

Overview

- Smart Density has been retained by the City of Barrie to complete 3 Highest and Best Use Studies for the following 3 sites: 50 Worsley Street, 29 & 35 Sperling Drive, and 48 Dean Avenue.
- 29 & 35 Sperling Drive is located within Ward 3, north of Highway 400 and along Sperling Drive. The site contains the former Police Station and surface parking. The subject lands comprise 2 lots in an irregular shape and has a site area of 3.5 acres (Image 1).

Planning Summary

The following Planning Summary was completed by the City of Barrie.

Official Plan

The subject property is designated as Strategic Employment and Economic District (SEED) in the Official Plan as within the Urban Growth Structure.

The following applies to the subject property:

- Community Structure: Located within a Strategic Growth Area (Map 1)
- Designation: Strategic Employment and Economic District (SEED) (Map 2)
- Right-of-Way Widths: 20 metres (Sperling) (Map 5)

There are no drinking water system vulnerabilities in the area.

There are no designated or listed heritage properties adjacent to the subject lands.

The Strategic Employment and Economic District (SEED) designation identifies lands within the city where there is potential for the development of clusters of employment uses which are either established or emerging in Barrie (e.g., bio-science, research, film/music production, digital media development, etc.). The SEED area around Highway 400/ St. Vincent Street is to support non-industrial economic and employment growth. Lands with the SEED designation shall provide space for clusters of economic activity that foster innovation, business incubation and acceleration.

The permitted uses in the Strategic Employment and Economic District (SEED) designation include Office (including major office), Public Service Facility, Community Facility, Training centres and post-secondary education facilities; parks and other open spaces; Health services and medical laboratory; Hospitality and tourism, Workshop, Recreational facilities, residential and live-work units, commercial and retail (excluding major retail) as part of a mixed-use development. Residential is not permitted as a stand alone use.



Image 1: Subject lands

Subject lands

According to the policies of the Official Plan, developments within Strategic Employment and Economic District (SEED) areas shall have a minimum residential density of 50 units per hectare and buildings should be generally limited to 6 storeys.

6.2.8.2 c) For those lands designated SEED within a Strategic Growth Area, while the ground floor of buildings shall be primarily used for non-industrial economic and employment functions, mixed and residential uses may be supported on upper levels.

6.2.8.3 b) The height of buildings should generally be **limited to 6 storeys**. Residential buildings, with ground floor focused on supporting urban, mixed-use industry clusters as part of a mixed-use development, may be permitted to exceed the 6-storey limit in accordance with the Zoning By-law.

Zoning By-law 2009-141

The subject property is currently zoned Highway Industrial (HI)

A list of permitted uses can be found in Table 7.2 and include uses such as: Office, Manufacturing and processing, Residential uses are not permitted. The development standards can be found in Table 7.3.

The subject property is subject to site plan control.

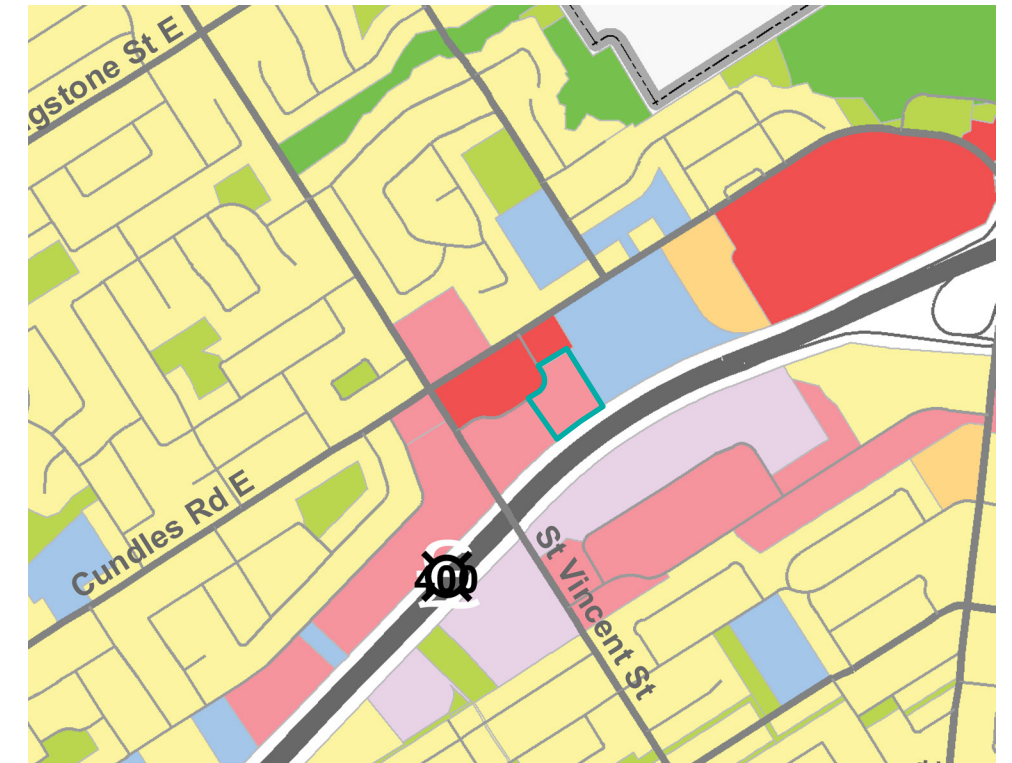


Image 2: Official Plan Map 2 - Land Use Designations

Subject lands Community Hub Greenspace Medium Density
Commercial District SEED Neighbourhood Area
Employment Area - Non Industrial Natural Heritage System

New Draft Comprehensive Zoning By-law

The subject property proposed to be zoned Strategic Employment Cluster (SEC) (within a Strategic Growth Area) in the new draft comprehensive zoning by-law.

A list of permitted uses can be found in Table 10-1 and include uses such as: Commercial uses, Health Services Facility, Live-work Space, Institutional Uses, Residential is permitted as an accessory use.

Buildings are required to be a minimum of 2 storeys and a maximum of 8 storeys.

Other Considerations

Residential uses are not a primary permitted use and must be ancillary to employment. OPA/Rezoning required for straight residential development/use.

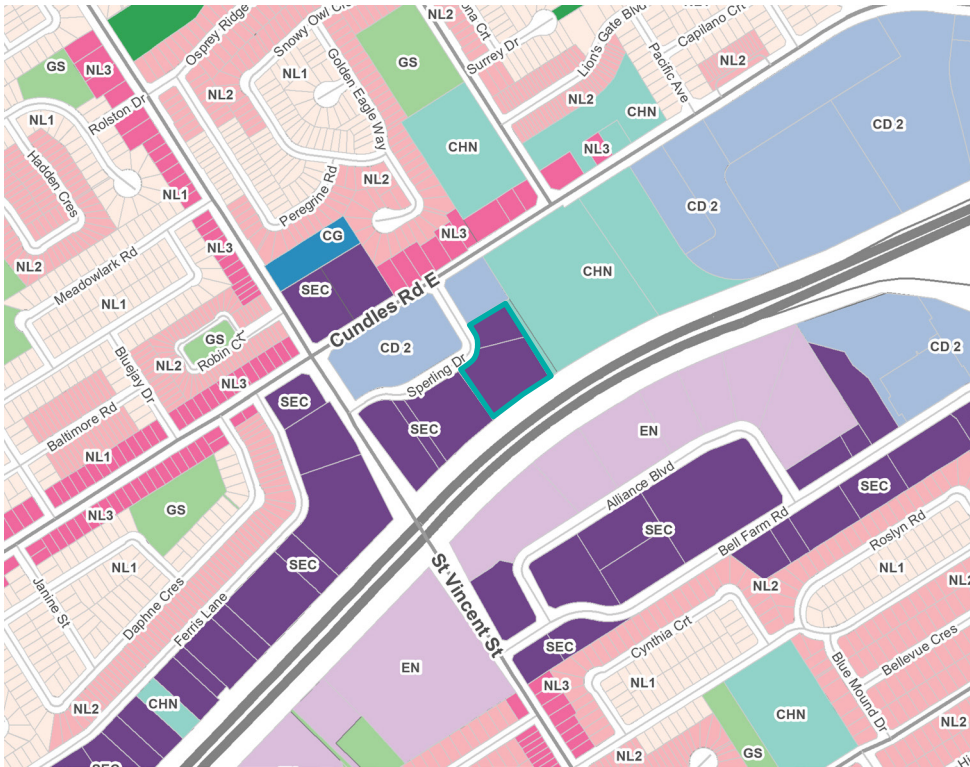


Image 3: Draft 1 New Comprehensive Zoning Map

- | | | |
|---|--|---|
|  Subject lands |  Neighbourhood Area Low 1 |  Strategic Employment District |
| |  Neighbourhood Area Low 2 |  Employment Non-Industrial |
| |  Neighbourhood Area Low 3 |  Community Hub Neighbourhood |
| |  Greenspace |  Commercial District 2 |

Conservation Authorities

The subject lands are outside of the regulated area of the Lake Simcoe Region Conservation Authority (LSRCA) and the Nottawasaga Valley Conservation Authority (NVCA). The property is located within the NVCA watershed Consultation with the conservation authority is recommended.

Servicing/ Easements Considerations

A trunk sanitary sewer runs south outside of the back of the subject parcel limits and turns to run along the southern property boundary of 29 Sperling Drive, adjacent to the Highway 400 right-of-way. This sewer on the south side of 29 Sperling Drive appears to be within an easement in favour of the City of Barrie. Sanitary services for any future redevelopment of the subject parcel would connect to this sewer.

A fire hydrant is located on the subject lands near the access to 29 Sperling Drive and it is assumed this was constructed as a private hydrant to service the existing development. The dedicated fire water service supplying the former police station building also supplies this hydrant.

A municipal storm sewer which outlets to an open channel is located along the northern property boundary of 29 Sperling Drive and it is noted that this infrastructure may not be within the limits of the subject easement. There are numerous sewers and catch basins located on 29 Sperling Drive making up the stormwater management for the current development. This system outlets to the adjacent property to the east and appears to be within the subject easement. City records identify 35 Sperling Drive contains a dry stormwater pond regulated by an Environmental Compliance Approval (ECA) issued to Simcoe County Roman Catholic Separate School Board by the Ministry of the Environment. However, this ECA was not listed in the public records of ECAs available on the provincial government’s website. Prior to any real estate transaction, it should be confirmed if there is an active ECA and associated infrastructure on the subject parcel.

In addition to the above-mentioned easements, 35 Sperling Drive is subject to an easement in favour of the City of Barrie for the purpose of general utility construction and maintenance. It is recommended that all the existing easements in favour of the City of Barrie be maintained in the event of any real estate transaction.

It is further recommended that prior to any real estate transaction, the City confirm that the existing easement associated with the municipal stormwater features on the north side of 29 Sperling Drive includes to appropriate setbacks for the City’s operation and maintenance activities. Corporate Asset Management and Operations departments should be consulted in this regard and may recommend creation of a new easement if the existing is insufficient.

Development Precedents



Image 4: Rendering of 303 Cundles Road East

303 Cundles Road East

Status: Zoning By-law Amendment Approved
Site Plan Control Proposed, Pending Submission

The site is located approximately 300 m east of the subject lands. It is designated Medium Density in the Official Plan and zoned Commercial District 2 in the new Draft Comprehensive Zoning By-law.

In 2022, a Zoning By-law amendment application was submitted to permit the development of 3 residential apartment buildings of 8-storeys, 10-storeys, and 12-storeys with a total of 505 units. The application was approved. A Site Plan Control application is currently pending submission.

A total of 632 parking spaces, inclusive of 22 accessible parking spaces and 76 visitor spaces were proposed, which equates to a parking rate of 1.25 per dwelling unit.



Image 5: 51-75 Bradford Street & 20 Checkley Street

51-75 Bradford Street & 20 Checkley Street

Status: Official Plan and Zoning By-law Amendment Approved
Site Plan Control Approved & Conditions Issued

The site is located in the downtown core. It is designated High Density in the Official Plan and zoned Urban Core in the new Draft Comprehensive Zoning By-law.

In 2020, Smart Centres on behalf of Barrie Lakeshore Developments submitted an Official Plan and Zoning By-law amendment application to permit the development of 3 podiums and a total of 4 towers with heights of 25, 35, 38, and 41 storeys. A parking rate of 1 space per unit was provided, as required by the in-force zoning by-law.

At the time of submission, the site was designated City Centre and was zoned Transition Centre Commercial with Special Provisions, Hold and Environmental Protection.

In 2020, a Site Plan Control Application was submitted for Phase 1 which includes a 25-storey building with 145 hotel units and 230 residential units.



Image 6: 55 Dunlop St W

55 Dunlop St W

Status: Zoning By-law Amendment Approved
Site Plan Control Approved & Registered

The site is located in the downtown core. It is designated High Density in the Official Plan and zoned Urban Core in the new Draft Comprehensive Zoning By-law.

In 2021, Barrie Waterfront Developments Inc. submitted a Zoning By-law amendment application to develop two 32-storey residential towers and a 6-storey mixed use podium with a total of 562 units. A parking rate of 1 per unit for the first 490 units and 0.69 for the rest of the site was proposed.

At the time of submission, the site was designated City Centre and was zoned Central Area-1.

Design Overview

The design was revised based on the City's request to explore a higher-density alternative. This design offers an estimated 1,035 residential units, representing a density of 732 units/ha, compared to 386 units/ha in the previous version, which had a maximum height of 12 storeys.

It is the opinion of Smart Density that the greater density on the site would be appropriate if the surrounding area is planned holistically for significant intensification, with the introduction of community infrastructure and improvements to the public realm.

Massing , Site Layout, and Constraints

The proposed development for the subject lands consists of two buildings of 30 storeys each. They have a combined footprint of approximately 7,307 m², covering 52% of the lot. The typical setback is 12.5 m. This is based on the minimum setback in an Urban Core Zone for any portion of a building above level 12 required by the Barrie Draft Zoning By-law from June 2023. This setback is also typically applied in the first 12 levels in the proposed development, to allow better building separation, and a simpler, more efficient massing. The south building's setback from the highway complies with MTO requirements.

Based on information received from Staff, a height of 30 storeys was considered. The street wall of both buildings is 4 storeys, to limit the height perception at street level. The south building's podium is 6 storeys at the rear, facing the highway. The north building has a single tower, while the south building has two towers on the west and east sides. Adequate separation distances (ranging from 34.3 m to 48.3 m) are provided between the towers.

On-site, there exists sewer infrastructure, at least some of which is within an easement, restricting the development potential. We have assumed that relocating this infrastructure would not be cost-effective. If this infrastructure could be relocated cost-effectively, the parking structure could be designed more efficiently and could be more economical to build. Some additional density would be possible; however it would be limited because most of the density is carried in the towers.

The main limiting factor for site density is the need for parking. The Barrie Draft Zoning By-law from June 2023 requires 0.8 parking spaces per residential unit (including visitor parking). The Barrie Draft Zoning By-law from June 2023 does not have minimum parking requirements for non-residential uses in Parking District 2 where the site is located. However, we sought a target of 1 parking space per 150 m² to allow the non-residential uses to better serve the community beyond walking distance. The parking provided will be discussed in the *Parking & Loading Section* below.



Image 7: Plan View ◀ N ■ Residential ■ Non-Residential ■ Outdoor Amenity Space ■ Landscaping at Grade ■ Outline of Underground Parking

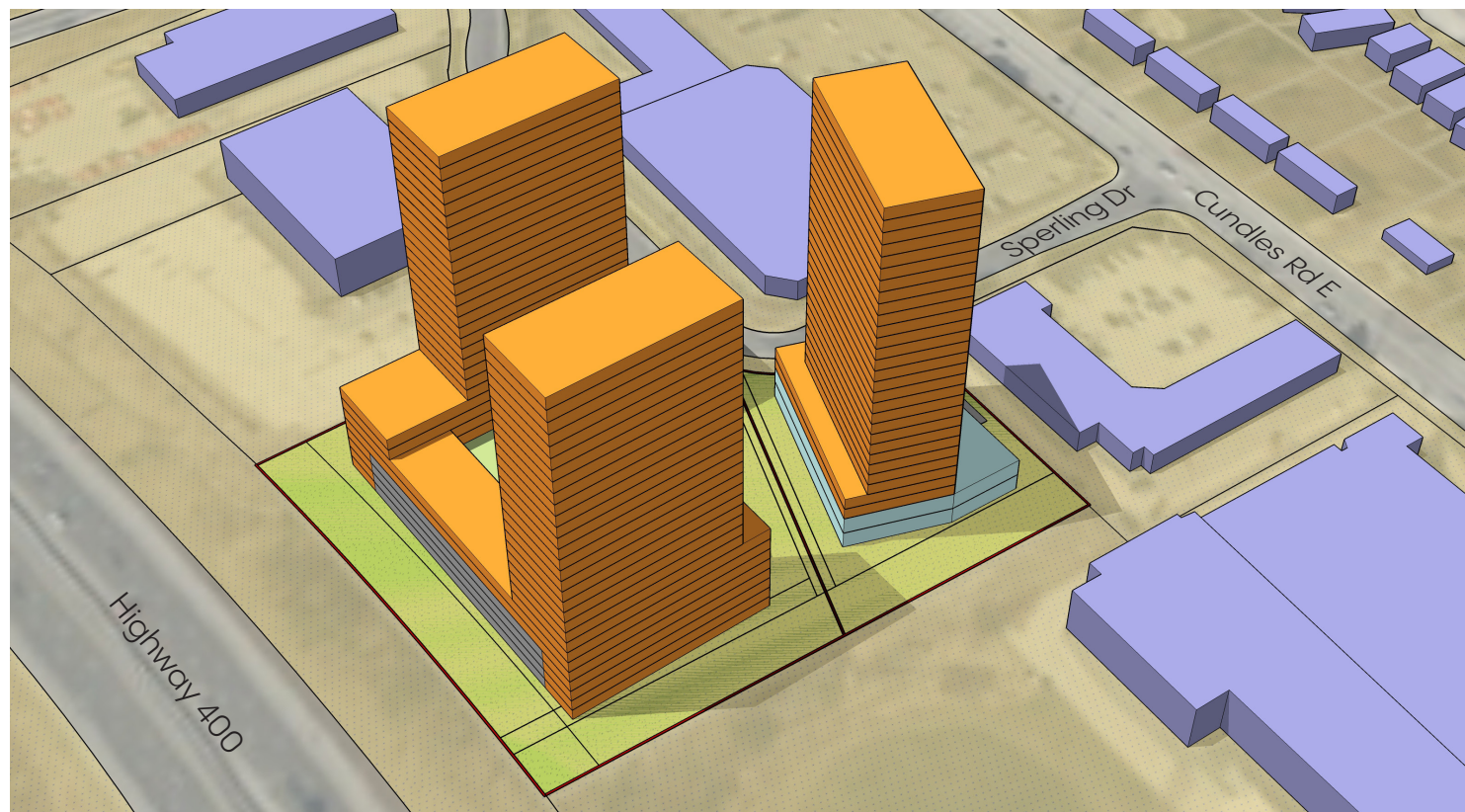


Image 8: View to Northwest

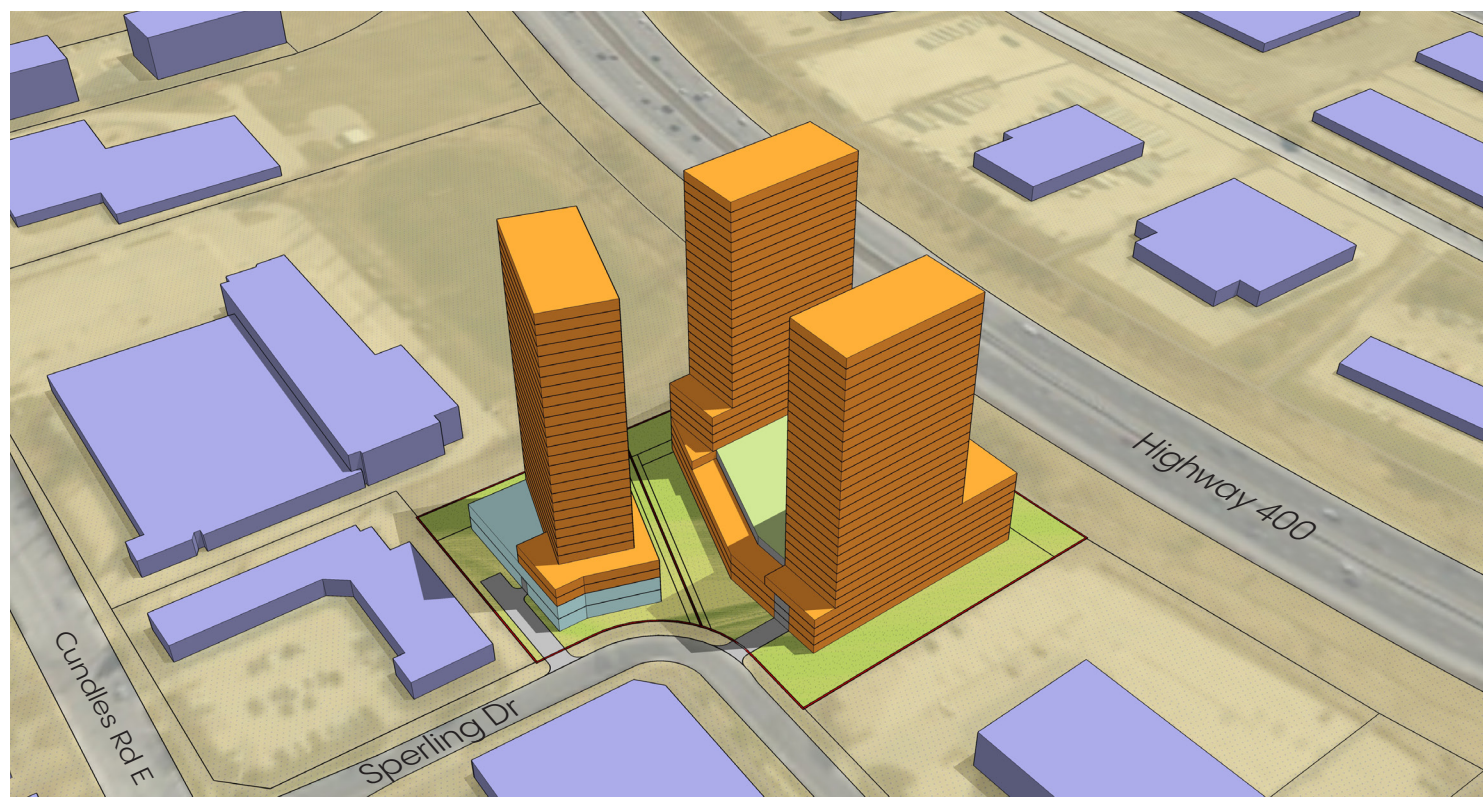


Image 9: View to Southeast

Uses

The goal of this proposed development is to maximize housing while incorporating non-residential uses that contribute to the local economy. The target proportion of non-residential uses is 5-10% of the GFA and may include workshops, offices, and small-scale retail. The non-residential GFA is 4.8% of the total. The non-residential floor area is larger than in the previous submission; however its percentage of the total GFA compared to the previous submission is lower due to the significant increase in residential density.

There are two levels of non-residential uses in the north building, each with greater floor-to-ceiling heights. The south building does not contain non-residential uses as they would conflict with the parking structure.

Outdoor amenity space is available between the two buildings.

Parking & Loading

Parking for the whole site is provided in or under the south building. This is because a parking structure in the north building or underground on the part of the site north of the sewer infrastructure would be inefficient.

In the south building, there are two levels of underground parking. They follow the contour of the front of the building and are offset 6 m outwards from the outline of level 1 on the west, south, and east sides. The south building features above-grade parking on levels 1-4. The above-grade parking levels are wrapped on the west and east with residential units. The parking on levels 1-3 is also wrapped on the north (front) side with 3-storey townhome units accessed from the exterior. Having residential units visible from the street and side yards in lieu of exposed parking offers an enhanced pedestrian experience. While the parking on level 4 is not wrapped at the north (front), it is recessed 8 m from the front face of levels 1-3, reducing its visual impact at street level. An outdoor amenity space is envisioned over the south building's parking.

An estimated 833 parking spaces are provided. Of these, 810 would be residential (including visitor parking), a rate of 0.78 parking spaces per residential unit, almost meeting the zoning minimum of 0.8 parking spaces per unit (including visitor parking). As the residential parking provided is very close to the zoning minimum, applying for the additional variance would be more cost-effective than adding another level of parking. The remaining 23 parking spaces would be for the non-residential uses, representing a rate of 1 parking space per 148 m² of non-residential GFA.

Access to the parking and loading space for the south building is from Sperling Dr. on the northwest side of the building. The loading space would be along the west wing at grade inside the parking structure.

While the north building does not have a parking structure, it still has vehicle access for a loading space. The vehicle access is from Sperling Dr., with the loading space on the north side of the building.

Other

The massing presented is schematic and will require further detailing in coordination with the exterior design. The massing will need to be articulated and adjusted in detailed design to break up the massing of the building.

■ Residential
 ■ Non-Residential
 ⋮ Outline of Underground Parking
■ Outdoor Amenity Space
■ Landscaping at Grade

Site and Building Stats

	Area	
	m²	ft²
Site Area	14,146.3	152,268.9
Building Footprint	7,307.4	78,656.2
Building Coverage	52%	
Paved Area	287.5	3,094.2
Landscaped Area	6,551.4	70,518.5
	46%	
Total Floor Area (TFA)	82,576.4	888,843.6
Residential	79,150.9	851,971.8
Non-Residential	3,425.5	36,871.7
Estimated Gross Floor Area (GFA)	70,703.7	761,047.8
Residential	67,278.2	724,176.1
Non-Residential	3,425.5	36,871.7
Floor Space Index (GFA/Site Area)	5.0	
Estimated # of Residential Units	1,035	
Parking Area	29,159.7	313,871.9
Estimated # of Parking Spaces Provided	833	
Residential (Including Visitor Parking)	810	
Non-Residential	23	
Residential Parking Spaces Provided Per Unit (Including Visitor Parking)	0.78	
1 Parking Space Provided Per X m² of Non-Residential GFA	148.1	

Assumptions	
Estimated Building Efficiency (GFA/TFA) - Residential	85%
Estimated Building Efficiency (GFA/TFA) - Non-Residential	100%
Estimated Parking Area Per Parking Space (m²)	35.0
GFA of Average Residential Unit (m²)	65.0
Target Residential Parking Spaces Per Unit (Including Visitor Parking)	0.80
Target of 1 Parking Space Per X m² of Non-Residential GFA	150.0

- Notes
1. The TFA tables do not include the area of wrapped parking, which is accounted for under Parking Area in the Site Stats table.
2. The Parking Area includes 2 levels of underground parking and 4 levels of wrapped parking.
3. For the residential portion, the minimum parking rate required by the zoning is 0.8 parking spaces (including visitor parking) per unit.
4. The Barrie Draft Zoning By-law does not have a minimum parking requirement for non-residential uses in Parking District 2.

Level	Total		Residential		Non-Residential	
	m²	ft²	m²	ft²	m²	ft²
1	1,726.9	18,588.2	1,726.9	18,588.2	0.0	0.0
2	1,726.9	18,588.2	1,726.9	18,588.2	0.0	0.0
3	1,726.9	18,588.2	1,726.9	18,588.2	0.0	0.0
4	1,370.3	14,749.7	1,370.3	14,749.7	0.0	0.0
5	2,964.9	31,914.3	2,964.9	31,914.3	0.0	0.0
6	2,964.9	31,914.3	2,964.9	31,914.3	0.0	0.0
7	2,239.9	24,109.6	2,239.9	24,109.6	0.0	0.0
8	2,239.9	24,109.6	2,239.9	24,109.6	0.0	0.0
9	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
10	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
11	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
12	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
13	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
14	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
15	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
16	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
17	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
18	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
19	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
20	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
21	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
22	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
23	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
24	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
25	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
26	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
27	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
28	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
29	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
30	1,700.0	18,298.6	1,700.0	18,298.6	0.0	0.0
Total	54,360.6	585,132.0	54,360.6	585,132.0	0.0	0.0

Level	Total		Residential		Non-Residential	
	m²	ft²	m²	ft²	m²	ft²
1	1,699.3	18,290.6	0.0	0.0	1,699.3	18,290.6
2	1,726.3	18,581.2	0.0	0.0	1,726.3	18,581.2
3	1,345.1	14,478.8	1,345.1	14,478.8	0.0	0.0
4	1,345.1	14,478.8	1,345.1	14,478.8	0.0	0.0
5	850.0	9,149.3	850.0	9,149.3	0.0	0.0
6	850.0	9,149.3	850.0	9,149.3	0.0	0.0
7	850.0	9,149.3	850.0	9,149.3	0.0	0.0
8	850.0	9,149.3	850.0	9,149.3	0.0	0.0
9	850.0	9,149.3	850.0	9,149.3	0.0	0.0
10	850.0	9,149.3	850.0	9,149.3	0.0	0.0
11	850.0	9,149.3	850.0	9,149.3	0.0	0.0
12	850.0	9,149.3	850.0	9,149.3	0.0	0.0
13	850.0	9,149.3	850.0	9,149.3	0.0	0.0
14	850.0	9,149.3	850.0	9,149.3	0.0	0.0
15	850.0	9,149.3	850.0	9,149.3	0.0	0.0
16	850.0	9,149.3	850.0	9,149.3	0.0	0.0
17	850.0	9,149.3	850.0	9,149.3	0.0	0.0
18	850.0	9,149.3	850.0	9,149.3	0.0	0.0
19	850.0	9,149.3	850.0	9,149.3	0.0	0.0
20	850.0	9,149.3	850.0	9,149.3	0.0	0.0
21	850.0	9,149.3	850.0	9,149.3	0.0	0.0
22	850.0	9,149.3	850.0	9,149.3	0.0	0.0
23	850.0	9,149.3	850.0	9,149.3	0.0	0.0
24	850.0	9,149.3	850.0	9,149.3	0.0	0.0
25	850.0	9,149.3	850.0	9,149.3	0.0	0.0
26	850.0	9,149.3	850.0	9,149.3	0.0	0.0
27	850.0	9,149.3	850.0	9,149.3	0.0	0.0
28	850.0	9,149.3	850.0	9,149.3	0.0	0.0
29	850.0	9,149.3	850.0	9,149.3	0.0	0.0
30	850.0	9,149.3	850.0	9,149.3	0.0	0.0
Total	28,215.8	303,711.6	24,790.3	266,839.9	3,425.5	36,871.7