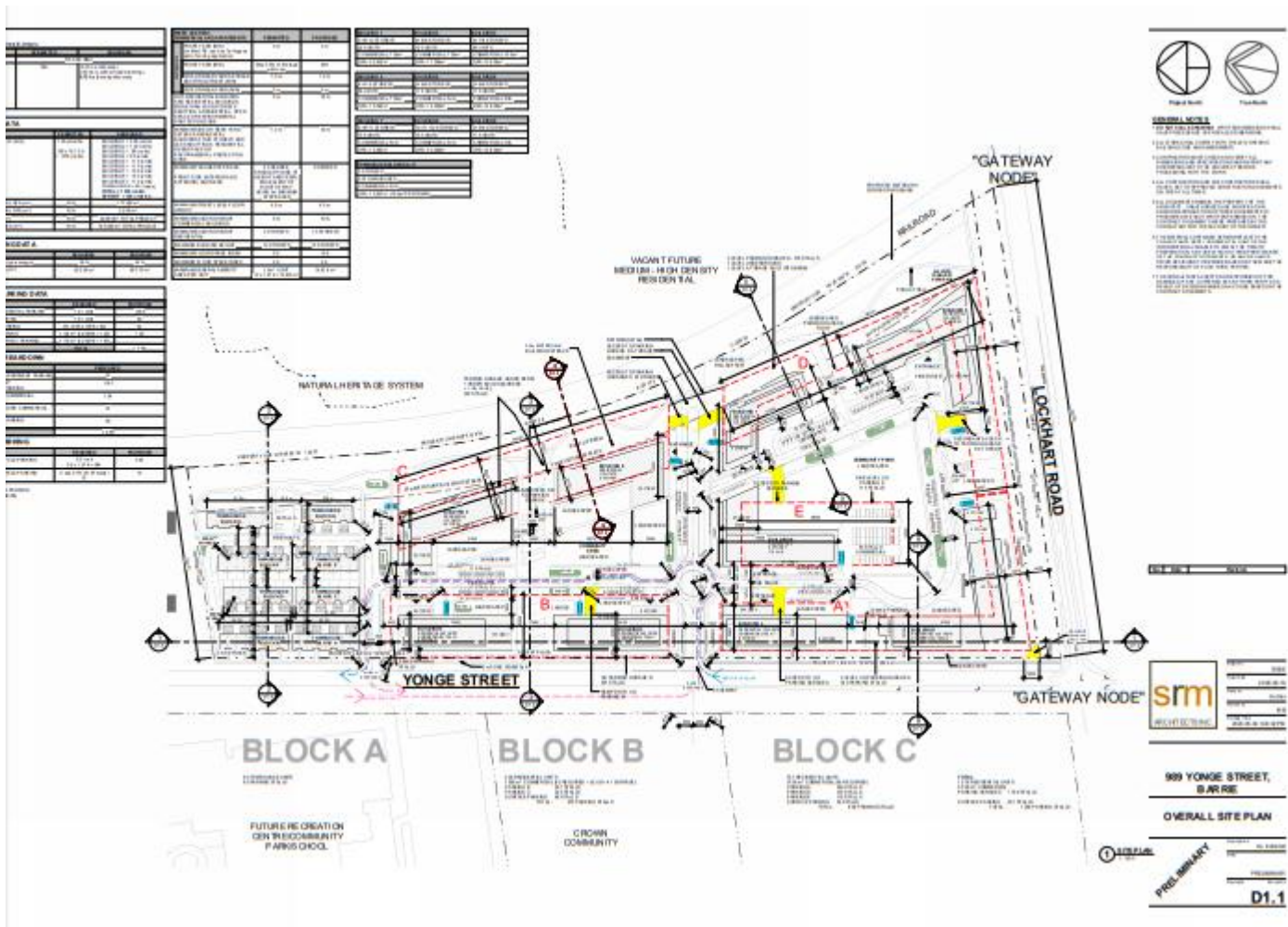


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**CITY CLERK – WENDY COOKE**

Schedule "A" to Attached By-law 2020-XXX





**APPENDIX "C"**

**Conceptual Building Elevations**



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APPENDIX “D”

Preliminary Shadow Analysis





