

Staff Report



To	General Committee
Subject	Zoning By-law Amendment – 375, 389 – 393 Yonge Street
Date	September 10, 2025
Ward	8
From	Michelle Banfield, Executive Director of Development Services
Executive Member Approval	Michelle Banfield, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV032-25

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by MHBC Planning Ltd., on behalf of 375 Yonge Street Inc., to rezone lands known municipally as 375 and 389 - 393 Yonge Street from 'General Commercial' (C4) and 'General Commercial with Special Provisions' (C4)(SP-264) to 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) be approved, as attached to Staff Report DEV032-25 as Appendix A.
2. That the following site-specific provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a) Permit a minimum parking ratio of 0.85 parking spaces per dwelling unit, whereas 1.0 parking space per dwelling unit is required;
 - b) Permit a minimum drive aisle width of 6 metres, whereas a minimum drive aisle width of 6.4 metres is required;
 - c) Permit a minimum front yard setback of 1 metre for 70% of the frontage, whereas a minimum of 1 metre for 75% of the frontage is required;
 - d) That the requirement for a minimum coverage for commercial uses of 50% of first storey gross floor area shall not apply;
 - e) That the requirement for fully paved and seamless front yard connections to the abutting sidewalks shall not apply;
 - f) Permit a minimum front yard setback of 2 metres for an indoor amenity area and permit the building to encroach into the front yard a maximum of 1.5 metres above the ground floor residential uses, whereas a minimum front

yard setback of 3 metres is required for residential uses;

- g) Permit an encroachment of 1.5 metres into the front yard for a porch, whereas no accessory building or structure shall occupy the front yard;
 - h) Permit a maximum parking lot area coverage of 41% for an apartment dwelling, whereas a maximum coverage of 35% is permitted; and,
 - i) That the lands shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule “B” to the implementing Zoning By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
3. That the Holding Provision (H-YYY) be removed from the site-specific zoning on the subject lands, when the following technical requirements have been addressed to the satisfaction of the Executive Director of Development Services:
- a) That the owner/applicant undertakes and agrees to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition accepted by the Ministry of Environment, Conservation and Parks (MECP) under the *Environmental Protection Act* prior to any site works or issuance of a Building Permit.
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 DEV032-25.
5. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

Executive Summary:

The purpose of this report is to recommend approval of an application for a Zoning By-law Amendment for lands known municipally as 375 and 389 - 393 Yonge Street to facilitate the development of a 6 storey, residential rental apartment building with a total of 114 residential units. The draft Zoning By-law Amendment is attached to Staff Report DEV032-25 as Appendix A. This report provides an analysis of the application based on conformity to planning policies, as well as an overview of comments received through the technical review and public engagement processes.

The Planning Analysis with respect to the submitted amendment to the Zoning By-law is attached as Appendix B. A Conceptual Site Plan is included for reference as Appendix C as well as an Elevation in Appendix D, a Residential Density Analysis in Appendix E and a list of Submission Materials in Appendix F. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed through a subsequent Site Plan Control application.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject application and are of the opinion that the proposed Zoning By-law Amendment is consistent with the Provincial Planning Statement (2024) and with the City of Barrie Official Plan (2024). Staff have considered the comments received through the technical review and public consultation process, which included a Neighbourhood Meeting on March 7, 2024 and a Public Meeting on January 8, 2025. The conceptual site plan was revised to shift the access to the north for a better alignment with 84 Yonge Street, to reduce the parking area and subsequently increase landscape buffer areas, and to remove proposed commercial units in favour of creating additional residential units and further reducing the parking requirements.

Staff are of the opinion that the proposed Zoning By-law Amendment is considered desirable for the appropriate development or use of the subject lands.

Financial Implications:

The proposed development will be subject to development charges, cash in lieu for parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. 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 as local roads are not Development Charge Credit eligible.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 - General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'General Commercial' (C4) and 'General Commercial with Special Provisions' (C4)(SP-264) zoning over the subject property.

This alternative is not recommended as the proposed development is consistent with all Provincial and municipal policies as noted throughout this report and is considered an appropriate use of the subject lands.

Alternative #2 - General Committee could propose an alternative amendment to the zoning on the subject property to permit different special provision(s).

This alternative is not recommended as the proposed development is consistent with provincial and municipal policies and was modified to respond to comments received through the technical review process to ensure an appropriate design. The proposal respects adjacent lands uses while facilitating an efficient development that maximizes the number and range of residential units on the property.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide additional dwelling units for rental tenure, add the potential for more affordable and attainable housing options, and support the local and regional transit network.
Community Safety		
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

The subject lands are located on the east side of Yonge Street between Lakeshore Drive and Little Avenue and comprise two mutually owned but separate, adjacent properties. The applicant also owns the adjacent property to the north. The subject lands are described as follows:

- a) 375 Yonge Street is occupied by a vacant one-storey commercial office building and associated parking.
- b) 389 - 393 Yonge Street is occupied by a Starbucks drive-thru restaurant (389 Yonge Street) and a multi-unit commercial building (393 Yonge Street). The northern portion of 389 Yonge Street is vacant.



Consent application no. B57/24 was approved by the Committee of Adjustment in December 2024 which permitted the northern, vacant portion of 389 Yonge Street to be severed and merged with 375 Yonge Street. The newly reconfigured 375 Yonge Street lands comprise the development area associated with this application. The reconfigured 375 Yonge Street parcel is 0.068 ha in size with a frontage of 115.7 m on Yonge Street.

Surrounding land uses include the following:

North: Commercial uses along Yonge Street including Dairy Queen and McDonalds, Chartwell Allandale Station Retirement Residence and lower density residential uses along Foster Drive.

South: Commercial uses along Yonge Street, including Starbucks and Pizza Hut and Barnstormer Brewing Co. Brewpub Restaurant.

East: Lower density residential uses along Merrett Drive and Yeates Avenue.

West: Residential uses, Willoughby Natural Area and Whiskey Creek Walk.

Existing Policy

Yonge Street is identified as an Intensification Corridor on Map 1 – Community Structure and the subject lands are designated as Neighbourhood Area on Map 2 – Land Use in Official Plan (2024). The lands described as 375 Yonge Street are zoned as General Commercial (C4) and the lands described as 389 – 393 Yonge Street are zoned General Commercial with Special Provisions (C4)(SP-264) in the City’s Comprehensive Zoning By-law 2009-141, as amended. Special Provision (SP-264) provides acoustic requirements associated with the Starbucks restaurant at 389 Yonge Street.

Submission Materials

In support of the application, plans, reports and studies were submitted. A list of submission materials is found in Appendix F and copies of the materials are available under [Ward 8 – 375 -393 Yonge Street](#).

Department and Agency Comments

The application was circulated to staff in various departments and external agencies for review and comment. The following departments and agencies provided comments on the application:

- Development Services - Addressing, Approvals, Urban Design, Parks Planning and Transportation Planning
- Barrie Fire and Emergency Services
- Waste Management and Environmental Sustainability – Environmental Risk Management and Compliance
- Finance – Development Charges Department
- Transit
- Infrastructure Services Department (Water Operations Branch)
- Engineering Standards
- Alectra Utilities and Enbridge
- Simcoe County District School Board
- Metrolinx
- The Lake Simcoe Region Conservation Authority (LSRCA)

The conceptual site plan was revised to shift the proposed access from the southern limit of the property to the northern limit to eliminate an offset left-turn conflict created by the proposed driveway misaligning with the existing access at 384 Yonge Street. An offset left-turn conflict occurs when opposing left-turn movements overlap paths due to misaligned access points, creating a safety issue. The existing access to the plaza at 389–393 Yonge Street will remain unchanged; however, the conceptual site plan includes provisions for future shared access should the plaza be redeveloped. In the future, the existing access at 389 – 393 Yonge Street also will be reviewed as part of a future development application.

Risk Management and Compliance requests that a holding provision be applied to the zoning by-law which requires that the owner/applicant undertake and agree to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition prior to any site works or issuance of a Building Permit.

Further comments that were provided will be addressed through a future Site Plan Control application.

Consultation and Engagement:

A neighbourhood meeting was held on March 7, 2024, as part of the requirements for a complete application. The meeting was attended by approximately nineteen (19) residents as well as the applicant, their consultant team, Ward 8 Councillor Jim Harris, and Planning staff. Comments received by residents at the Neighbourhood Meeting included the following:

- Concerns about the proposed heights and density and the impacts of the additional traffic on the surrounding road network;
- Questions regarding rental tenure of the proposed building; and,
- Concerns about the potential impacts of the proposed development on drainage and stormwater management and the resulting impacts on adjacent properties.

A statutory Public Meeting was held on January 8, 2025 to present the subject application to the Affordability Committee and the public. No members of the public were in attendance at the public meeting.

Environmental and Climate Change Impact Matters:

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

- Redevelopment of an underutilized site within an Intensification Corridor that has been identified for intensification and higher densities.
- Alternative built forms for residential dwellings, maximizing the use of land, services and resources reduces pressures on greenfield development and the extension of significant municipal services where they do not already exist.

Appendix:

Appendix A – Draft Zoning By-law Amendment
Appendix B – Planning Analysis
Appendix C – Conceptual Site Plan
Appendix D – Conceptual Yonge Street Elevation
Appendix E – Residential Density Analysis
Appendix F – Submission Materials

Report Author:

M. Freethy, RPP, Senior Planner, Development Services

File #:

D30-027-2024

Pending #:

Not Applicable

Appendix A - Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025-XX

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 described as: Part of Part Lot 11, Concession 11 (INNISFIL) being Part 1 on Plan 51R-31214 and Part 2 on Plan 51R-44929; and Part Lots 1 & 2 on Plan 1046 being Parts 2 and 3 on Plan 51R-44929; CITY OF BARRIE, known municipally as: 375 Yonge Street and 389 - 393 Yonge Street and as shown on Schedule "A" to this By-law, from 'General Commercial' (C4) and 'General Commercial with Special Provisions' (C4)(SP-264) zones to 'Mixed Use Node with Special Provisions', Hold (MU1)(SP-XXX)(H-YYY); and,

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 25-G-XXX.

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

1. **THAT** the Zoning Map be amended to change the zoning from 'General Commercial' (C4) and 'General Commercial with Special Provisions' (C4)(SP-264) zones to 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone pursuant to the City of Barrie Comprehensive Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the Zoning Map.
1. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking of Comprehensive Zoning By-law 2009-141, a minimum parking ratio of 0.85 parking spaces per unit shall be provided in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone.
2. **THAT** notwithstanding the provisions set out in Section 4.6.2.5, a minimum drive aisle width of 6 metres is required in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone.
3. **THAT** notwithstanding the provisions set out in Table 5.4.2 of Comprehensive Zoning By-law 2009-141, a minimum front yard setback of 1 metre for 70% of frontage shall be required in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone.
4. **THAT** notwithstanding the provisions set out in Table 5.4.2 of Comprehensive Zoning By-law 2009-141, the requirement for a minimum 50 percent coverage of the first storey for commercial uses shall not apply in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.4.3.2 (a) of Comprehensive Zoning By-law 2009-141, the requirement for fully paved and seamless front yard connections to the abutting sidewalk shall not apply in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone.

6. **THAT** notwithstanding the provisions set out in Section 5.4.3.2 (b) of Comprehensive Zoning By-law 2009-141, a minimum front yard setback of 2 metres is required for a ground floor indoor amenity space in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone.
7. **THAT** notwithstanding the provisions set out in Section 5.4.3.2 (b) of Comprehensive Zoning By-law 2009-141, the building may encroach into the minimum front yard setback a maximum of 1.5 metres above the ground floor residential units in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone.
8. **THAT** notwithstanding the provisions set out in Section 5.4.3.7 (b) of Comprehensive Zoning By-law 2009-141, a maximum front yard encroachment of 1.5 metres is permitted for porches associated with the ground floor residential uses in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-XXX) zone.
9. **THAT** notwithstanding the provisions set out in Section 5.4.4.1 of Comprehensive Zoning By-law 2009-141, the maximum parking lot area coverage for an apartment dwelling shall be 41% in the 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) zone.
10. **THAT** a holding provision be applied to the subject lands zoned 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY), to be removed when the below technical requirements have been addressed to the satisfaction of the Executive Director of Development Services:
 - a) That the owner/applicant undertake and agree to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition accepted by the Ministry of Environment, Conservation and Parks (MECP) under the *Environmental Protection Act* prior to any site works or issuance of a Building Permit.
11. **THAT** lands zoned 'Mixed Use Node with Special Provisions, Hold' (MU1)(SP-XXX)(H-YYY) 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, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
12. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule "A" to this Bylaw, shall apply to the said lands except as varied by this By-law.
13. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this day of , 2025.

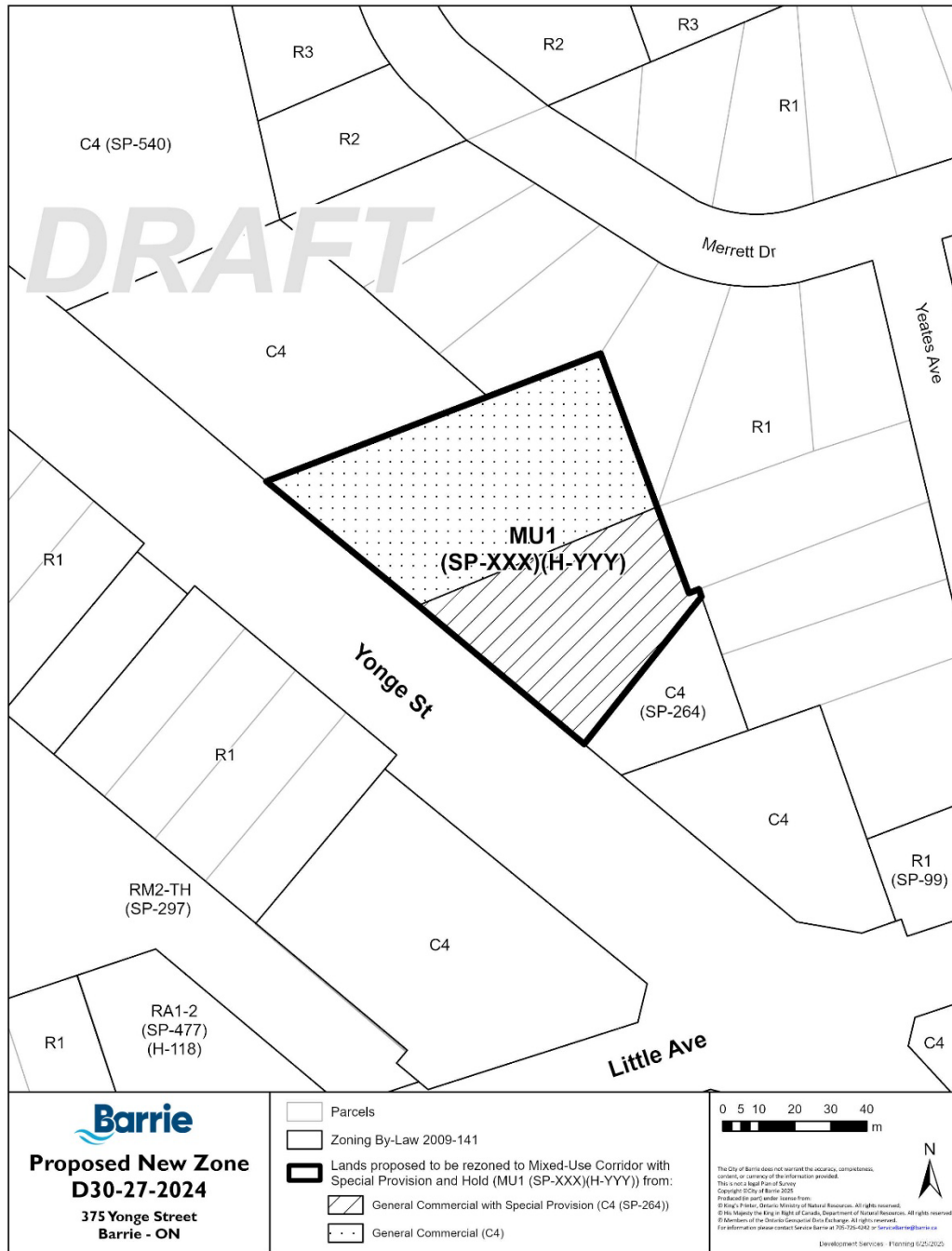
READ a third time and finally passed this day of , 2025.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – ALEX NUTTALL

CITY CLERK – WENDY COOKE

Schedule “A” to attached By-law 2025 - XXX



MAYOR – ALEX NUTTALL

CITY CLERK – WENDY COOKE

Schedule "B" to attached By-law 2025-XXX



Appendix B – Planning Analysis

Provincial Planning Statement (2024)

Staff are of the opinion that the development is consistent with the Provincial Planning Statement (2024) which promotes efficient growth and intensification by supporting a mix of uses, a range of housing options and densities to meet housing needs, active transportation and development that is transit supportive. The proposed development supports the policies of a healthy, livable, and compact community through an efficiently designed development on existing municipal infrastructure and through the creation of additional residential units for rental tenure.

City of Barrie Official Plan (2024)

Staff are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. Yonge Street is identified as an Intensification Corridor on Map 1 – Community Structure and the subject lands are designated ‘Neighbourhood Area’ on Map 2 – Land Use.

Development in Neighbourhood Areas that front onto Intensification Corridors are guided by policies in Sections 2.3.6, 2.3.7 and 2.6.1. Intensification corridors are planned as higher density, transit-supportive, mixed-use corridors with a varying scale of development to reflect different contexts. In Neighbourhood Areas, a mix of uses are permitted, a range of housing options are encouraged, and new development must appropriately respect the built form, character and massing of the immediate area at an appropriate level of intensification. Development that fronts onto and is oriented toward intensification corridors is permitted up to a height of 6 storeys if servicing is available and the transition policies of Section 3 can be met, and up to 8 storeys if the building is compatible with the height of surrounding buildings within 450 metres. The application proposes a 6 storey, residential apartment building which fronts onto Yonge Street and is adjacent to existing commercial uses at a density which meets the minimum density target of 50 units per hectare.

Staff are of the opinion that the proposed Zoning By-law Amendment application generally conforms to the urban design policies in Section 3 which strive to create context-appropriate built form and street frontage which engages with adjacent streets and open spaces and provides appropriate transitions between existing and planned land uses. Neighbourhoods shall be designed for a diversity of land uses and housing choices with good connectivity to transit, facilities and amenities, activation of the street and open spaces and integration of safety and crime prevention principles. Low Rise Building policies in Section 3.3.3 encourage low-rise development to respect and complement the built form of adjacent uses and provide appropriate setbacks and step backs from other buildings. The proposed development has been designed to be compatible with the existing and future built form and character of the uses in the area and the site has been designed to connect to the transportation options and the commercial uses along Yonge Street. The design of the proposed development will be further addressed through a future site plan application should the Zoning By-law Amendment be approved.

Zoning By-law 2009-141

The proposed Zoning By-law Amendment is being requested to rezone the subject lands to ‘Mixed Use Node with Special Provisions, Hold’ (MU1)(SP-XXX)(H-YYY). The table below

summarizes the proposed Special Provisions:

Table 1: Proposed Special Provisions

Zoning Standards	Required by Zoning By-law 2009-141 (MU1)	Proposed Zoning Standard (MU1)(SP-XXX)(H-YYY)
Minimum Parking Ratio Table 4.6	1 space/unit	0.85 spaces/unit
Drive Aisle Width - Minimum Section 4.6.2.5	6.4 metres	6 metres
Front Yard Setback – Minimum Table 5.4.2	1m for 75% of frontage	1m for 70% of frontage
Minimum Coverage for Commercial Uses Table 5.4.2	50%	Shall not apply
Front Yard Landscaping Section 5.4.3.2 (a)	Front yard setback areas shall be fully paved and seamlessly connected with abutting sidewalk	Shall not apply
Front Yard Setback Section 5.4.3.2 (b)	If ground floor usage is residential, a 3 metre setback is required	Require a minimum setback of 2 metres for indoor amenity area and building may encroach into the front yard setback a maximum of 1.5 metres above the ground floor
Accessory Buildings and Structures Section 5.4.3.7 (b)	Shall not occupy any part of the front yard	Permit an encroachment of 1.5 m into the front yard for porches
Maximum Parking Lot Coverage for Apartment Dwellings Section 5.4.4.1	35%	41%

The following provides an analysis of the requested amendments to the Zoning By-law:

Minimum Parking Ratio

A minimum parking ratio of 0.85 parking spaces per residential unit is proposed, whereas 1 parking space per unit is required. A Traffic Impact Study was provided which supports a reduced parking ratio, Transportation staff support the proposed parking ratio and the proposed parking ratio exceeds what is proposed for this area in the City's new draft Zoning By-law. A reduced parking standard is considered an appropriate design consideration to encourage walkable communities, multi-modal transportation options and transit use, and is understood to support overall affordability.

Minimum Drive Aisle

Staff recommend that a minimum drive aisle width of 6 metres be permitted, whereas the Zoning By-law requires a minimum drive aisle width of 6.4 metres. The subject lands are constrained and a reduction in the drive aisle width will provide flexibility in the detailed design (site plan) process to adjust parking areas, setbacks and buffers as required. The requirement of a minimum drive aisle width ensures sufficient turn radius for vehicles, including waste vehicles, to navigate the site. Transportation staff have confirmed that a drive aisle width of 6 metres is sufficient to meet this requirement.

Minimum Front Yard Setback

The following special provisions are proposed in regard to the required front yard setback in a Mixed Use Corridor (MU1) zone:

1. Permit a 1 metre minimum front yard setback for 70% of the frontage, whereas a minimum of 1 metre for 75% of the frontage is required;
2. Permit the front yard to be landscaped whereas a fully paved front yard is required;
3. Permit the upper storeys of the building to encroach into the front yard setback a maximum of 1.5 metres and the indoor amenity space to be setback a minimum of 2 metres, whereas a minimum front yard setback of 3 meters is required if the usage is residential; and,
4. Permit porches to encroach into the front yard on the ground floor up to 1.5 metres, whereas no accessory structures or buildings are permitted in the front yard.

The purpose of the first two zone provisions referenced above is to create a more urban, pedestrian friendly and seamlessly connected streetscape along an Intensification Corridor that is envisioned with commercial uses at grade. These provisions strive to bring the buildings closer to the street and provide a seamless connection between the street, sidewalk and ground floor commercial uses. The proposed development generally meets the first provision by meeting the 1 metre front yard setback requirement for at least 74% of the frontage. The requirement for a fully paved front yard in the MU1 zone relates to the assumption of ground floor commercial use with open, easy access by pedestrians to the commercial uses. No commercial uses are proposed and accordingly, the application proposes landscaped areas along the front of the building which are considered more appropriate for street level residential uses by providing separation and privacy for ground floor units and green areas along the front of the residential apartment building to enhance the streetscape.

The requirement for a minimum front yard setback of 3 metres for residential units ensures sufficient privacy and screening through an increased setback and a landscape buffer with viable tree planting and supporting planters/beds/shrubbery. The application proposes a front yard setback of 3 metres for the residential units and 2 metres for the ground floor indoor amenity space. Front yard patios are proposed in front of the ground floor residential units to enhance the space and provide a private outdoor amenity area for occupants. The application proposes that the upper floors be closer to the street by encroaching 1.5 metres into the front yard. Staff support the reduced setback for the indoor amenity space given it will be a public area with less privacy concerns and the entrance to the amenity space is internal to the building. The encroachment of the upper floors will allow an area for

balconies and units will be at least 4.5 metres above street level which will preserve privacy at the upper levels. Staff are supportive of the provisions for the front yard setback.

Commercial Uses

The application proposes no commercial uses, whereas the Zoning By-law requires that 50% of the first floor gross floor area (GFA) be occupied by commercial uses. Section 2.6.1.3 of the Official Plan (2024) requires that commercial uses be provided when there is limited or no commercial uses within 450 metres of new development. The site is adjacent to commercial uses both to the north and the south and, accordingly, commercial uses are located within 450 metres of the subject lands along Yonge Street. The removal of the commercial component allows the applicant to accommodate additional, much needed residential units on the ground floor as well as indoor amenity spaces for the use of residents in an area that is well serviced by nearby commercial uses.

Maximum Parking Lot Coverage

The application proposes a parking lot coverage of 41%, whereas the Zoning By-law permits a maximum parking lot coverage of 35%. The purpose of this requirement is to minimize the area occupied by parking and to ensure parking does not dominate the site. The subject lands are constrained by size and the site has been designed to provide the maximum number of units on the site while generally meeting all site design requirements including parking. The parking lot is proposed to the rear of the building and has been minimized by reductions in the parking requirements and will have minimal presence from Yonge Street. Landscaping is proposed throughout the site, including a large amenity area to the rear and abutting the rear lot line and Yonge Street.

Planning staff are satisfied that the requested site specific zoning provisions identified above are appropriate and would contribute to the efficient development of the subject lands. The proposed development represents residential intensification that is compatible with the surrounding area and in keeping with development envisioned for the Yonge Street Intensification Corridor.

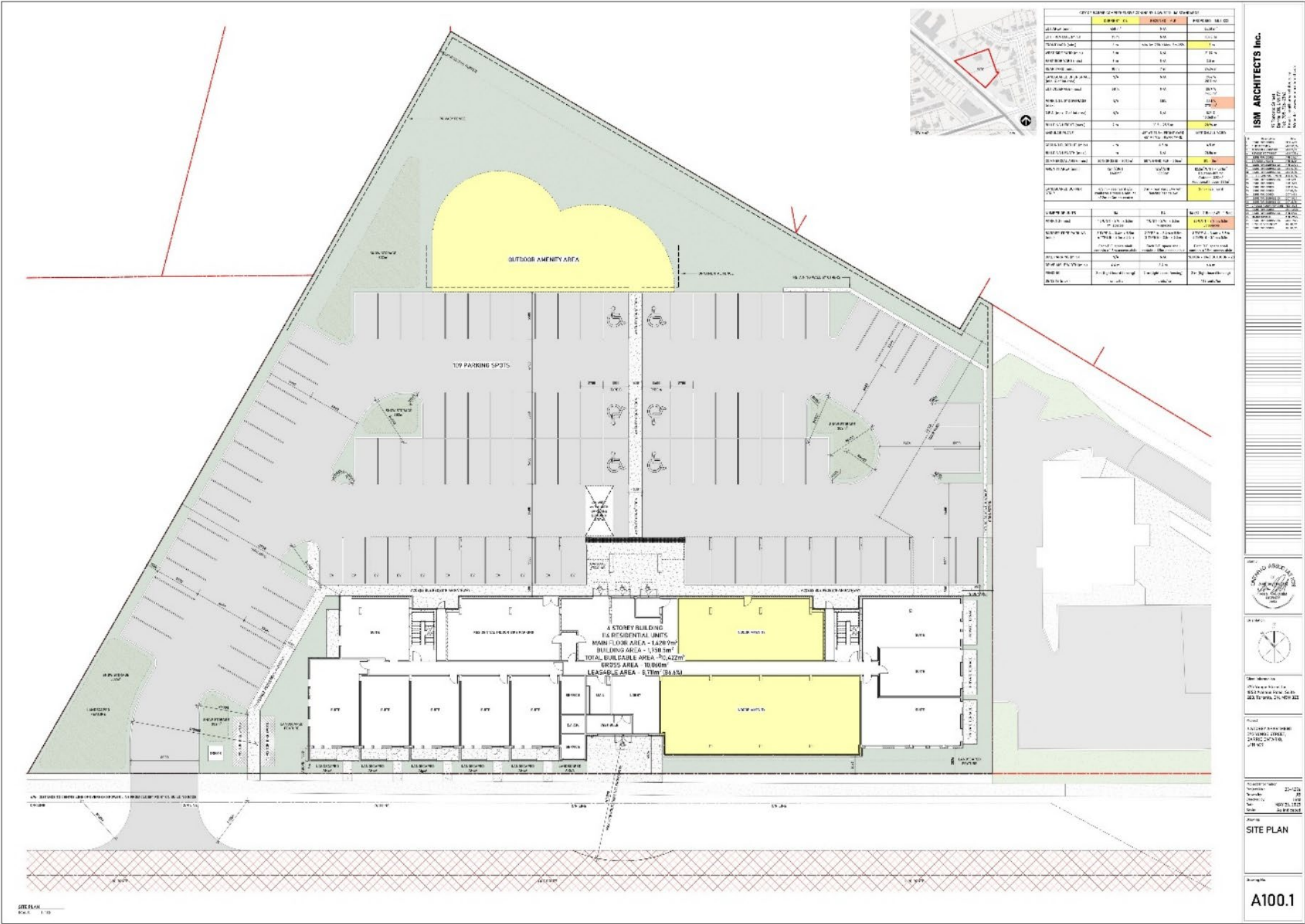
Holding Provision

As noted within this report, a Holding Provision (H-YYY) is proposed to ensure that the owner/applicant undertakes and agrees to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition accepted by the Ministry of Environment, Conservation and Parks (MECP) under the *Environmental Protection Act* prior to any site works or issuance of a Building Permit.

Development Generally in Accordance with the Conceptual Site Plan

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, as well as the location and configuration of landscape areas, amenity spaces and parking areas on the northern block (see Appendix B). The Conceptual Site plan would be included as a schedule to the implementing zoning by-law. This site-specific provision will 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.

Appendix C – Conceptual Site Plan



Appendix D – Conceptual Yonge Street Elevation



Appendix E – Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS D30-027-2024 375 YONGE STREET, BARRIE - ON

Total Study Area	74.17 ha
Total Developable Area - <i>Only residential</i> (Private properties)	45.05 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	52.57 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	7.60 ha
Total Area Roads right of way	14.00 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	344	29.08	11.83
Semis/ Duplex	4	0.62	6.48
Townhouse Dwelling Unit	23	0.80	28.63
Multiresidential	83	3.37	24.61
Vacant Residential		5.42	
Non- residential areas(Industrial/ Commercial/ Institutional)		7.52	
Parks/ Open Space/ Walkway / Laneway		7.60	
Subject Property 375 Yonge Street - D30-027-2024 A Zoning By-law Amendment that would facilitate the development of a 6-storey, 111 unit rental apartment building with approximately 113m2 of commercial space.	111	0.65	170.64
Other Proposed Developments in the area			
D11-008-2024 - 427-437 Yonge Street A site plan application to permit a 7-storey mixed-use development with 196 residential units and 717.2m2 of ground floor commercial space.	196	0.67	292.86
D30-015-2023 - 159 Huronia Road A Zoning By-law Amendment from R1 to RM2-TH(SP-XXX) to permit 4 townhouse units with two SPs for min driveway length and max GFA.	4	0.14	28.58
D11-024-2022 - 410 Yonge Street & 343 Little Avenue A site plan application for residential development consisting of 117 townhouses (58 back-to-backs, 25 rear lane, 18 standard and 20 live-work) and a common amenity area .	117	2.17	53.92
D11-004-2020 - 428 Little Avenue & 237 Foster Drive Multi-residential development consisting of 50 3-storey condominium townhouses, and 6 affordable stacked townhouse units.	56	2.14	26.20
Current Residential Density (Only Residential Lands included)	454	45.05	10.08
Current Residential Density (All Residential and Non- residential lands included)	454	52.57	8.64
Projected Residential Density Including Proposal for Subject Lands (Only Residential Lands included)	565	45.05	12.54
Projected Residential Density Including Proposal for Subject Lands (All Residential and Non- residential lands included)	565	52.57	10.75
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area (Only Residential Lands included)	937	45.05	20.80
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area (All Residential and Non- residential lands included)	937	52.57	17.82

Prepared by: Development Services
Date: July 7, 2025

Note:

This Density Analysis is based on the Assessment Database.

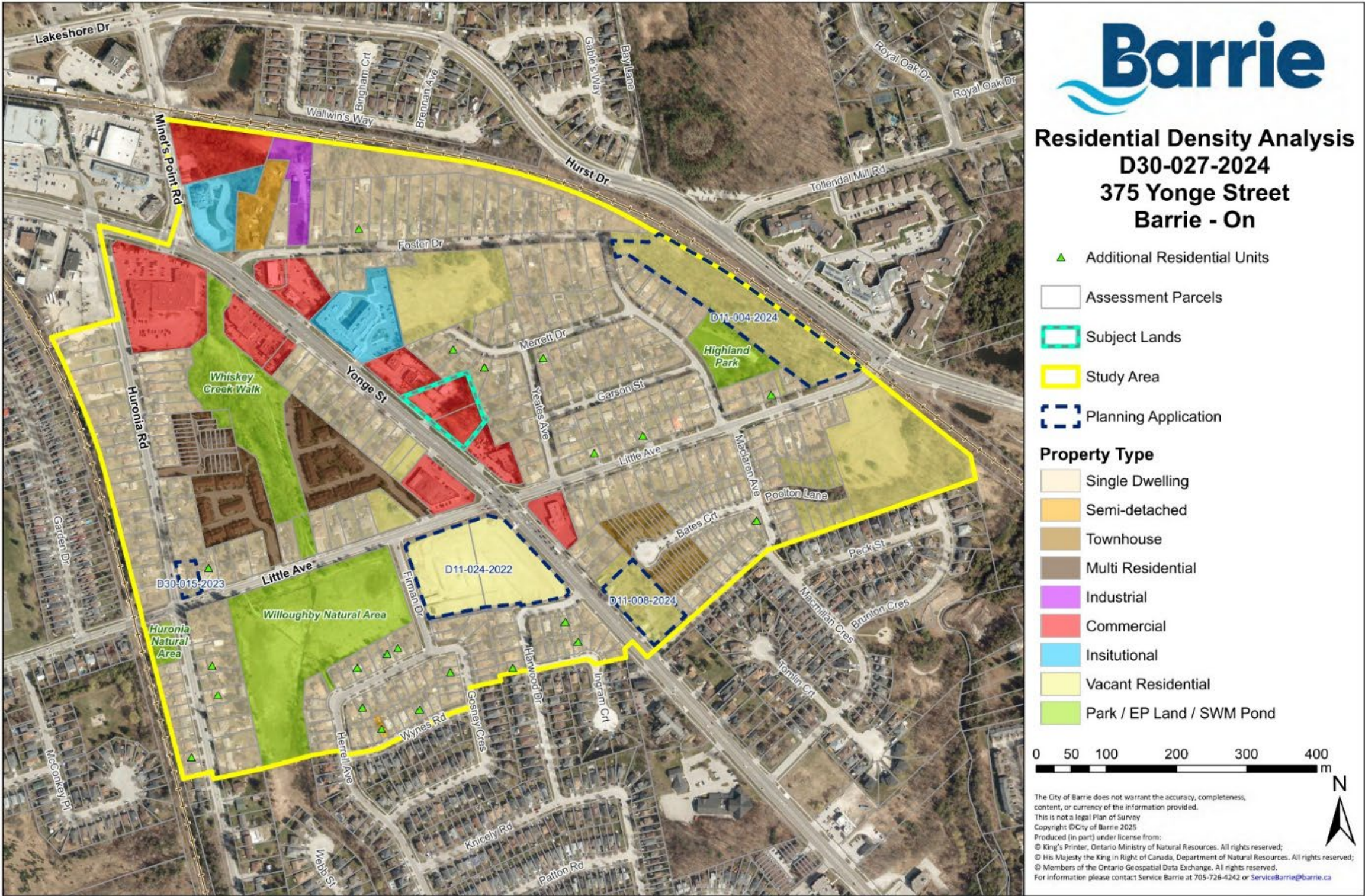
MPAC property Code was used to identify the number of residential units in the Area.

Additional Residential units registered in the area were also added; they were counted on their corresponding dwelling unit.

Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.

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

Appendix E – Residential Density Analysis



Appendix F – Submission Materials

In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available online on the City's Proposed Developments webpage under [Ward 8 - 375 – 393 Yonge Street](#).

First Submission

- a) Architectural Package (ISM Architects, October 25, 2024)
- b) Community Sustainable Design Report (MHBC June 2024)
- c) Functional Servicing Report (Tatham Engineering, October 31, 2024)
- d) Geotechnical Investigation (Soil Engineers Ltd, February 2024)
- e) Hydrogeological Investigation (Tatham Engineering, October 18, 2024)
- f) Noise Impact Study (Aercoustics, October 15, 2024)
- g) Parking Justification Study (Tatham Engineering, October 31, 2024)
- h) Phase I Environmental Impact Assessment (Pinchin May 3, 2023)
- i) Planning Justification Report (MHBC, June 2024)
- j) Planning Justification Report Addendum (MHBC, November 22, 2024)
- k) Stormwater Management Report (Tatham Engineering, October 31, 2024)
- l) Transportation Impact Study (Tatham Engineering, October 31, 2024)

Second Submission

- a) Arborist Report (MHBC Planning, revised April 2, 2025)
- b) Planning Addendum (MHBC Planning, revised November 22, 2024 & April 9, 2025)
- c) Architectural Package (ISM Architects, revised April 11, 2025)
- d) Functional Servicing Report (Tatham Engineering, revised March 20, 2025)
- e) Community & Sustainable Design Report (MHBC Planning, revised March 2025)
- f) Conceptual Design Plan (MHBC, March 20, 2025)
- g) Supplemental Groundwater Level Monitoring (Tatham Engineering, December 23, 2024)
- h) Tree Inventory, Protection and Removals (MHBC, April 2, 2025)

Third Submission

- a) Access (Traffic) Letter (Tatham Engineering, June 17, 2025)
- b) Conceptual Site Plan – Final (ISM Architects, July 8, 2025)