



Planning & Design Inc.

Planning Rationale Report

149 Dunlop Street East, Barrie

November 2024



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1 Introduction



1.1 Purpose

This Planning Rationale Report has been prepared in support of an application submitted by Blackthorn Development Corp. (the “applicant”) for lands located at 149 Dunlop Street East in the City of Barrie, Ontario (the “subject site”). A new mixed use tower is proposed and a zoning by-law amendment application is being submitted.

This report provides a description of the proposed development for the subject lands. This report also assesses consistency and conformity with provincial and municipal policies.

In addition to this Planning Justification Report, Blackthorn Development Corp. is also submitting the following reports and materials in support of the proposed development for the subject lands:

- Arborist Report;
- Urban Design Report;
- Energy Conservation Report;
- Environmental Impact Study;
- Geotechnical Investigation;
- Phase 1 and 2 Environmental Site Assessment;
- Wind Study;
- Transportation Study;
- Hydrogeological Investigation;
- Noise Feasibility Study;
- Functional Servicing and Stormwater Management Report;
- Sun Shadow Study; and
- Landscape Plans.

1.2 Location & Surrounding Area

The subject site is located in an Urban Growth Centre and the City of Barrie's Downtown. The site is bounded by Dunlop Street East to the north, Sam Cancilla park to the east, Heritage Park and Lake Simcoe to the south, and Mulcaster Street to the west, as shown on **Figure 1**.



Figure 1. Air Photo

Source: Google Maps

The subject site currently contains a one-storey strip mall on the north side and an attached two-storey restaurant with outdoor/patio seating on the south side. The site was formerly home to a Circle K convenience store and a Hooters, which has closed. There are a few small businesses operating out of the portion of the building fronting onto Dunlop Street East, including a cannabis store, a food store and an auto racing simulator business.

There is a substantial change in grade along Mulcaster Street (approx. 6 m), from the front of the subject site on Dunlop Street East to the rear property line, closer to Heritage Park and the lake, as shown in **Figure 2**.

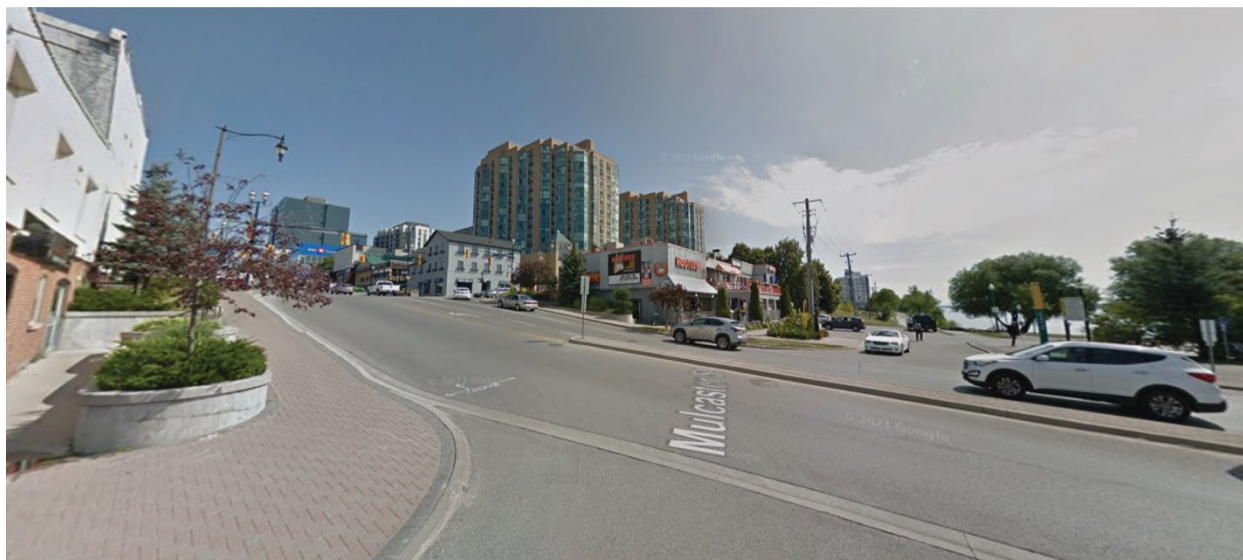


Figure 2. Grade Change

Source: Google Street View

The area around the subject site is characterized by a variety of land uses and built form typologies, including two- and three-storey commercial/retail uses with apartments or offices above, restaurants, mixed use condominium buildings, parkland, older detached dwellings (some used for office/commercial uses and some used for residential purposes) and new mid-rise development (lakhouse) nearing completion. The Barrie Transit Terminal is located less than 500 metres to the west and the subject site is served by several bus routes with stops on Collier Street, one block to the north. The following **Table 1** provides a detailed description of uses surrounding the subject lands, as shown in **Figure 3**.

Table 1. Surrounding Uses

Direction of Surrounding Uses	Description of Surrounding Uses
North	The northern edge of the subject site is bounded by Dunlop Street East.. A 3-storey commercial/retail building is located at the northeast corner of Dunlop Street East and Mulcaster Street, adjacent to a 15-storey mixed use building (Bayshore Landing) consisting of a two-storey podium and two residential towers.
East	Sam Cancilla Park is located east of the subject site and includes a Kiwanis pavilion, green space, a swing set,

	benches and a pumphouse. The Barrie North Shore Trail also runs along the waterfront to the east. Further east is the site of “Lākhouse”, a 10-storey condominium development currently under construction and nearing completion.
South	A municipal paid parking lot is located south of the subject site, along with the Barrie North Shore Trail head, key connections to Mulcaster street and downtown, and the easternmost part of Heritage Park.
West	Mulcaster Street is west of the subject site, with a 2-storey building at the southwest corner of Dunlop Street East and Mulcaster Street containing two restaurants with parking provided at the rear on Lakeshore Mews.

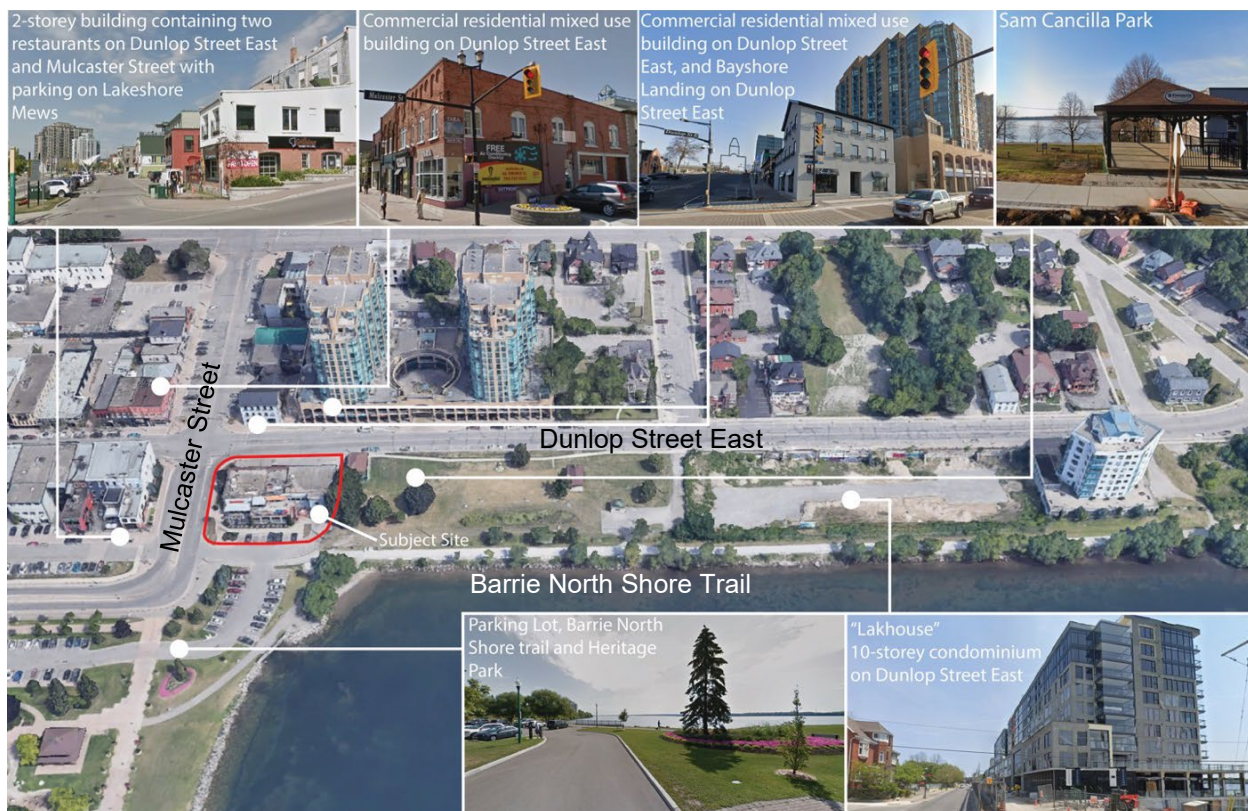


Figure 3. Surrounding Uses

Source: SGL Planning & Design Inc.

2 Proposal

2.1 Proposal Description



Figure 4. Proposed Built Form

Source: Scott Shield Architects inc.

A 25-storey mixed use tower is proposed for the subject site, as shown in **Figure 4**, providing a range and mix of residential units suitable for single occupancy or families. 160 residential units in total are proposed, with a unit mix as shown in **Table 2** below.

Table 2. Proposed Unit Breakdown

Studio	1 Bedroom	1 Bedroom + Den	2 Bedroom	2 Bedroom + Den	3 Bedroom	3 Bedroom + Den	Total
1 unit	21 units	52 units	25 units	18 units	23 units	20 units	160 units

A total of 135 parking spaces are proposed, of which 122 parking spaces will be for residents (including 5 accessible parking spaces), and 13 parking spaces will be for

visitors (including 1 accessible parking space). Parking spaces are provided on 2 levels of underground parking accessed from the south side of the building and 4 levels of parking at and above grade, contained within the building podium, with vehicular access from Dunlop Street east. One loading space will be provided on the first level of underground parking. 34 bicycle parking spaces will be provided indoors on the P2 level. Access to the residential component of the building will be provided via a lobby fronting on Dunlop Street East. The commercial units will be accessed from the north and south sides of the building, providing for animated space on both Dunlop Street East and the Waterfront, as shown in **Figure 5**. Outdoor amenity space will be provided by private balconies in each dwelling unit and communal outdoor terraces on all sides of the building, providing greater opportunities for “eyes on the street” and views to the adjacent park. Indoor amenity space will be provided on the 5th floor, adjacent to outdoor amenity space.

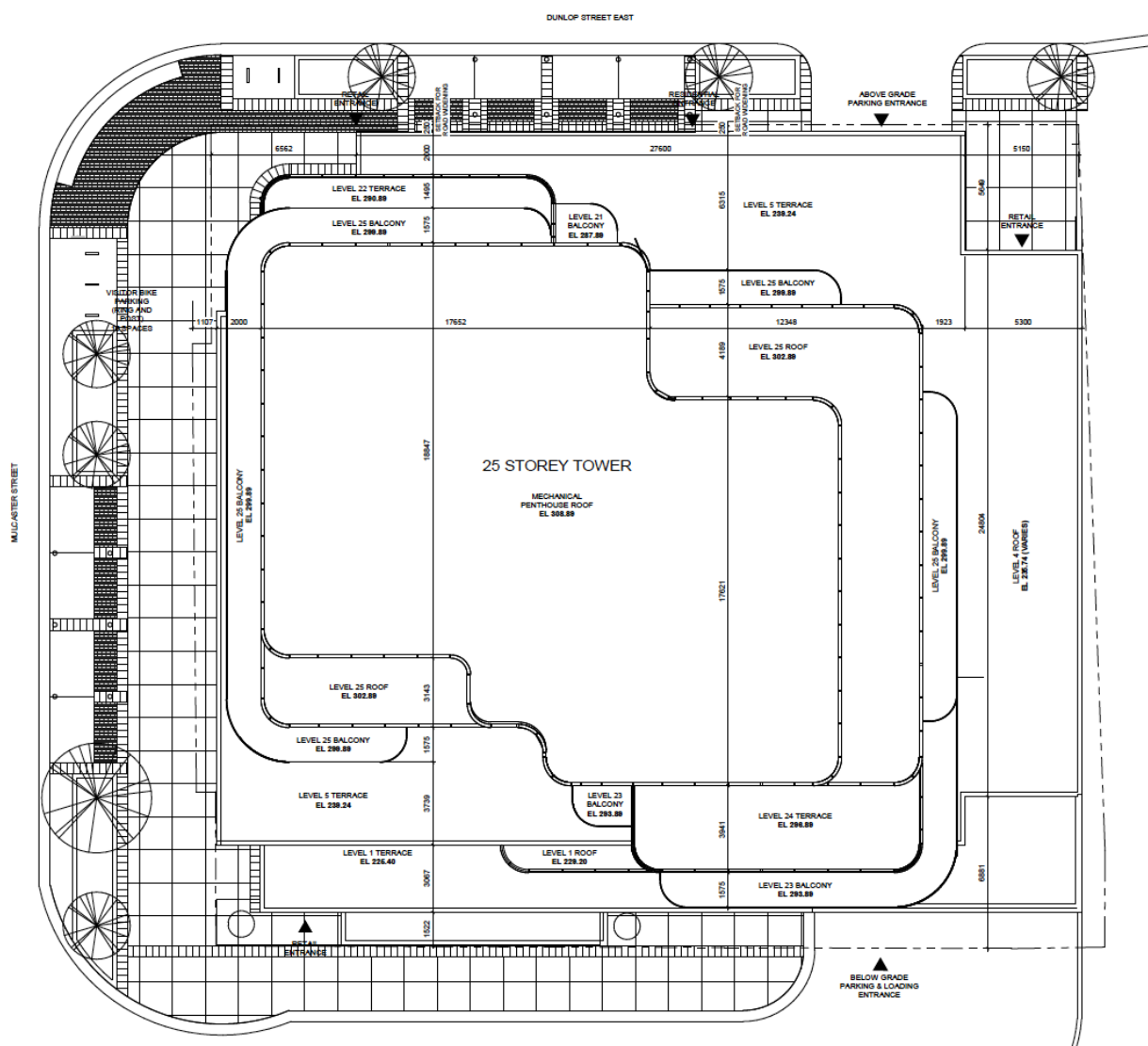
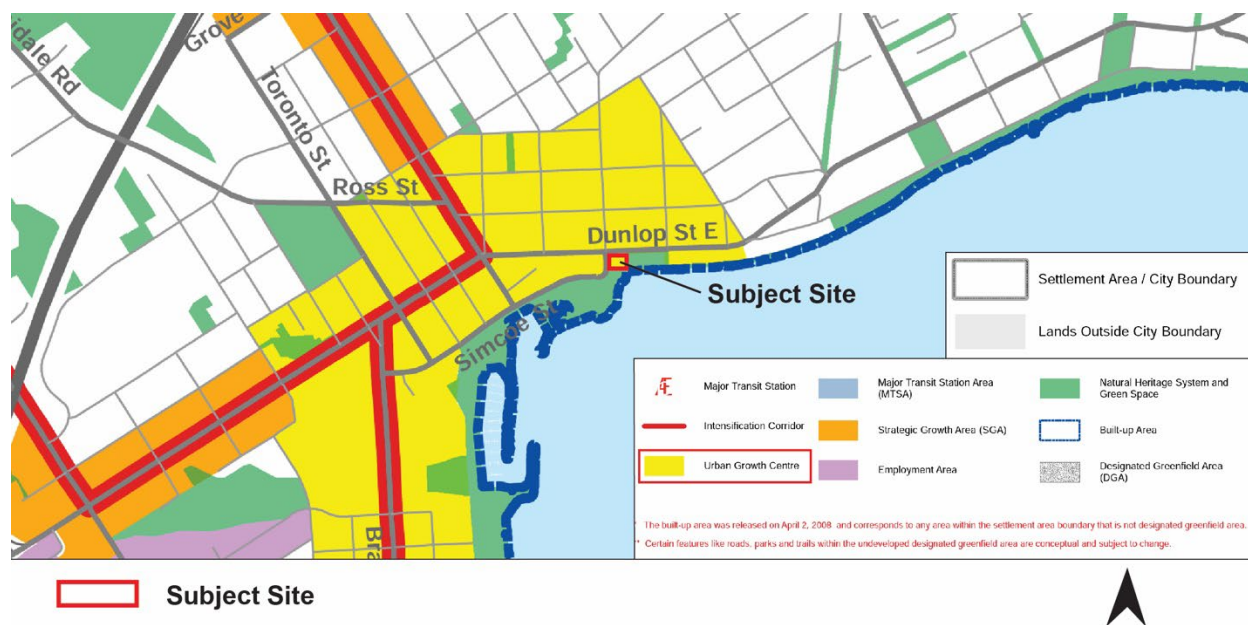


Figure 5. Site Plan Excerpt

Source: Scott Shields Architects Inc.

2.2 Official Plan

The subject site is located in an Urban Growth Centre, as shown in **Figure 6**.

**Figure 6. Community Structure**

Source: City of Barrie Official Plan Map 1

The Barrie Urban Growth Centre is the premiere hub for business, residences and visitors in the City, and is intended to provide a broad range of uses and be a major focus of economic growth, civic identity and celebration. The Urban Growth Centre is planned to be a complete community, centered on the waterfront and downtown, with the highest densities and widest mix of uses in the City. It is intended to include a diverse and dynamic public realm network including natural heritage features, parks and a multi-modal road network. The new Official Plan sets a minimum density target of 150 people and jobs per hectare in the Urban Growth Centre, with at least 20% of housing units satisfying the criteria for affordable housing. A high standard of design is also required.

The subject site is also located in a High Density land use designation under the City of Barrie's new Official Plan, as shown in **Figure 7**.

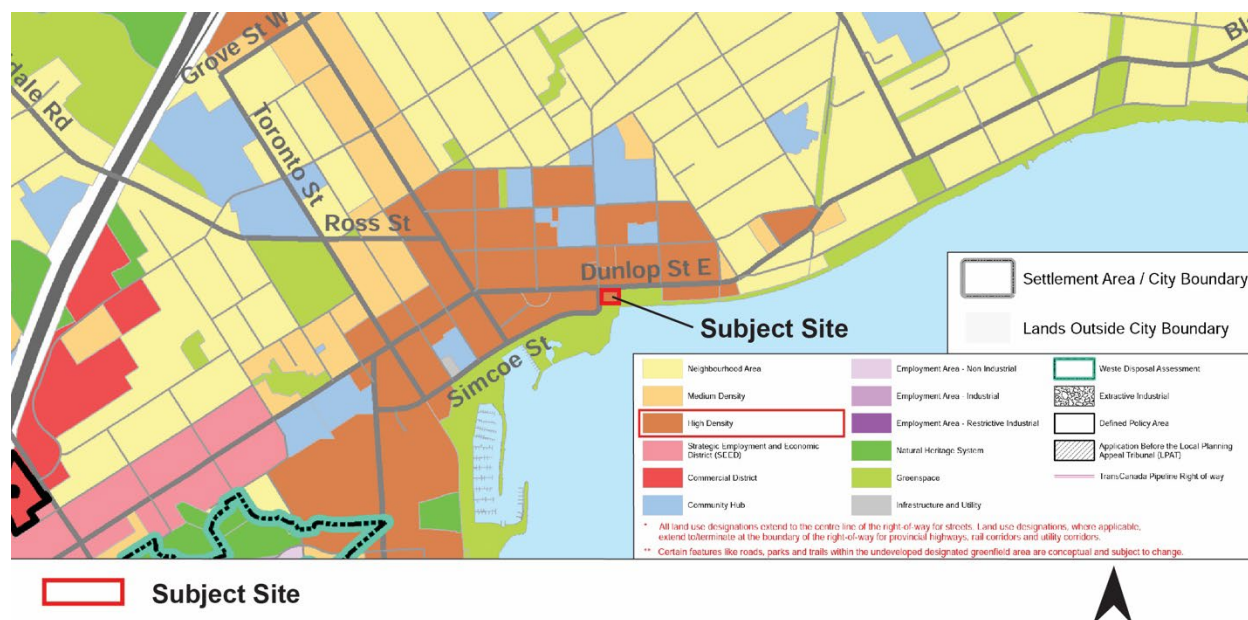


Figure 7. Land Use Designation

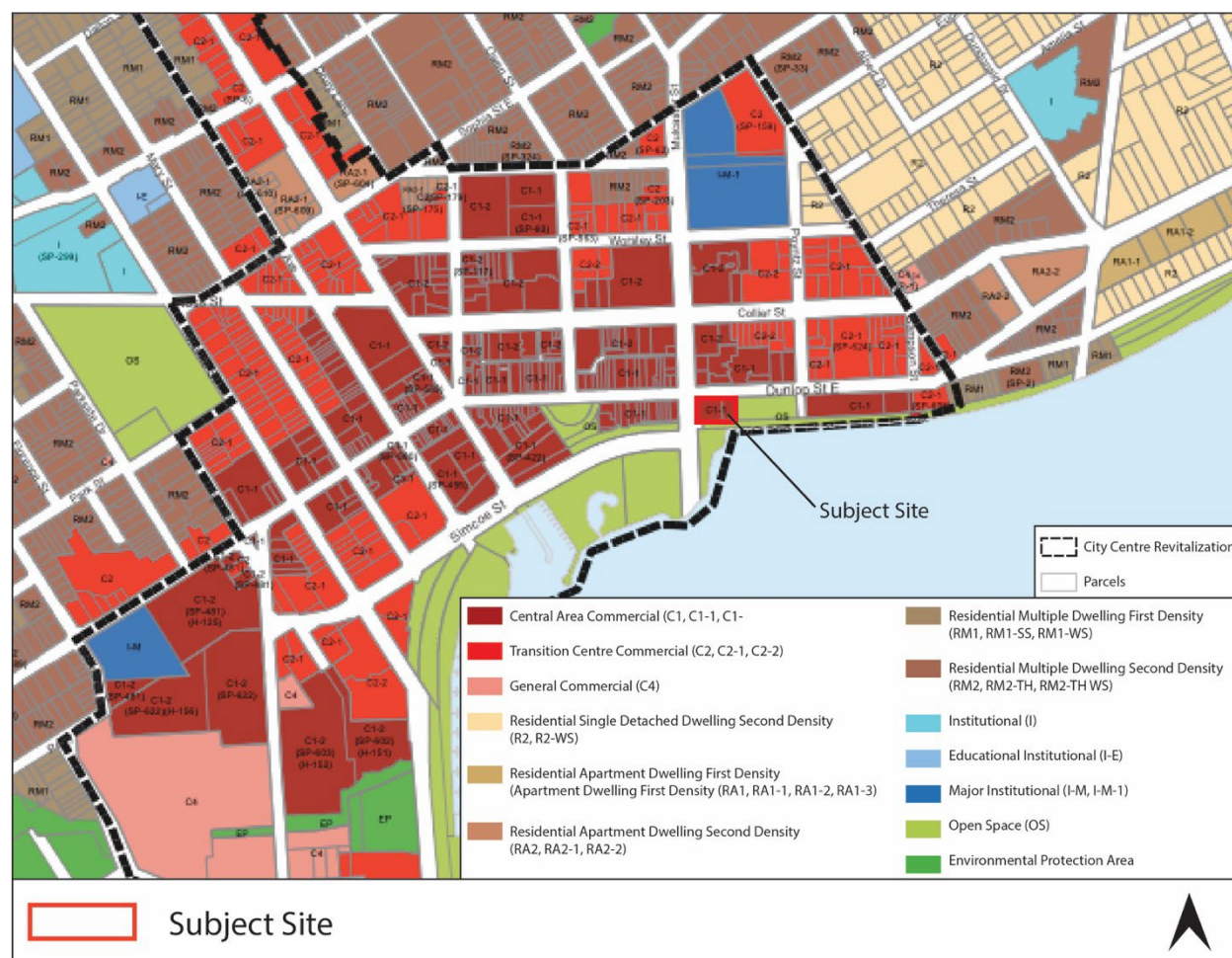
Source: City of Barrie Official Plan Map 2

Residential and mixed use development is permitted in the High Density land use designation. Commercial and retail uses are permitted as a part of mixed use development. The Official Plan sets a target of 300 residential units per hectare, to which this proposal contributes substantially. 25-storey building heights are permitted in the High Density designation.

2.3 Zoning

2.3.1 Existing Zoning

The subject site is currently zoned C1-1 (Central Area Commercial) under Zoning Bylaw 2009-141, as shown in **Figure 8**, which permits a maximum height of 30 metres beyond 5m of the front line and the lot flankage and 10m within 5m of the front lot line and lot flankage, and a maximum floor space index of 6 times the area of the lot. The proposed mixed use building does not comply with the several provisions of the C1-1 Zone; however, this zoning designation does not conform with the new City of Barrie Official Plan. The City is in the process of creating a new comprehensive zoning by-law to implement the vision and policies of the new Official Plan. In the meantime, a zoning by-law amendment is required to permit the proposed built form and ensure that the development of the subject site is in conformity with the new City of Barrie Official Plan.

**Figure 8. Current Zoning**

Source: City of Barrie Zoning By-law 2009-141

2.3.2 Existing Zoning Provisions

Dwelling units are permitted in conjunction with permitted commercial uses in the Central Area Commercial (C1) Zone. Permitted commercial uses include retail stores, personal service stores, restaurants, offices (medical or otherwise), banks and a variety of other uses which would be appropriate in the proposed mixed use building. The development standards applicable in the C1/C1-1 Zone are provided in **Table 3** below.

Table 3. Development Standards

Central Area (C1) Standards	By-law 2009-141 Requirement	Draft Zoning By-law (Urban Core Zone)	Proposed
Lot Area (Min.)	N/A	N/A	1523.2m ²
Lot Frontage (Min.)	N/A	N/A	39.3m (Dunlop Street frontage)
Front Yard (Min.)	N/A	0.5m	0m

Central Area (C1) Standards	By-law 2009-141 Requirement	Draft Zoning By-law (Urban Core Zone)	Proposed
Side Yard (Min.)	N/A	N/A (int.), 3m (ext.)	0m
Side Yard Adjoining Residential Zone (Min.)	6m	-	N/A
Side Yard Adjoining Street (Min.)	N/A	-	0m
Rear Yard (Min.)	N/A	N/A	0m
Rear Yard Adjoining Residential Zone (Min.)	7m	-	N/A
Rear Yard Adjoining Street (Min.)	N/A	-	0m
Lot Coverage (Max.)	N/A	-	89%
Landscaped Open Space	N/A	-	22% - hardscaping
Gross Floor Area (Max. % of Lot Area)	600%	-	1000%
Building Height (Max.)	15m	77m	80m

Additional Standards for Commercial Zones – Central Area-1 (C1-1)	By-law Requirement	Proposed
Maximum Building Height	10m within 5m of the front lot line and the lot flankage, 30m beyond 5m of the front lot line and the lot flankage ⁽¹⁾	80m
Minimum Coverage for Commercial Uses (% of Lot Area)	35%	55.50%

⁽¹⁾ Save and except Collier Street frontages and/or flankages, where the stepping provision shall not apply.

Other Provisions

Section 6.3.7.1 of the By-law says: where an apartment dwelling is located in the Central Area Commercial (C1) Zone or the Transition Centre Commercial (C2) Zone, a

continuous landscaped buffer area of a minimum width of 3m shall be provided along the side and rear lot lines. No landscape buffer is proposed along the side and rear lot lines.

Parking

Parking standards are set out in Section 4.6 of Zoning By-law 2009-141. Residential dwellings in the Urban Growth Centre are required to have 1 parking space per dwelling unit. Section 4.6.2.3(b) of the Zoning By-law addresses parking standards for multiple uses in Commercial Zones, requiring a minimum of 1 parking space per 24m² of gross floor area except where residential uses are in combination with another use, in which case the residential use components shall be at the rate identified in Table 4.6 (1 space per dwelling unit) and the additional multiple uses shall be at a rate of 1 parking space per 24m²;); however, Section 4.6.3.1 (Additional Parking Standards) states that parking is not required for commercial uses and places of worship in the Central Area Commercial (C1) Zone.

Section 4.6.4 details standards for barrier free parking and requires barrier free parking spaces for the exclusive use of persons with disabilities to be provided when more than 4 parking spaces are required on a lot. When more than 100 standard parking spaces are required, 1 barrier free parking space plus 3% of required parking spaces shall be provided. If 160 standard parking spaces are required, 6 barrier free parking spaces will be required.

Loading spaces are required to be provided for any commercial uses, but if the GFA is between 0m² and 999m², no loading spaces are required. Zoning By-law 2009-141 also has no requirements for bicycle parking or visitor parking.

Based on Zoning By-law 2009-141, 160 parking spaces (including 6 barrier-free) would be required for the residential component of the proposed mixed use building, 0 parking spaces would be required for the commercial GFA, and no loading spaces or bicycle parking spaces will be required.

Barrie's new Draft Zoning By-law locates the subject site in "Parking District 1 – Urban Growth Centre – Major Transit Station Areas", which would require 0.6 parking spaces per dwelling unit, for a total of 96 parking spaces, and no minimum number of parking spaces for non-residential uses. The Draft Zoning By-law also provides parking maximums, which would limit the subject site to 1 parking space per dwelling unit and 1 parking space per 50 square metres of gross floor area for any non-residential use.

For visitor parking in a high-rise building, a minimum of 0.1 parking spaces per dwelling unit is required for a total of 16 parking spaces and a maximum of 0.2 parking spaces per dwelling unit is permitted. If greater than 100 parking spaces are required, 1 + 3% of the total number of parking spaces (6) are required to be barrier free. The Draft Zoning By-law would also require 1.5 bicycle parking spaces per dwelling unit and 0.3 bicycle parking spaces per 100 square metres of gross floor area of non-residential

uses to be provided indoor, plus 0.2 bicycle parking spaces per dwelling unit (32) and 3 plus 0.3 bicycle parking spaces per 100 square metres of gross floor area of non-residential uses (3 + 2.46) to be provided outdoor.

122 parking spaces are proposed for residents, 5 of which will be accessible parking spaces. 13 parking spaces are proposed for visitor parking, 1 of which will be an accessible parking space. This results in a total of 135 parking spaces, 6 of which will be accessible. While the proposed residential tenant parking numbers exceed the requirements for Barrie's new draft Zoning by-law, they do not meet the standards of the current by-law. The necessary amendments to address the parking requirements are outlined in the Zoning By-law Amendment attached in Appendix B. Additionally, no parking spaces are being provided for the commercial GFA. 1 loading space will be provided on the P1 level. 34 indoor bicycle parking spaces will be provided on the P2 level. Currently, 3 outdoor bike rings are shown on the ground floor plan and each could accommodate 2 bicycles (one per side) for a total of 6 outdoor bicycle parking spaces, though this number could change as the plan evolves. Compliance with the in-force and draft Zoning By-laws is shown in **Table 4** below.

Table 4. Parking Compliance

Parking Type	Parking Provided	By-law 2014-110 Minimum Requirement	Requirement Met?	Draft Zoning By-law Minimum Requirement	Requirement Met?
Residential Tenant	122	160	No	96	Yes
Residential Visitor	13	0	Yes	16	No
Barrier Free	6	6	Yes	6	Yes
Loading	1	0	Yes	0	Yes
Bicycle Long-term (Indoor)	34	0	Yes	240	No
Bicycle Short-term (Outdoor)	6	0	Yes	38.46	No
Commercial	0	0	Yes	0	Yes

The Zoning By-law Amendment, attached in Appendix B, has been drafted to reflect the residential parking rates of the City's new draft Zoning By-law (0.6 spaces per unit) despite more parking being proposed. This will allow for the proposed development to be flexible to respond market demands at the time of construction.

2.3.3 Proposed Zoning By-law Amendments

A zoning by-law amendment is required to permit the following:

- A reduced parking rate of 0.6 parking spaces per dwelling unit;
- A proposed gross floor area of 1000% of lot area;
- A proposed building height of 80m;
- The removal of a provision for maximum building height in the Central Area-1 zone;
- The removal of a provision for minimum coverage for commercial uses in the Central Area-1 zone;
- Modifying a provision requiring that the portion of the building abutting the front yard or side yard abutting a street be used for commercial purposes so that it reads "the front yard abutting Dunlop Street only";
- The removal of a provision requiring that a minimum of 20% of the total gross floor area of a building with 3 storeys or more be used for commercial uses;
- Modifying a provision requiring a minimum of 12m² per unit of communal outdoor space to 1.2m²; and
- The removal of a provision requiring a continuous landscape buffer with a minimum width of 3m along the side and rear lot line.

2.4 Supporting Studies

2.4.1 Arborist Report

An Arborist Report and Tree Preservation Plan have been prepared by Palmer for the proposed development at 149 Dunlop Street East. This report discusses relevant policies, regulations and legislation (City of Barrie Official Plan, Tree Preservation By-Law, Tree Protection Manual and Migratory Birds Convention Act) and provides a tree inventory identifying a total of 11 trees located on or adjacent to the subject site, all of which are in good health. Of the 11 trees inventoried, 7 are proposed to be removed to facilitate the proposed development. A total of 7 replacement trees, native to the Simcoe area, are recommended to be planted. The remaining 4 are located in Sam Cancilla Park are to be retained. The Tree Preservation Plan described in the report is intended to be implemented to ensure the protection for trees being retained and that suitable mitigation measures are followed for trees that may be injured.

2.4.2 Urban Design Report

An Urban Design Report has been prepared by SGL Planning & Design Inc. and finds that the proposed development has been designed to contribute greatly to the evolution

of Downtown Barrie as a vibrant mixed-use core, with the potential to set a precedent for future development in the area through its high quality public realm that contributes to the character of the site as an urban community in an evolving neighbourhood. The proposed development will provide architectural interest and a meaningful landscape and trail connections that transition to the existing Heritage Park and Barrie North Shore Trail, while enhancing views to Lake Simcoe and incorporating new tree planting, areas for sitting, gathering, bike parking, and planters with railings to improve accessibility along Mulcaster Street. Access to active and passive recreational opportunities will be provided along with well-connected at-grade retail spaces, as well as outdoor amenity spaces. An active, balanced and healthy community is supported through site permeability and connectivity to surrounding sidewalks, transit routes, on- and off-site amenities and open spaces which will assist in prioritizing sustainable modes of movement.

2.4.3 Energy Conservation Report

An Energy Conservation Report has been prepared by Ecovert in support of the site plan application for 149 Dunlop Street East. This Report applies to new development, including residential buildings with over 50 units, and is intended to act as a roadmap to help achieve the City of Barrie's energy consumption and carbon reduction targets.

2.4.4 Environmental Impact Study

An Environmental Impact Study has been prepared by Palmer for the subject site. It is their opinion that the proposed development is environmentally feasible and no negative impacts to the natural environment are expected if the mitigation measures provided are implemented. Mitigation measures include a comprehensive erosion and sediment control plan, including regular inspections during construction, to minimize vegetation removal between the proposed development and Lake Simcoe, no development encroachment (temporary or permanent) within 20m of Lake Simcoe, and stabilization of exposed areas which are to be disturbed for longer than 14 days. Stormwater management techniques that utilize a "treatment train" approach are also recommended, along with planting of native trees, shrubs or grasses. Additionally, new trees, shrubs and/or grasses are recommended to be incorporated into future landscaping designs to prevent erosion and replace a number of small private trees that require removal.

2.4.5 Geotechnical Study

A geotechnical study was prepared by Alston Geotechnical Consultants Inc in 2020. This report notes that high-rise buildings can be expected to impose heavy loads on the supporting soils and these loads are likely to be in excess of those sustainable by the soil present at the anticipated base of excavation elevation. The geotechnical report provides recommendations and options for construction and shoring which would make a high-rise building possible on the subject site, and notes that the recommendations

would be revisited and revised as appropriate when details regarding building structure or loads are available.

2.4.6 Phase I and II Environmental Site Assessment

Phase I and II Environmental Site Assessments (ESA) were prepared by Watters Environmental Group Inc. The Phase I ESA involved a review of previous reports, a review of historical information related to the property and surrounding area, a review of information in publicly-available regulatory databases regarding the property and surrounding area, a walk-through of the property, an interview with a representative of the property, observations of activities on properties within 250 metres from the boundaries of the property, and the preparation of a report summarizing Watters Environmental's findings and recommendations. Based on the Phase I ESA, it is Watters' Environmental's opinion that there are potentially contaminating activities on the Phase I property and within the Phase I study area, which contribute to areas of potential environmental concern on the site, and which require completion of a Phase II ESA, including soil and groundwater sampling and analyses, before a Record of Site Condition can be submitted.

The Phase II ESA found a variety of contaminants in soil, fill and groundwater samples collected on the property. Based on the Phase II ESA, further investigation and risk assessment will be required prior to filing a Record of Site Condition.

2.4.7 Wind Study

A pedestrian level wind study has been prepared by Gradient Wind Engineers & Scientists. This study was performed in accordance with industry standard wind tunnel testing and data analysis procedures. The study concludes that the future wind conditions overall grade-level pedestrian wind-sensitive areas within a surrounding the study site will be acceptable for the intended uses on a seasonal basis. The study also finds that the elevated amenity and retail terraces will be suitable for sitting or other more sedentary activities throughout the warmer months, without the need for mitigation. Within the context of typical weather patterns, no areas of the study site were found to experience conditions which could be considered unsafe.

2.4.8 Transportation Study

A transportation study has been prepared by CGE Transportation Consulting. This study is based on a comprehensive review of the proposed development, surrounding intersections and their capacities, current conditions and traffic volumes, multi-modal transportation, and projections for the future including trip generation for the proposed development and other nearby developments. The study notes that it is anticipated that the proposed development will not have significant impacts to the adjacent network, and that evening trips are anticipated to be significantly lower than those of the currently existing commercial development. The study also finds that there are no safety concerns for the operation of standard and larger vehicles and that Levels of Service

(LOS) will be acceptable at Future Year 2033 traffic conditions, with the exception of the Dunlop Street and Mulcaster Street intersection where potential issues are largely the result of background traffic growth and other developments, rather than the subject site, which will have low traffic volumes and negligible impacts. The transportation study also reviewed the proposed development's parking supply and notes that the proposed 165 parking spaces will meet the parking by-law; however, in light of recently approved adjacent development parking rates and the ITE parking demand rates, a parking reduction for the proposed development is both justified and recommended. Analysis shows that the proposed parking supply for the proposed development will exceed the demand rate ITE requirements.

2.4.9 Hydrogeological Investigation

A preliminary hydrogeological investigation has been prepared by Palmer and, while the design of the development was not finalized at the time of the study, they have provided a series of considerations. Their report notes that one level of underground would require minimal to no dewatering. Two levels of underground would be below the water table and is estimated to require ~1.7 million litres/day of dewatering to maintain a dry excavation. A Category 3 Permit to Take Water from the Ministry of the Environment, Conservation and Parks and a long-term discharge agreement from the City of Barrie would be required. Alternatively, water tight construction methods could be utilized to cut off groundwater flow to reduce dewatering requirements and eliminate the need for long-term groundwater discharge. No impacts to Barrie's Water Supply Wells are expected. The storage of fuel and re-fueling during construction is recommended to be completed at the southwest corner of the site, outside of the Wellhead Protection Area (A). Palmer advises that many assumptions were made on this project to estimate the dewatering requirements. As such, the Contractor is responsible for making their own assessment of dewatering rates based on the final design. Palmer would also like the opportunity to reassess the dewatering rates when new designs/information become available.

2.4.10 Noise Study

A noise feasibility study has been prepared by HGC Engineering. This study notes that the primary sources of noise are road traffic noise on Dunlop Street, Mulcaster Street and Collier Street. The study finds that the proposed development is feasible with the noise control measures described in this report. Central air conditioning is required for all dwelling units. Upgraded glazing constructions are required for the north and west façades. For the other façades, building constructions meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the indoor spaces. Noise warning clauses are also required to inform future occupants of traffic noise impacts, to address sound level excesses and proximity to existing commercial uses. The study also notes that noise produced by the building itself, such as rooftop air conditioners, cooling towers, exhaust fans, etc. should not exceed the background sound level produced by road traffic, and as such, any electro-mechanical

equipment associated with this development should be designed such that they do not result in noise impact beyond the minimum background sound levels.

2.4.11 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report has been prepared by Urbanworks Engineering Corporation in support of the proposed development. The report notes that post-development peak flows are proposed to be controlled to the 5-year pre-development rates, flow control will be achieved with underground storage chambers with orifice plates and rooftop storage, no water quality control measures are proposed, retention of rainfall on site for erosion or volume control is not required and sanitary and water supply servicing is proposed to connect to existing municipal services.

3 Policy Review & Planning Assessment



This section of the report assesses the merits of the proposed development in the context of provincial and local policy applicable to the subject lands. The policy documents reviewed include the Provincial Planning Statement (2024), the Lake Simcoe Protection Plan and the City of Barrie Official Plan (2023).

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. Section 2.1 states that, in order to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

Consistency:

The subject property is located within the City of Barrie in an area that is already serviced. The proposal to redevelop the subject property results in an efficient use of land that minimizes land consumption and utilizes existing servicing, and improves the range and mix of residence types within Downtown Barrie with the addition of apartment units. A range and mix of unit sizes, including 2-bedroom and 3-bedroom units, are proposed. As such the proposal is consistent with these policies of the PPS.

As per section 2.2 of the PPS, planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by permitting and facilitating:

- all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

- all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

Consistency:

The proposed development will consist of a range and mix of unit sizes including 1-bedroom, 2-bedroom and 3-bedroom units, capable of accommodating a diverse range of household sizes and incomes. Additionally, the development exemplifies residential intensification through the redevelopment of a commercial site resulting in a net increase in residential units.

Section 2.3.1.2 of the Provincial Planning Statement states that settlement areas are to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses that:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities
- c) support active transportation
- d) are transit-supportive, as appropriate; and
- e) are freight supportive

Consistency:

The proposed development's compact urban form is an efficient use of land and resources and is appropriate for the infrastructure and public services which are available. The subject site within the settlement area of the City of Barrie is adjacent to active transportation routes and located close to multiple bus transit lines, and is approximately 500 metres from the Downtown Barrie Bus Terminal, providing connections to the Barrie GO Station and regional transit.

The PPS further directs that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities (Section 2.3.1.3).

Consistency:

The proposed development supports the achievement of complete communities as well as minimum intensification and density targets. The proposed mixed use building will be located in a highly walkable/bikeable neighbourhood, with

connections to active transportation networks. A mix of residential and commercial uses will benefit residents and contribute to a complete community in Downtown Barrie. Stormwater will be managed on-site via a flow restrictor, an underground detention tank and on the rooftop in accordance with the recommendations of the Functional Servicing Report.

The PPS also contains policies related to strategic growth areas. Section 2.4.1.2 directs that to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing.

Consistency:

The redevelopment of the subject site with a high-density 25-storey mixed use tower will accommodate a significant population increase for Downtown Barrie and contribute to the density target for the Downtown Barrie Strategic Growth Area. Additionally in accordance with the PPS, the subject site supports the transit network as it is located close to multiple bus transit lines, and is approximately 500 metres from the Downtown Barrie Bus Terminal, providing connections to the Barrie GO Station and regional transit.

3.2 Lake Simcoe Protection Plan (LSPP) and Lake Simcoe Region Conservation Authority (LSRCA)

The southeastern portion of the subject site comprises lands regulated by the Lake Simcoe Conservation Authority (LSRCA), associated with the shoreline area of Lake Simcoe. Development proposed within the LSRCA regulated lands must obtain permit authorization under the Conservation Authorities Act (Ontario Regulation 179/06) and comply with the LSRCA's Watershed Development Guidelines (2015). Due to the existing lot's close proximity to Lake Simcoe (i.e. 20 metres) and the existing urbanized land use, maintenance of a 30 metre setback from the normal high watermark is not possible. However, Section 4.0.3 of the LSRCA's Guidelines note that *exceptions may be permitted within existing settlement areas or where lot sizes are restricted*.

The majority of the Lake Simcoe Protection Plan's requirements do not apply to the subject site as watercourses, wetlands, valleys and/or natural riparian areas are not contained within the site boundaries. However, due to the location and existing land

use (commercial, urbanized), a 30 metre buffer from the Lake Simcoe shoreline is not feasible. To maintain existing conditions, the proposed development will utilize the footprint of the existing commercial development and associated parking lot and no new development is proposed within 20 metres of the Lake Simcoe Shoreline. Development will be confined to the subject site's lot boundaries.

3.3 City of Barrie Official Plan (2023)

The subject site is located in the Downtown Barrie Urban Growth Centre and the High Density land use designation.

3.3.1 Urban Growth Centre (UGC)

Section 2.3.2 of the City of Barrie's new Official Plan recognizes the Urban Growth Centre as the premiere hub for businesses, residences and visitors. The area is intended to provide a broad range of uses including office, commercial, institutional, cultural, residential and other uses, and will be the major focus of economic growth, civic identity and celebration. In addition to other policies of the Official Plan, the following policies apply to the Urban Growth Centre:

- (a) The Urban Growth Centre is a place of regional importance centered on the waterfront and downtown, and the quality of development in the Urban Growth Centre shall be commensurate to its regional importance.
- (b) The Urban Growth Centre will be planned to be a complete community, and as a strategic location for the concentration of the highest densities and widest mix of uses in the city. This will transform the Urban Growth Centre into a dynamic place to live, work, shop and connect.
- (c) The Urban Growth Centre will be supported by and connected to the waterfront through a diverse and dynamic public realm network, including natural heritage features, parks and a multi-modal road network.
- (d) The Urban Growth Centre will be planned to:
 - (i) Achieve and maintain by 2031, by accommodating a significant amount of the City's forecasted population and employment growth, a minimum density of 150 persons and jobs per hectare; and
 - (ii) The affordable housing target for the Urban Growth Centre is 20%, in accordance with Section 6.4.2 of this Plan. This target is to be measured across the entire Urban Growth Centre.
- (e) A high standard of design should be achieved in the Urban Growth Centre by:
 - (i) Working with stakeholders, transit providers, and other agencies to achieve design excellence with all public infrastructure projects in the Urban Growth Centre; and
 - (ii) Incorporating winter city design elements, in accordance with the City-Wide Urban Design Guidelines, to ensure a safe, attractive, and inviting pedestrian realm that supports year-round use.

Conformity:

The proposal calls for a high density mixed use building with 160 units, which will assist in achieving minimum density targets. The site will be well-connected to the waterfront and bike paths, with a high standard of design that will contribute to the significance and evolving identity of downtown Barrie as an Urban Growth Centre.

3.3.2 High Density Land Use Designation

Section 2.6 of the Official Plan sets out land use policies for the City of Barrie. The subject site is located in a High Density land use designation (section 2.6.3). Section 2.6.3.1 details permitted uses. Residential and mixed use development is permitted. Commercial and retail uses are permitted as part of a mixed-use development. Major retail is also permitted with conditions.

Conformity:

A mixed use building comprised of residential and retail/commercial uses is proposed for the subject site, both permitted uses in the Official Plan.

Section 2.6.3.2 details land use policies for the High Density designation and includes:

- (a) Ground floor building frontage of buildings facing any arterial street or collector street shall predominantly consist of retail uses or non-residential uses that animate the public realm.

Conformity:

Retail/commercial spaces and the lobby for the residential component will be located along the Dunlop Street East frontage. Windows into a retail component will help to animate the Mulcaster frontage, though the grade change makes it challenging to animate fully. Landscaping is planned along this portion of the site.

Section 2.6.3.3 details development policies for the High Density land use designation, including:

- (a) Development is to be designed to a high architectural standard, be well-integrated with adjacent areas, as per Section 3 policies of this Plan, and shall ensure a safe and secure public realm.
- (e) Development within the Urban Growth Centre or Major Transit Station Areas shall have a minimum residential of 300 units per hectare. Development on lands designated High Density outside the Urban Growth Centre or Major Transit Areas shall have a minimum residential density of 225.0 units per hectare.
- (f) Buildings shall be a minimum of 12 storeys.

- (i) New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan.

Conformity:

The proposed development has been designed to a high architectural standard, contributing to the beautification of Downtown Barrie and the waterfront, and will be well-integrated with adjacent areas. A safe and secure public realm will be provided along Dunlop Street East, Mulcaster Street and the waterfront with commercial units and residents facing both streets, integrating seamlessly with the public realm to create a safe and comfortable pedestrian environment. The proposed development will contribute significantly to the minimum residential density target of 300 residential units per hectare, as it will accommodate 160 residential units on only 1523.20m² (or 0.15 hectares) of total site area. The proposed development is planned to have 25 storeys, exceeding the minimum requirement of the Official Plan. The subject site is adjacent to a public park (located to the east) and public parking area (to the south). The slender design of the proposed tower will mitigate potential adverse impacts related to shadow and wind on these adjacent lands, and does not create any undesirable transition conditions to these adjacent lands.

3.3.3 Urban Design

Section 3.1 of the Official Plan (“Leadership in Design Excellence”) provides urban design policies/guidelines for development to achieve the City’s objectives. The urban design direction set out in Section 3.1 is further complemented by the direction given in the City-Wide Urban Design Guidelines.

Conformity:

The policies and guidelines in this section of the Official Plan are addressed in the Urban Design Report prepared by SGL Planning & Design and included with this application.

3.3.4 Transportation and Mobility

Section 4.1 of the Official Plan provides policies designed to transform how people move around and through Barrie. This section notes that building a sustainable transportation network is critical to supporting the City’s approach to growth and development. Barrie’s future transportation network will rely on significant investments in active transportation and public transit. The Transportation Master Plan has been used as a background for the preparation of the new Official Plan.

Section 4.1.1 outlines transportation-related objectives for the City of Barrie, including:

- (a) Prioritize public transit and active transportation on a City-wide basis while still considering geographic-specific restraints and ensuring the functionality of all other modes of transportation.
- (b) Establishing a comprehensive mobility network with a full range of transportation options while reducing automobile dependency in all new development.
- (c) Establish a network of paths and trails for both recreational uses and active transportation commuters to support a healthy and active community.
- (d) Promote the creation of complete streets that support multi-modal transportation and implement an approach to street design to ensure well-functioning and attractive streetscapes.

Section 4.3.1.7 addresses active transportation as well, noting that it is an important form of transportation that the City strongly supports through the development of a complete, connected, diversified and equitable transportation network. Intensification and complete community development principles will support growth of the active transportation mode share, which in turn will provide utilitarian benefits and encourage recreational benefits and physical activity to help support a healthy community.

Section 4.3.1.7.3 details development responsibilities for active transportation infrastructure and several policies are applicable to the proposed development on the subject site, including:

- (a) Active, non-motorized forms of transportation shall be accommodated as part of a complete mobility network. The appropriate infrastructure for this form of transportation on any given development or redevelopment site shall be planned to ensure residents will have mobility options other than the private automobile.
- (g) For development and redevelopment proposals within Strategic Growth Areas and the Urban Growth Centre in particular, the City will encourage the introduction of placemaking features such as seating, public art, pedestrian scaled lighting, and places to gather. These elements will be evaluated as part of the site plan process to ensure each development contributes to the overall enhancement and success of the place.
- (h) Through bicycle parking and facilities standards within the Zoning By-law, the City will require proponents to plan and provide cycling facilities for mixed-use buildings, residential apartment buildings, institutional use buildings and office buildings.

Section 4.7 discusses parking standards and solutions. Relevant policies include:

- (a) The City shall prevent a domination of surface parking in the *Urban Growth Centre*, *Strategic Growth Areas* and waterfront area. The City's Parking Strategy may be updated as required to inform how the City will manage the inventory of municipal parking lots and on-street spaces.
- (d) The City may consider reduced parking requirements by:

- i) Establishing minimum and maximum parking standards in the Zoning By-law;
 - ii) Establishing context-sensitive parking requirements that respond to diverse settings, including but not limited to, Strategic Growth Areas and historic places;
 - iii) Reducing parking requirements in Strategic Growth Areas where transit, walking, and cycling alternatives exist;
 - iv) Supporting parking for carpool, car share, and zero emission vehicles through preferential designated parking spots and/or reduced parking fees, as appropriate;
 - v) Assessing the peak parking periods in a day for each use within an appropriate radius (because there may be opportunity for uses to share parking spaces, therefore lowering the total number of required number of spaces); and
 - vi) Regularly reviewing and evaluating city-wide parking standards to meet parking needs while minimizing the provision of excess parking.
- (e) Parking reductions may be permitted in all land use designations, in accordance with the City's Cash In-Lieu of Parking By-law.
 - (f) The City reserves the right to require cash-in-lieu of parking in Strategic Growth Areas, including in the Urban Growth Centre where it can be demonstrated that parking reductions beyond those established above will not have adverse spill-over impacts on surrounding areas, and where the provision of on-street or municipally-provided parking can meet additional parking needs.
 - (g) The City will encourage and support the in development of central, shared parking facilities in the Strategic Growth Areas, including the Urban Growth Centre, which may result in greater parking and land use efficiencies. Such facilities are encouraged to be provided below grade or in stacked parking garages.
 - (i) Parking lots and parking structures shall be provided in accordance with the policies of Section 3 of this Plan and applicable City standards.
 - (o) Opportunities for the sharing of parking infrastructure, based on time of use and other considerations will be encouraged between compatible uses, where feasible, subject to a parking study and an evaluation by the City.

Conformity:

The proposed development will not impact adjacent active transportation routes, and will improve the adjacent pedestrian realm that forms part of the active transportation network. In addition, indoor parking for 39 bicycles is being provided on the P2 level.

With respect to parking, the City of Barrie's Zoning By-law requires that 1 parking space per unit be provided (160). 165 parking spaces (5 visitor parking) are proposed underground and above grade in a podium. 6 of these spaces will be

allocated as accessible parking spaces. This is a minor reduction from the By-law's requirement and is appropriate in an Urban Growth Centre, and is supported by the Transportation Study.

3.3.5 Planning for a Waterfront and Green City

Section 5.1 of the Official Plan discusses Barrie's need for a Natural Heritage System that protects natural heritage features and their ecological functions, along with its need for open spaces that offer the full spectrum of parks and recreation essential for citizen enjoyment, citizen health and connecting destinations with trails. Objectives include:

- (a) Create a connected network of high-quality parks, other Greenspaces and Natural Heritage System;
- (b) Promote, protect, and enhance the waterfront as the City's premiere open space;
- (c) Improve connectivity between the City's parks and other spaces and the City's community facilities, transit facilities, and other major or regional destinations wherever possible;
- (d) Ensure public spaces are inclusive and accessible to diverse members of the community; and
- (e) Protect and enhance the City's Natural Heritage System.

Conformity:

The proposal has been designed to avoid encroachment into all required Natural Heritage features and buffers, with the exception of the 30m Lake Simcoe buffer, which is unfeasible to provide, and to maintain the existing waterfront paths and access, along with the existing adjacent parkland. The proposal will enhance the City's waterfront by incorporating a unique undulating building façade design that will act as a landmark abutting Lake Simcoe and the Barrie North Shore Trailhead. Improved pathways and crosswalks leading to the trail and an expanded trail head/plaza design will further enhance the connection to the waterfront.

3.3.6 Natural Heritage System

Section 5.3 provides Natural Heritage System policies, including:

- (b) The City will protect its natural heritage features and areas for the long term.
- (d) The City will seek to maintain, restore, and where possible improve the diversity and connectivity of natural heritage features in an area, and the long-term ecological function and biodiversity of the Natural Heritage System.
- (e) The City will seek to maintain and enhance ecological linkages between and among natural heritage features and areas, surface water features, and ground water features to ensure a connected and resilient Natural Heritage System.

- (g) The policies of Section 6.6.4 regarding stormwater management and 6.6.5 regarding low impact development should be addressed when seeking to enhance the Natural Heritage System.
- (m) Development shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.
- (n) Development shall not be permitted in significant wildlife habitat and/or significant areas of natural and scientific interest unless it has been demonstrated that there will be no negative impacts on natural features or their ecological functions.

Section 5.4.2.3 provides policies for areas designated Environmental Protection Area – Level 3, described as (a) more regionally or locally significant features and components of the Natural Heritage System, including:

- (b) Development may be permitted if the proposal ensures the protection and buffering of the significant feature and/or retains the supporting function of the feature.
- (c) An environmental impact study will be required to be completed by a qualified professional in support of any proposed development or site alteration in or within 30.0 metres of an area identified as Level 3 on Map 3.

Conformity:

The subject site is within 30 metres of Lake Simcoe/lands designated as “Natural Heritage Resources Level 3” and as such, an Environmental Impact Study is required for any development proposals; however, there are no natural heritage features, including any woodlands or wetlands identified on NHIC Biodiversity Mapping located on the subject site, per the Environmental Impact Study provided by Palmer.

Section 5.5.2 discusses the Lake Simcoe Protection Plan (2009), which specific legislation brought into effect to ensure the long-term ecological health of Lake Simcoe and its watershed.

Section 5.5.2.1 addresses development and site alteration on lands regulated by the Lake Simcoe Protection Plan.

Section 5.5.2.2. addresses Shoreline Protection, and states:

- (a) Where, in accordance with the policies of the Lake Simcoe Protection Plan, a proposal for development or site alteration is permitted within 30.0 metres of the Lake Simcoe shoreline, structures shall only be permitted if:
 - (ii) There is no alternative but to place the structure in this area and the area occupied by such structures is minimized;

- (ii) The ecological function of the vegetation protection zone is maintained; and
 - (iii) Pervious materials and designs are used to the greatest extent possible.
- (b) Significant alteration of the shore of Lake Simcoe, or of the shore of a fresh-water estuary of a stream connected to Lake Simcoe, is not permitted.
- (c) A significant alteration of the shoreline includes any alteration that has an adverse effect on the ecological functions of the shoreline.

Conformity:

The proposed development will not negatively impact Lake Simcoe and its watershed, nor will it pose any risks to permanent or intermittent streams or wetlands, and will be buffered from the waterfront by the existing Barrie North Shore Trail. The development is proposed to be entirely within a site that is already built up, and on a similar footprint to the existing building. A 30m buffer is unfeasible for on the subject site, but no construction that will involve alteration of the shore is proposed. The environmental impact study prepared by Palmer concludes that there will be no adverse impacts on Lake Simcoe and its shoreline.

Section 5.6.3 provides policies for Barrie's waterfront, including:

- (a) Barrie's waterfront, as the City's premiere natural resource, will be protected and managed in an environmentally responsible manner for future generations.
- (b) Development adjacent to the waterfront shall achieve a standard of design excellence, in accordance with Section 3 policies, including Section 3.2.4.3 [Public realm Design].

Conformity:

Please see the Urban Design Report prepared by SGL Planning & Design for assessment of conformity to Section 5.6.3.

Section 5.7 speaks to opportunities for connecting Greenspace and the Natural Heritage System, including:

- (e) The City will identify accessible connections from the waterfront to downtown Barrie and will promote continuous and accessible public access throughout the City.

Conformity:

The proposed development will not hinder existing connections from Downtown Barrie to the waterfront nor will it impede the continued use and enjoyment of existing public space.

3.3.7 Planning a Resilient City

Section 6 contains policy for planning a resilient city. The Official Plan defines resilience as the ability to adapt and evolve to respond to significant, systematic change, and recover quickly from challenges, threats, and adversity. In order to prepare for potential difficulties, the City has included policies which build on urban design policies to highlight the key elements of a resilient city and provide guidance for how the City should adopt a standard process to respond to the changes of an ever-changing world. Section 6 policies which may apply to new development on the subject site include:

- (c) Strive to reduce the potential for future flooding events through pro-active stormwater management.
- (d) Commit to delivering on the City's net-zero emissions by 2050 goal by building on and implementing City-led initiatives such as the Community Energy and Greenhouse Gas Emissions Reduction Plan.
- (f) Ensure that new development employs best management practices to protect the natural environment, protect water resources, and incorporate innovative solutions to mitigate the potential impacts of extreme climatic events.
- (i) Work with community partners to encourage and support the provision of housing across the entire housing continuum with the objective of ensuring that stable, affordable housing is attainable for all residents.

Section 6.3.1 discusses Climate Sensitive Design and contains a number of recommendations to reduce energy consumption and greenhouses gases in an effort to help minimize and/or mitigate the impacts of climate change.

Conformity:

Please see the Urban Design Report prepared by SGL Planning & Design for assessment of conformity to Section 6.3.1.

Section 6.4 contains policy for ensuring social and economic resilience, part of which includes the goal that attainable housing options are available to all residents, including those in need of deeply affordable housing. Section 6.4.2 specifically addresses affordable housing, policy 6.4.2.e stating that the City shall encourage the provision of an appropriate range and mix of housing options and densities to meet the social, economic, and well-being requirements of current and future residents. Further to that, policy 6.4.2.e.ii states that residential development and redevelopment in Medium Density and High Density land use designations should contribute to the provision of affordable housing in accordance with policy 2.5.l.

Conformity:

The proposed development introduces 160 new residential units, providing a range of one-bedroom, two-bedroom and three-bedroom unit types in a neighbourhood that is currently predominantly made up low-rise commercial buildings with residential units on upper floors, with a few condominium/apartment buildings nearby. Tenure is proposed to be condominium ownership and the range of units and sizes, particularly the higher proportion of one-bedroom (and one-bedroom plus den) units will provide more affordable ownership options for residents. In addition, the proposal will contribute to a complete community through the continued existence of at-grade commercial uses, serving the needs of building residents and the surrounding community. The proposed development provides 30 barrier-free units, exceeding the requirement for 24 barrier-free units, ensuring that the building is accessible for individual of all abilities. With respect to affordability, the estimated average price per square foot will reflect the market price ranges per square foot based on unit type. It is also important to note that private ownership condominium units may also be rented out, potentially increasing the City's rental housing stock.

Section 6.5.1 contains policies related to drinking water, including salt pollution (6.5.1.c) and sensitive surface water features and sensitive ground water features (6.5.1.f), stating that mitigation measures and/or alternative development approaches may be necessary to protect, improve or restore such features (6.5.1.g).

Section 6.6.4 requires all new development to utilize generally accepted best practices in stormwater management, which shall be the highest level determined to be technically and economically feasible. A stormwater management plan may be required to support applications for development or site alterations.

Section 6.6.5.a requires that an application for major development (a proposal with a proposed impervious surface area of greater than 500.0 square metres) within the municipality shall be accompanied by a low impact development evaluation as part of an overall stormwater management report.

Conformity:

The Functional Servicing and Stormwater Management Report prepared by Urbanworks Engineering Corporation dated February 2024 notes that since the proposed building envelope covers 91% of the site with rooftop area and because rooftop runoff is considered clean, no water quality control measures are required. On-site stormwater management control measures such as flow restrictors, an underground retention tank and a green roof are proposed.

3.3.8 Implementation

Section 9.5.6 speaks to Site Plan Control. Site Plan Control helps ensure that development in the urban environment takes place in a safe, efficient, convenient and aesthetically pleasing manner, and that new development is compatible with existing neighbourhood properties. The entire City of Barrie has been designated as a Site Plan Control Area. Therefore, in general, any multi-unit residential, commercial or industrial development fronting on specific roads, and institutional developments within the City's municipal boundaries must obtain site plan approval prior to the issuance of a building permit (source: City of Barrie Site Plan Application Manual).

Conformity:

A Site Plan Approval application will be submitted when the rezoning application has been considered and comments can be incorporated in the site plan application.

Section 9.5.7 details criteria that the City of Barrie will consider when evaluating an amendment to the Zoning By-law, including:

- (a) Conformity with the Plan's land use designation and overall intent of the Plan.
- (b) The inherent nature of the planned land uses and their potential for negative impacts, relative to any new proposed land use being sought by the amendment.
- (c) The availability of servicing the proposed land use if the servicing needs are significantly different than the planned/permitted land uses.
- (d) The availability of information to adequately understand the development, including whether a plan of subdivision, consent, or site plan application has been filed.
- (e) How well the proposed development or alteration contributes to meeting the principles and policies of this Plan.

Conformity:

The proposed development conforms with the City of Barrie's Official Plan for the High Density land use designation, the Urban Growth Centre and the overall intent of the Plan. The proposed land use has minimal potential for negative impacts. Servicing is available for the subject site and the proposed use's needs can be met.

4 Affordable Housing Report



An Affordable Housing Report examining the impact that a proposed development will have on the supply of affordable housing options in the City is required. This report is being included with this Planning Rationale. The required contents are provided in the following subsections:

4.1 Description of Proposal

Please see Section 2 of this report.

4.2 Number of Existing Residential (including rental) Units

There are currently no residential units, rental or otherwise, on the subject site.

4.3 Number of Residential Units to be Retained, Added or Lost

Number of Residential Units to be Retained – 0

Number of Residential Units to be Added – 160

Number of Residential Units to Be Lost – 0

4.4 Type and Size of Residential Units

Studio	1 Bedroom	1 Bedroom + Den	2 Bedroom	2 Bedroom + Den	3 Bedroom	3 Bedroom + Den	Total*
1 unit	21 units	52 units	25 units	18 units	23 units	20 units	160 units

*All units are to be condominium registered.

4.5 Proposed Rental and Sale Prices

The average price per square foot will reflect the market price ranges per square foot based on unit type.

4.6 Site and Contextual Considerations

Please see Section 1 of this report.

4.7 Review of Relevant Policy

4.7.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (the “PPS”) underscores the importance of providing for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents (2.1.4). It mandates that all housing options address social, health, economic and well-being requirements. This includes all types of residential intensification, including development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options in previously developed areas (2.2.1 b). Furthermore, land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing infrastructure, support active transportation and are transit supportive (2.3.1.2). The PPS also supports the achievement of complete communities through mix of housing options, intensification and mixed-use development (2.4.1.2).

4.7.2 City of Barrie Official Plan

See pages 27 and 28 of this report.

4.8 Review and Compliance with the Affordable Housing Strategy

No affordable housing units are proposed; however, the development will increase the supply of housing in the City of Barrie and will provide a variety of unit types and sizes.

4.9 Conclusions and Recommendations

No affordable housing units are being lost and none are proposed; however, the proposed development will provide a range and mix of unit sizes, suitable for single occupancy, co-habitation or families.

5 Conclusion



The proposed development of a 25-storey mixed use condominium building on the subject site is consistent with the goals of the Provincial Planning Statement, in conformity to the Lake Simcoe Protection Plan and in conformity with the policies of the City of Barrie's Official Plan. The proposed building will provide a range and mix of unit types and sizes, new commercial space to replace that which will be removed via demolition of the existing building, adequate parking and bicycle parking. The proposed development will serve to enhance Barrie's waterfront while maintaining connections to active transportation and public trails. The proposal represents suitable and orderly intensification, good planning, and is in the public interest.

Appendix A: Comments and Responses from Neighbourhood Meeting



The following are comments received from residents who attended the Neighbourhood Meeting (including comments received after the meeting) and responses. Names and identifying details have been redacted for privacy reasons.

1. [REDACTED] has a lot of concerns about traffic congestion in the area. Parking was the main concern, noting Lakehouse Residents looking for parking and noted a senior population living in the area and worried about safety. She understands the need of more units in the area but warned about congestion and safety.

Additional parking was added to the Concept Site Plan and a Traffic Impact Study has been prepared which will be reviewed through the standard planning application process while also being made available for public review.

2. [REDACTED] concerned with Simcoe Street and speeding of drivers noting the new Lakehouse Parking is a concern with vehicles on the street, creating safety issues. The City has a lot of festivals around Memorial Square and the fireworks are launched in the Park and is concerned if fireworks cannot still proceed with the building proposed.

Additional parking was added to the Concept Site Plan. Fireworks are governed under the City's By-laws governing noise and safety issues.

3. [REDACTED] concerned about the Entrances and the location of the resident entrances, while noting 0.9 parking is not sufficient. Asked about the breakdown of bedroom types and David provided the same. I noted the Resident Entrance is pedestrian and Andrew confirmed the entrances. David advised the Traffic Study will address queuing and [REDACTED] noted the entrance at the south is great.

Additional parking was added to the Concept Site Plan. Breakdown of Bedroom Types are shown on the Concept Site Plan and will be confirmed through the planning process. The Traffic Study is available for public review.

4. [REDACTED] noted the City By-law is 'draft' and that may change. Outlined the provisions we cannot meet per the Parent By-law, noting 9 standards that cannot be met or require amending. David responded outlining the requirement to update the City's By-law, to conform to the Official Plan and noted

the need for an Amendment to the By-law while conforming to the Official Plan. Asked if all Parking will be EV Charging and I noted not all spaces will. Andrew answered outlining above grade parking and below grade parking. Noted it is a difficult site, too close to the water table to permit underground parking, difficult hill to climb and restricted traffic turning and noted the Site is too small for the proposed development. Further, noted the existing By-law and how the development does not conform to the existing by-law. Bayshore landing was noted and impacts on vistas from Bayshore landing and noted other candidate sites available in the area. Again, suggested it's an overbuild of the Site. Noted Parking Entrances are close to the intersection, noting difficulties with left turns to and from the Site. Requested a list of studies to be submitted and Celeste advised the Studies will be available, for review, once submitted.

Additional parking was added to the Concept Site Plan. EV Charging stations will be finalized at the Site Plan Control stage of the process. Dewatering will be confirmed and undertaken in accordance with City and County regulations at the Detailed Design stage of the process, as to ensure no impacts on the groundwater table. A Vistas diagram has been generated showing views to the lake as being maintained. The Traffic Study will be available for review and assesses all intersections.

5. [REDACTED] noted issues with less parking than what is required and issues arising, criticizing the number of parking proposed. Asked if the City has any plans to build a parking garage downtown. Celeste responded she is not the person to ask, noting there is a parking structure currently available and noted parking strategy reports. [REDACTED] noted the parking structure is 6 blocks away and transit service being insufficient. Said he would like to see the corner redeveloped but it's well overbuilt. Asked if Sam Cancilla Park use is being proposed and I answered the question saying we are not, but we are 'all ears' for the use of the Park. He reiterated the concern with parking supply noting 16 spaces short.

Future consideration to use of a portion of Sam Cancilla Park for parking can be undertaken in consultation with the City and Public.

6. [REDACTED]. All the concerns expressed he shares and noted [REDACTED] did a great job summarizing the concerns. He asked if the water table was problematic why would a large building be even considered. Andrew responded noting the water table would not be in 'danger' and noted the entire downtown has water table constraints, noting the other Sites used above grade parking. [REDACTED] noted concerns with lower parking advising many people in Toronto are employed in Toronto and noted people in Barrie will need cars to commute to and from work. Noted he would lose 'views' if the building is constructed and noted the building would look 'hideous' in the location proposed.

Additional parking was added to the Concept Site Plan. EV Charging stations will be finalized at the Site Plan Control stage of the process.

Dewatering will be confirmed and undertaken in accordance with City and County regulations at the Detailed Design stage of the process, as to ensure no impacts on the groundwater table. A Vistas diagram has been generated showing views to the lake as being maintained. The Traffic Study will be available for review and assesses all intersections.

7. [REDACTED] concerned about protecting the ground water table. Asked if there has been any feasibility analysis to look at the cost of construction including infrastructure costs. How would programs be paid for such as transit, infrastructure improvements etc....noted intensification as a 'good thing' but noted that does not mean reduced parking. Asked if the in-force By-law was considered as part of the Budget. Asked if we did an analysis per the Draft By-law was undertaken and David noted the height would be permitted and asked if we can review the Draft By-law requirements vs. what is being required to be amended (Note: we might want to have a look at this as it may further demonstrate conformity to the Draft By-law, even though it is not in effect).

Dewatering will be undertaken in accordance with County and City Standards as part of the detailed design process. A Hydrogeological Study is available for review. The new City By-law is not in effect and in Draft form and so, it does not apply to this Application. A Site-Specific Zoning By-law is proposed and that will be reviewed.

8. [REDACTED] noted insufficient parking and asked if we have a turning lane. Both David and I noted we are working within the existing ROW. Asked if Servicing Upgrades are required and Celeste advised any upgrades would be paid by the Developer. Someone with [REDACTED] noted a previous Hotel Proposal. Noted a concern with short term rentals. I noted we have no plans for short term rentals and the Condo can set rules, in the future, to prevent short term rentals.

Additional parking was added to the Concept Site Plan. No short term rentals are planned by the developer.

9. [REDACTED] asked about Affordable Housing requirements and I answered saying the Planning Report will address affordable housing.

The Planning Justification Report addresses affordable housing requirements and can be reviewed publicly.

10. [REDACTED] expressed the same concerns as it relates to traffic, lack of parking, and asked if a Shadow Study is being provided, noting the extension of shadows and impacts. Access to the Park is noted as a concern, noting the heritage park location and its redevelopment. I responded noting we do take the context into account, and we will have a Shadow Study. Noted the building sticks out and the challenge of the streetscape. Noted different modes of traffic are 'few' including services such as a grocery store lacking. Medical access is lacking. Noted additional services needed to live daily lives. Above grade parking

is an 'eye sore' and noted the parkland area feeling is ruined and the north shore trail impacts. Noted construction issues with traffic, noise, dust, within one of the busiest corners of the Downtown. Asked if Construction Management can be provided ahead of time. Asked about the construction timing and I answered noting a year to 18 months with Andrew noting up to 24 months.

Additional parking is proposed per the updated Concept Site Plan, the Traffic Study can be reviewed publicly including a Shadow Study. Construction timing is generally up to 24 months, as noted and will be undertaken in accordance with a future Construction Management Plan and city by-laws.

11. [REDACTED] asked about how deep the footings of the building would be. Andrew noted either a raft slab would be used or a series of piles at 18m deep. Andrew notes the footing method will be part of the Detailed Design process. Asked if the list of Studies can be on the web. Celeste noted as soon as the Application is deemed complete the Studies will be posted. A Construction Management and Celeste noted that would follow in the next stage. Asked if there are target demographics and I answered saying no.

Questions were answered as outlined within the Comment.

12. [REDACTED] and asked why the previous Hotel was rejected. [REDACTED] also asked about impacts to health and quality of life (e.g., natural light, traffic, congestion, shadow etc....). Is concerned about height and asked what the City will do about the impacts. Asked why the developer is proposing the development. Celeste responded outlining the review process and noting the comments.

The development is being proposed in accordance with the vision of the City's Official Plan for the downtown. We are not aware why the Hotel development did not proceed as that was another Owner.

13. [REDACTED] asked about where additional parking can be provided, noting Sam Cancilla Park as an option.

Additional Parking has been provided through the updated Concept Plan and the use of the adjacent Park can be considered in consultation with the City and Public.

14. [REDACTED] asked about Fire Truck height limits and Celeste confirmed Fire Services would review the Application and the City would not support the proposal if Fire cannot service the Site. Also noted Noise concerns.

The proposed development must conform to Fire Department requirements.

15. [REDACTED] noted the views of the lake as outstanding. Noted the emotional impact caused by the proposal due to pending construction and noted the building is not meant for the waterfront, note devaluation of the property.

Vista Plans have been prepared and included within the Urban Design Brief demonstrating views to the lake as being maintained.

16. [REDACTED] Amenity Area was noted as insufficient and asked why there is so little Amenity Area suggesting 5 sq. m min. per unit. Asked about the Retail distribution and noted not enough parking. Asked if the building is all condo or whether there will be a component as affordable.

There are plenty of amenities proposed on-site and offsite amenities include the adjacent park.

17. [REDACTED]. I did not receive an invite to this large, condo proposal on Mulcaster and Dunlop. Not hearing about it is concerning to me, since I live so close, and own a condo, and pay taxes to Ward 2 less than 750 feet away. My suggestion is better communication about this large proposal to the proper citizens. I am feeling it is trying to be a quick, behind the scenes deal immediately... this is not a good start, and necessary. Barrie has had a number of shady condo deals fall through in the past, be sure to be transparent in this community, especially with prime lake view land. I don't need to hear after... I am interested in in how we get this far with plans and no one hears about it. We are too busy being distracted by the Mexican restaurant that took months to open on this exact spot.

All public meetings will be notified by the City in accordance with the Planning Act requirements.

18. [REDACTED] You had an excess of interested people at your Zoom meeting this evening, so I'll put my comments/questions in this email. Looking at the plan view of the proposed building under discussion, I see that every square metre of the plot is used for building. However, I do see a significant problem, as detailed below. It appears that at least 13 (possibly 15) of the units will not have access to a motor vehicle. I'd point out that the nearest limited-service supermarket is on Blake Street, about 2.4 km away. The nearest full-service supermarket (with meat, fish, fresh bread, etc.) at Zehrs, Cundles, is about 3 km away. The other supermarkets (Wellington Plaza & Bayfield Mall) are about 2 km away. None of these supermarkets are on a direct bus route from the proposed building site. In fact, there is no immediate bus service from this site to even the bus station or the train station. So at least 13 possible residents will need to order in food etc. But the proposed site has no possible parking/stopping places (on site) for deliveries or couriers. A close look at the site plan indicates that access to the proposed building is through the public parking lot at the foot of

Mulcaster. Seems to me the developer is hoping to use Barrie owned (public property) as its own access. Surely that cannot be permitted. There appears to be no proposed parking for trades, repair companies, mail delivery etc. It also appears that proposed property plans to place all its garbage and recycling on public property. Clearly there is no space for all the bins and containers needed for close to 160 families each week. Again, public spaces are proposed for garbage collection. Should the City and residents be subsidizing this development's garbage collection? [REDACTED]

[REDACTED] I can easily walk to places selling alcohol, marijuana, fentanyl, etc. But there is no easy access to a full-service pharmacy or supermarket – without a car. I can get to a homeless shelter and a drug addiction clinic, but not an open public washroom, or a bus. This proposed building will permit an increase in homes, but without any of the necessary urban services. Time to send the application back for a realistic reworking.

The proposed development does not include publicly owned lands.
Additional parking has been added per the updated Concept Site Plan.

19. [REDACTED] and am interested in the above-noted proposal. I am currently out of the country and will be so when the Neighbourhood Meeting is scheduled so I am requesting material electronically. I have a number of questions and requests: I understand that Blackthorn Development Corp is the planning consultant. If known, please advise as to the lawyer(s) representing Dunlop Developments (Barrie) Inc. (Please feel free to forward a copy of this email to Mr. Rogato and legal counsel.) Please provide an electronic copy of the zoning by-law amendment application. Is an official plan amendment required for this proposal and if so has a formal application been made? If so, please provide an electronic copy of same. Has a site-plan approval application been made? If so, please provide an electronic copy of same. A previous proposal proposed to use Sam Cancilla Park for parking – does this proposal (or are all parking spaces to be on site)? What studies have been filed in support of the proposal? Please provide me with electronic copies of all such studies. With respect to the various Highrise development applications in the downtown area, has the Planning Department ever recommended against relief to allow greater height than permitted in the zoning by-law? The Notice indicated that the relief claim consisted of: The proposed Zoning By-law Amendment seeks to add special provisions to the existing 'Central Area Commercial' (C1-I) zone to facilitate the development including, but not limited to, a maximum building height of 70.66 metres (25 storeys), an increase in GFA to 1000%, a reduced standard for commercial space, and a reduced parking standard to 0.9 spaces per residential unit. Does the Zoning Application seek to rezone the property to another zoning designation or is it simply asking for exceptions to the standards in the existing zone category? What is the current maximum building height in the existing zoning by-law? What is the current maximum GFA? What is the current standard for commercial space required and what is the relief requested? What is the current standard for parking spaces per unit. Has the City provided relief from that

standard in other Highrise proposals in the Downtown area? In describing the relief requested, the Notice includes the phrase: "including, but not limited to". What other relief has been requested? I would request receipt of the requested material as soon as possible in order to allow me sufficient time to review it prior to the Neighbourhood meeting.

The full Zoning Application and Submission Items will be available through the City's web page. We have not retained a Solicitor at this time. The Site-Specific Zoning By-law, proposed, will be reviewed and commented on through the standard Planning Act process.

20. [REDACTED] provided response by email (Feb. 21, 2024 and Feb. 22, 2024) explaining that we are at the resubmission public engagement phase of the project and that the requested details are not yet available. At the meeting, [REDACTED] was requested to advise of the complete submission requirements. That email was provided on March 4, 2024 and is attached for reference.

Noted and Submission requirements are available for public review.

21. [REDACTED] provided a 3 page letter outlining various concerns pertaining to the development including traffic, unsuitable building location, impact on views, parking issues and noted other locations are more suitable for the proposed building.

Parking has been increased and the Application materials can be reviewed publicly and commented on, addressing all issues.

22. [REDACTED] To summarize my opinion, I am strongly AGAINST the proposed development as planned. As it stands, the proposed development does not meet the current zoning requirements, is wildly out of proportion and character with the surrounding environment and city/streetscape, and will negatively impact the public view of and access to Barrie's waterfront and downtown. The City of Barrie has invested considerable effort into promoting community use of its downtown and waterfront parks. The proposed structure will quite literally cast a shadow on those efforts and have a chilling effect on the public and local resident enjoyment of this important space due to increased traffic, decreased parking, less sunlight, more noise and traffic pollution, unsafe pedestrian environment, environmental and heritage impacts, and misplaced aesthetics. The developer representatives noted several times during the meeting that a 25-story building was allowed within the City's new Official Plan. I counter this by saying: just because someone can build a 25-story building per the Official Plan does not mean that someone should build such a structure. It's noted that densification is an important goal for the City and for the province in general. However, this goal needs to be balanced with other community needs and priorities. Pursuing densification at the exclusion of all other considerations risks destroying what makes the community livable and a desirable place to visit, and is ultimately self-defeating. In my view, development

that maintains and enhances the waterfront and downtown for public use should be the City's primary goal for this area. A 25-story private development at that intersection does not achieve that aim. Specific concerns related to Traffic/Parking, Siting and Design, the Environment, Cultural, Construction and Use were outlined within email correspondence.

Opposition noted. See supporting studies including Traffic Study which can be commented on.

Appendix B: Proposed Zoning By-law Amendment



Proposed 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 City of Barrie Comprehensive Zoning 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 modify performance standards on lands legally described as Part of Dunlop Street Registered Plan 2 and Parts of Water Lots 17 and 18 South Side of Dunlop Street, City of Barrie.

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

1. **THAT** notwithstanding the provisions of Section 4.6.1 of By-law 2009-141, where a lot containing Residential Dwelling(s) in the Urban Growth Centre requires 1 parking space per dwelling unit, the minimum parking rates shall be 0.6 spaces per dwelling unit.
2. **THAT** notwithstanding the provisions of Table 6.3 of By-law 2009-141, the maximum Gross Floor Area permitted shall be 1000% of the lot area.
3. **THAT** notwithstanding the provisions of Table 6.3 of By-law 2009-141, the maximum Building Height permitted shall be 80.00 metres.

4. **THAT** notwithstanding the provisions of Section 6.3.2 of By-law 2009-141, the provision for Maximum Building Height in the Central Area-1 (C1-1) zone shall not apply.
5. **THAT** notwithstanding the provisions of Section 6.3.2 of By-law 2009-141, the provision for Minimum Coverage for Commercial Uses in the Central Area-1 (C1-1) zone shall not apply.
6. **THAT** notwithstanding the provision of Section 6.3.4.3 (a) of By-law 2009-141, the provision requiring that the portion of the building abutting the front yard or a side yard abutting a street shall be used for commercial uses on the ground floor shall apply to the front yard abutting Dunlop Street only.
7. **THAT** notwithstanding the provision of Section 6.3.4.3 (d) of By-law 2009-141, the provision requiring that a minimum of 20% of the total gross floor area of a building with 3 storeys or more shall be used for commercial uses shall not apply.
8. **THAT** notwithstanding the provision of Section 6.3.4.3 (e) of By-law 2009-141, where a lot contains more than 4 residential dwelling units, a consolidated outdoor area based on a minimum 1.2m² per unit shall be provided.
9. **THAT** notwithstanding the provision of Section 6.3.7.1 of By-law 2009-141, the provision requiring that a continuous landscaped buffer area of a minimum width of 3m be provided along the side and rear lot line of an apartment building located in the Central Area Commercial (C1) Zone or the Transition Centre Commercial (C2) Zone shall not apply.
10. **THAT** for the purposes of this By-law, the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this By-law shall not apply.
11. **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 – A. NUTTALL

CITY CLERK – WENDY COOKE