

19 DUNDONALD STREET

PLANNING JUSTIFICATION REPORT

ZONING BY-LAW AMENDMENT

IPS NO. 19-874

DECEMBER 2021



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19 DUNDONALD STREET

CITY OF BARRIE
COUNTY OF SIMCOE

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

Hargreaves

DECEMBER 2021

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1.0 INTRODUCTION

Innovative Planning Solutions (IPS) has been retained by the Hargreaves (Applicant / Owner) to complete a Planning Justification Report in support of a Zoning By-Law Amendment (ZBA) application, for lands located at 19 Dundonald Street in the City of Barrie.

The intent of the proposed ZBA is to amend the City of Barrie Zoning By-law 2009-141 to rezone the subject lands from '*Residential Single Detached Dwelling Second Density (R2)*', to '*Residential Apartment Dwelling First Density - 3 with Special Provisions (RA1-3)(SP-XXX)*'.

The Amendment will facilitate the development of a new 9-storey, 58-unit residential condominium building, overviewed under section 4.0 of this report.

This Report will review the proposed Zoning By-law Amendment in the context of applicable Provincial and Municipal policies to provide necessary rationale for the approval of the proposed development.

The Report will review the following documents to demonstrate consistency:

- Planning Act
- Provincial Policy Statement
- Places to Grow - Growth Plan for the Greater Golden Horseshoe
- City of Barrie Official Plan
- City of Barrie Comprehensive Zoning By-Law
- Lake Simcoe Protection Plan

2.0 SITE DESCRIPTION

The subject Zoning By-law Amendment application applies to two (2) properties, located at 19 Dundonald Street in the City of Barrie.

The subject lands are currently used for low-density residential uses, with a single detached dwelling and accessory uses. The remaining southern portion of the lands are vacant, with vegetation and scattered tree cover.

The subject lands occupy 99.0 metres of frontage along Dundonald Street and contain landholdings of 3,880 m² (0.38 ha. / 0.96 ac.). The lands are a triangular shape and contain a significant grade change (approx. 17-18 m.), sloping from north to south.

Figure 1 provides an aerial illustration of the subject lands.



3.0 SURROUNDING LAND USES

Surrounding lands uses of the subject lands are diverse, including the following:

North: To the north of the subject lands is St. Mary's Catholic Church and the St. Mary's Seniors' Residence (4-storey building).

- Lands to the north are zoned '*Residential Multiple Dwelling Second Density (RM2)*' and '*Institutional (I)*'.

South: Immediately to the south is the Duckworth Street easement (20 m.) and low-density residential properties with single detached dwellings. To the south of Blake Street / Dunlop Street East are various apartment buildings, ranging in heights from four (4) to eight (8) storeys.

- Lands to the south are zoned '*Residential Single Detached Dwelling Second Density (R2)*', '*Residential Apartment Dwelling First Density (RA1-1)*', '*Residential Apartment Dwelling Second Density (RA1-2)*', and '*Residential Apartment Dwelling Second Density (RA2-2)*'.

East: Adjacent to the east is the Duckworth Street easement (20 m.). Further east exists a mix of residential uses, including single detached dwellings, townhomes and walk-up apartments.

- Zoned '*Residential Single Detached Dwelling Second Density (R2)*' and '*Residential Multiple Dwelling Second Density (RM2)*'.

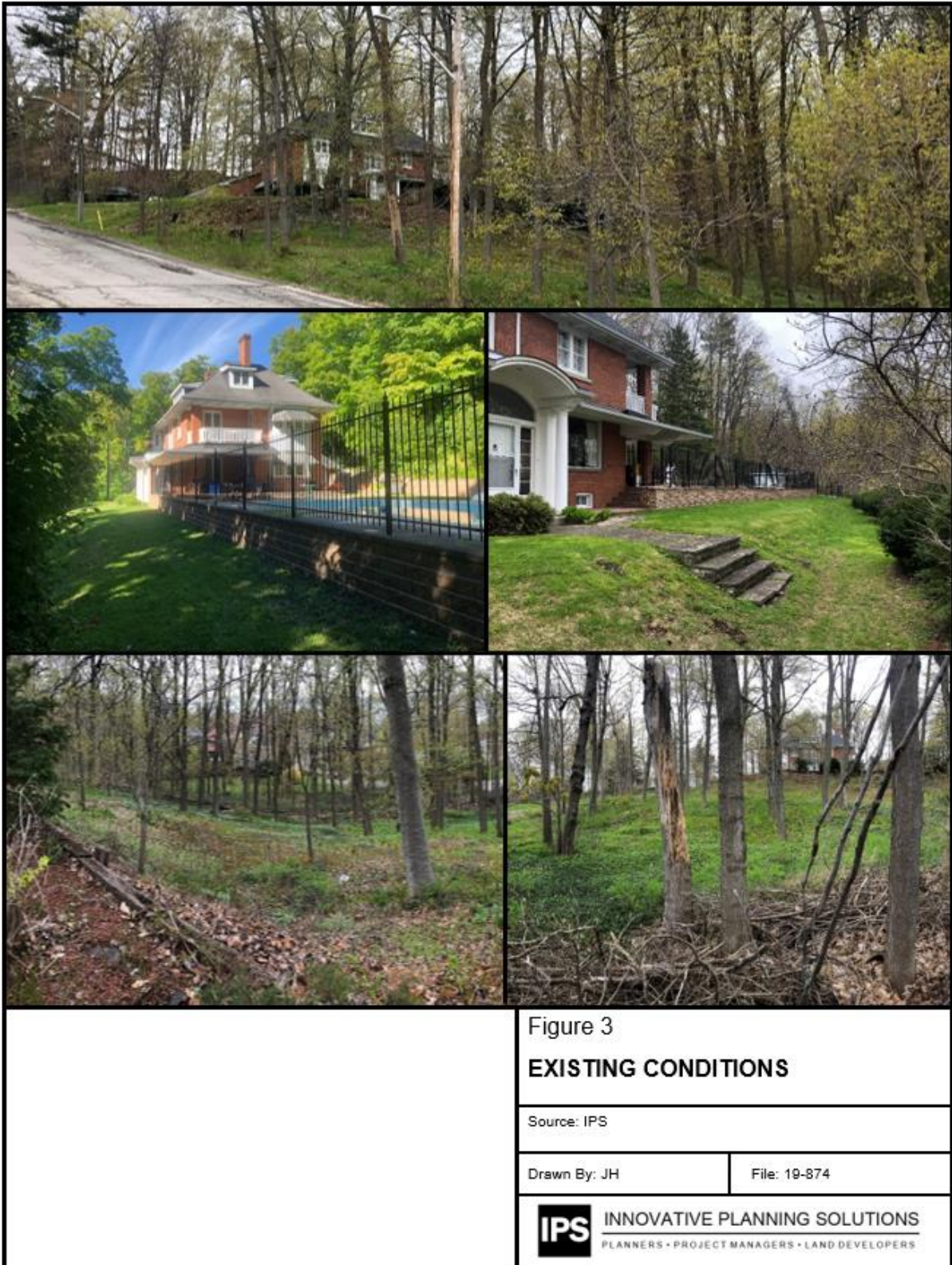
West: Adjacent is a 4-storey walk-up condominium. A variety of land uses are located further to the west, including single detached residential dwellings along Theresa Street and Collier Street, and a variety of apartment buildings located along Albert Street and Collier Street. The Urban Growth Centre (UCG) is further located to the west, bordered by Berczy Street.

- Zoned '*Residential Single Detached Dwelling Second Density (R2)*', '*Residential Multiple Dwelling Second Density (RM2)*' and '*Residential Apartment Dwelling Second Density (RA2-2)*'.

Figure 2 provides an aerial illustration of the subject lands and the surrounding land uses.

Figure 3 includes photos from a site visit, showing the existing uses and conditions of the subject lands.





4.0 DESCRIPTION OF DEVELOPMENT

Built Form

The proposed development consists of a 9-storey residential condominium building with 58 residential units. A building height of 27.4 m. is proposed, offering a density for the development of 149.4 units per hectare. A building footprint of 742 m² is proposed, resulting in a total GFA of 6,678 m².

The proposed built form has been designed to frame the site, while maintaining the required setbacks, to promote a strong street presence along Dundonald Street and establishing an urbanized streetscape. The proposal provides for a transition of density, recognizing that the subject lands are located in close proximity to the City's downtown (Urban Growth Centre), where high-density development is planned and directed. The application represents intensification on lands suitable for such a use, encouraging reinvestment and revitalization in the existing built-up area.

Parking

99 parking spaces are provided, for a generous ratio of 1.7 spaces per unit. 17 spaces are provided at-grade, with the remaining 82 provided in the underground garage, concealing the parking. 4 barrier-free parking spaces (2 type A, 2 type B) are provided in accordance with Zoning By-law standards, located at-grade with seamless connection to the principal building entrance.

Site Access

2 site access points are provided to the development off Dundonald Street. One access is located to the north, connecting to an internal driving aisle for site circulation and traffic movements, along with at-grade parking spaces. Through consultation with the traffic engineer, a right-in, right-out, access has been provided. This is to ensure safe traffic movements in the winter months, improved visibility for entering / exiting the site, and controlled vehicular movements along Dundonald Street. The second access point is provided towards the southern limits of the site, connecting to 2 levels of underground parking by internal driving aisles.

No road widening was identified by the City at the time of application.

Waste & Snow Storage

Waste storage is located interior of the building in a common room, on Parking Level 2. At the time of collection, the waste bins will be relocated to the designated drop-off area, then loaded from the designated garbage loading area. The designated garbage loading area is further provided in a location where the waste collections vehicle can efficiently collect the waste, and safely maneuver / turn to exit the side in a forward fashion.

Snow storage locations have strategically been located around the site. Through consultation with the civil engineer, the proposed locations were chosen to ensure that snow melt can be directed to the storm sewer network, or infiltrated into the ground where possible.

Landscaped Open Space

The proposed development contains a number of landscaped areas (light green overlay) that can support enhancements street side and contribute to an improved public realm. Primary landscaped areas are offered interior of the site, providing the opportunity for communal interaction and shared spaces. 3.0 m. landscaped buffer strips (dark Green overlay) are further provided along the interior and rear property lines of the site. Appropriate screening and plantings will be provided along the boundary of the site to provide buffering to adjacent lands and support enhanced landscaping measures.

Detailed landscape plans will be provided for the Site Plan application.

Amenities

The proposed building offers various amenities for residents. A large open concept lobby has been designed for a grand entrance, leading to the central elevators and common areas. An amenity space is provided on the southern side of the building, for functions or events, connecting to a large outdoor terraced balcony overlooking the site. Private balconies are offered for each unit, to serve as individual amenity space for the residents.

Inside the lobby, a mail room is provided, and a central office is located for on-site property management. A garbage chute is offered for convenience, and lockers are available for residents on the parking levels, should they need additional space for storage.

A fitness room is proposed on the Ground Floor for active amenity space. Bicycle parking is also provided on Parking Level 1, encouraging active transportation usage and healthy lifestyles.

Servicing

To service the proposed development, and in accordance with the City's plans to reconstruct and service Dundonald Street, a 250 mm dia. Sanitary sewer will be constructed within the Dundonald Street ROW, connecting to the existing downstream sewer at Collier Street / Blake Street. The proposed development will discharge sanitary sewage via a 150 mm. dia. sanitary serviced, connected to the new sewer in Dundonald Street.

The proposed development has been modeled as a single area, with runoff generated to be collected internally and discharged to the Dundonald Street storm sewer. The City plans proposed to upgrade and upsize the storm sewers on Dundonald Street, which will not be impacted by the proposed storm sewer outlet from the site.

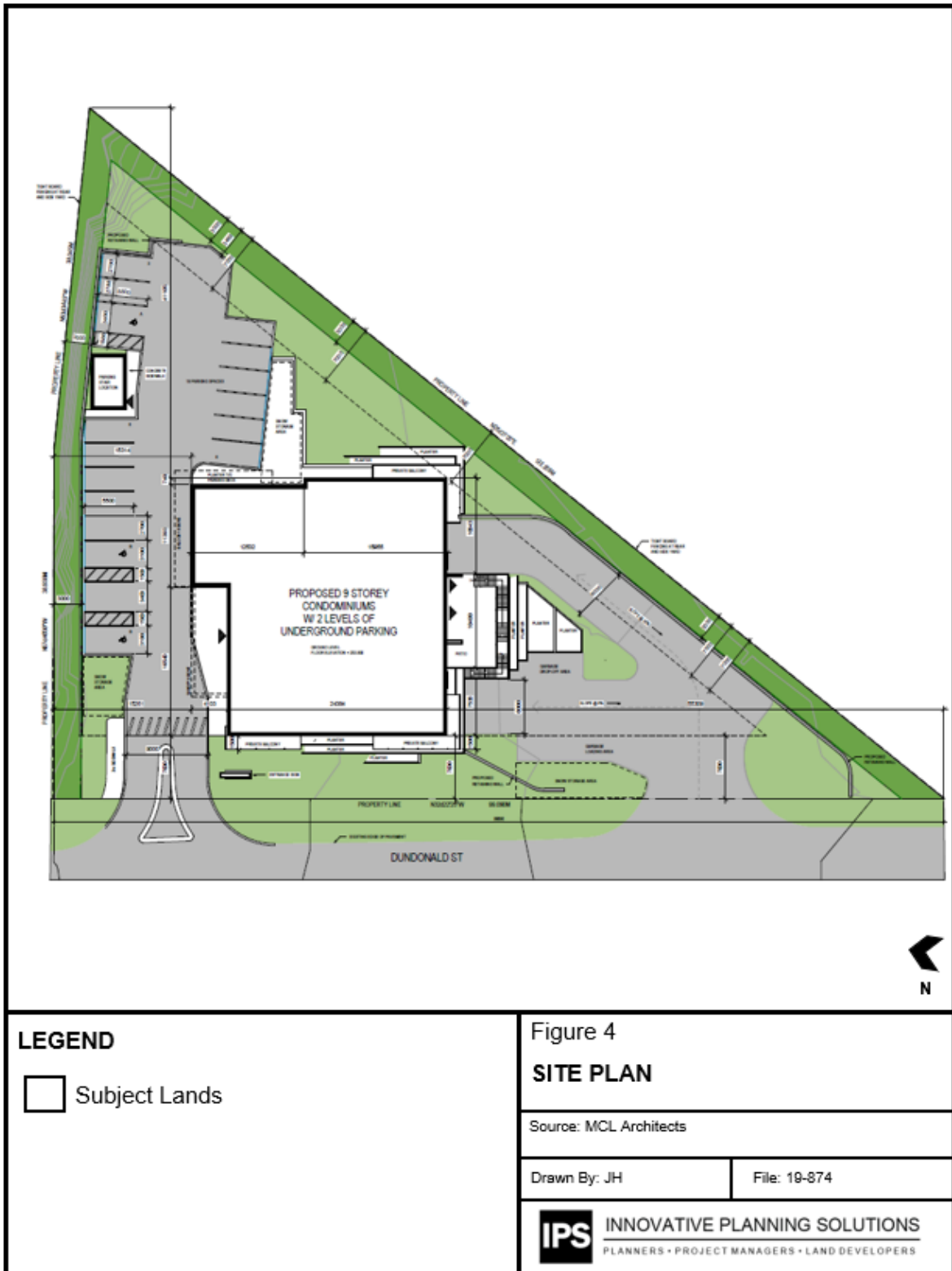
Urban Design

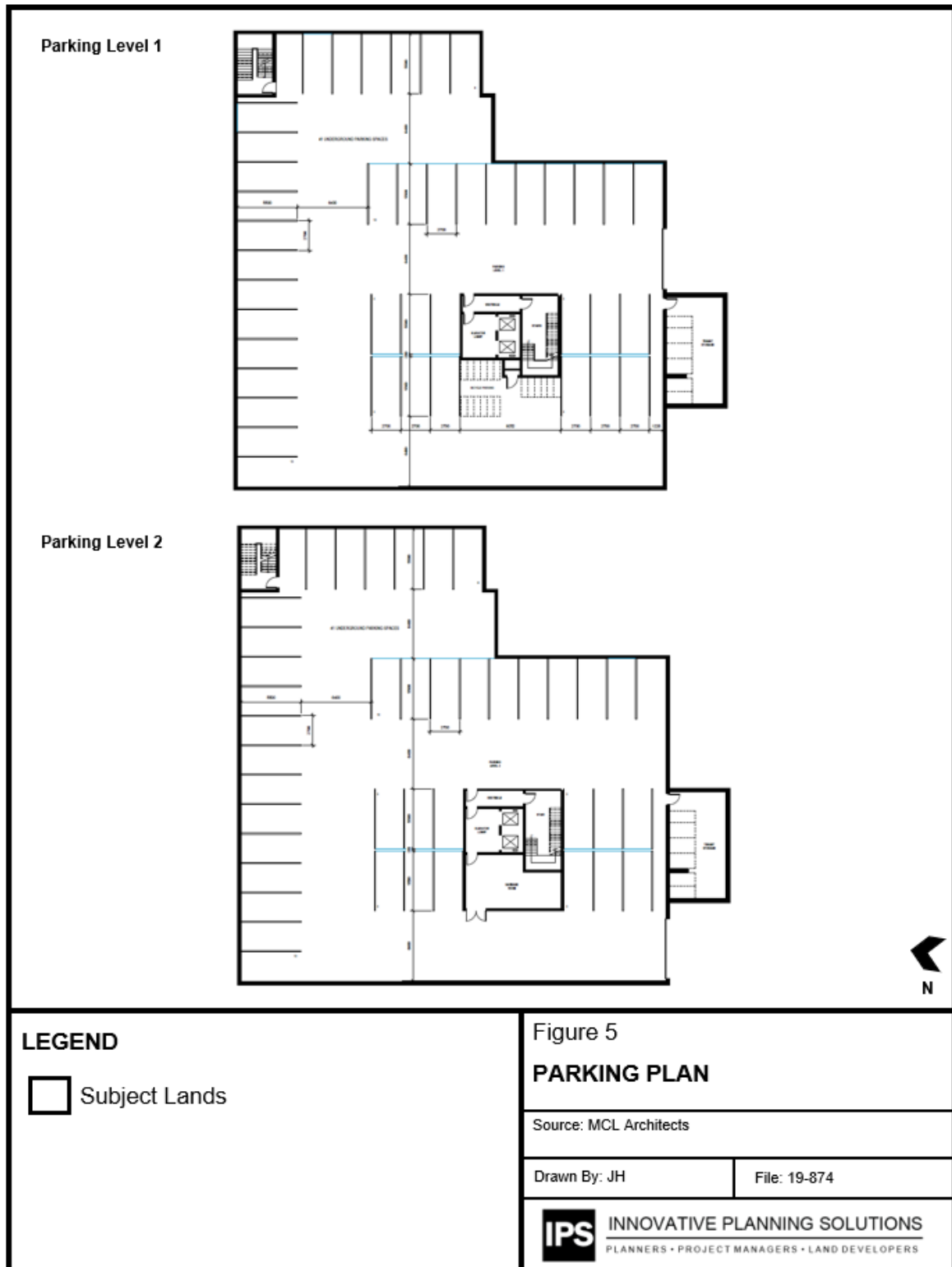
An Urban Design Brief has been included as part of the application by Innovative Planning Solutions (IPS), which identifies how the proposed development conforms to the urban design policies set forth by the City of Barrie. A detailed analysis of urban design considerations are included in this report.

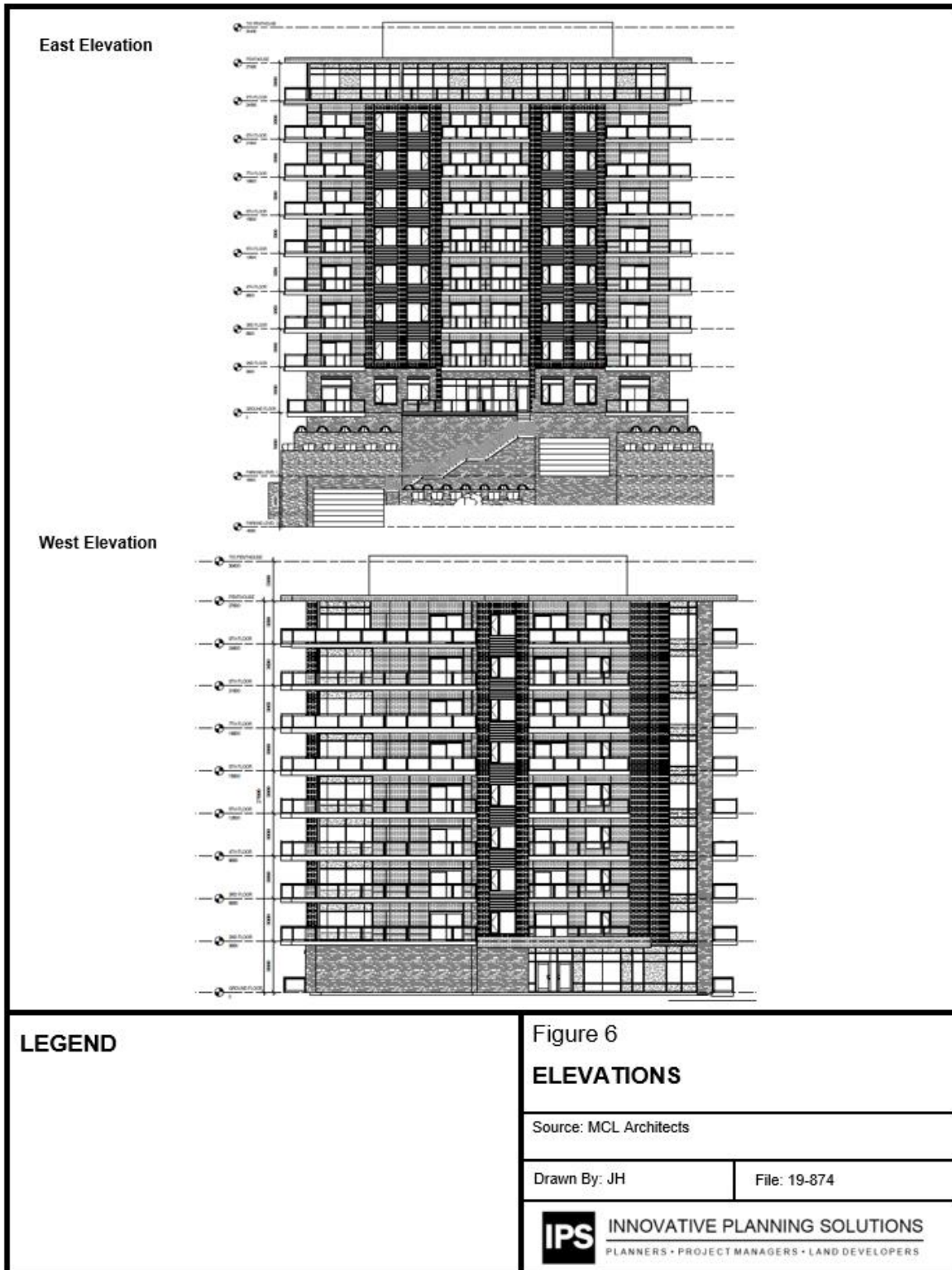
The subsequent figures are included as the following pages for context and illustration purposes:

- **Figure 4: Site Plan**
- **Figure 5: Parking Plan**
- **Figure 6: Elevations**
- **Figure 7: Conceptual Renderings**
- **Figures 8 and 9: Visual Model**

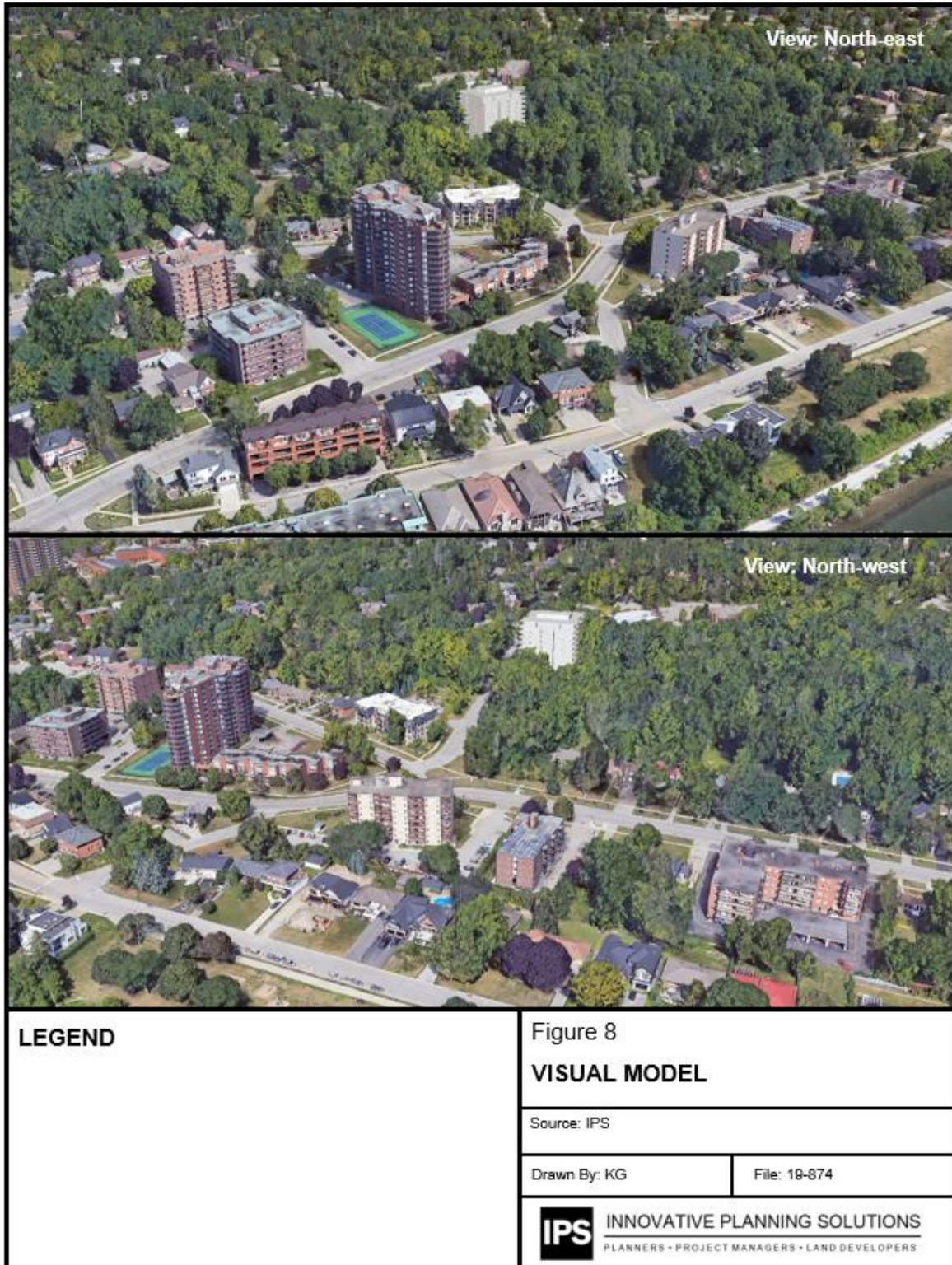
The objective of the Visual Model is to demonstrate the scale of the development proposal. The built form has been situated conceptually within the landscape of the area, at the provided scale. Proposed and approved developments are also illustrated to exhibit the scale of development occurring in the downtown area. From reviewing the model in the landscape, the proposed development will integrate into the location, blending with the existing land uses and providing transition to the high-density development forecasted.

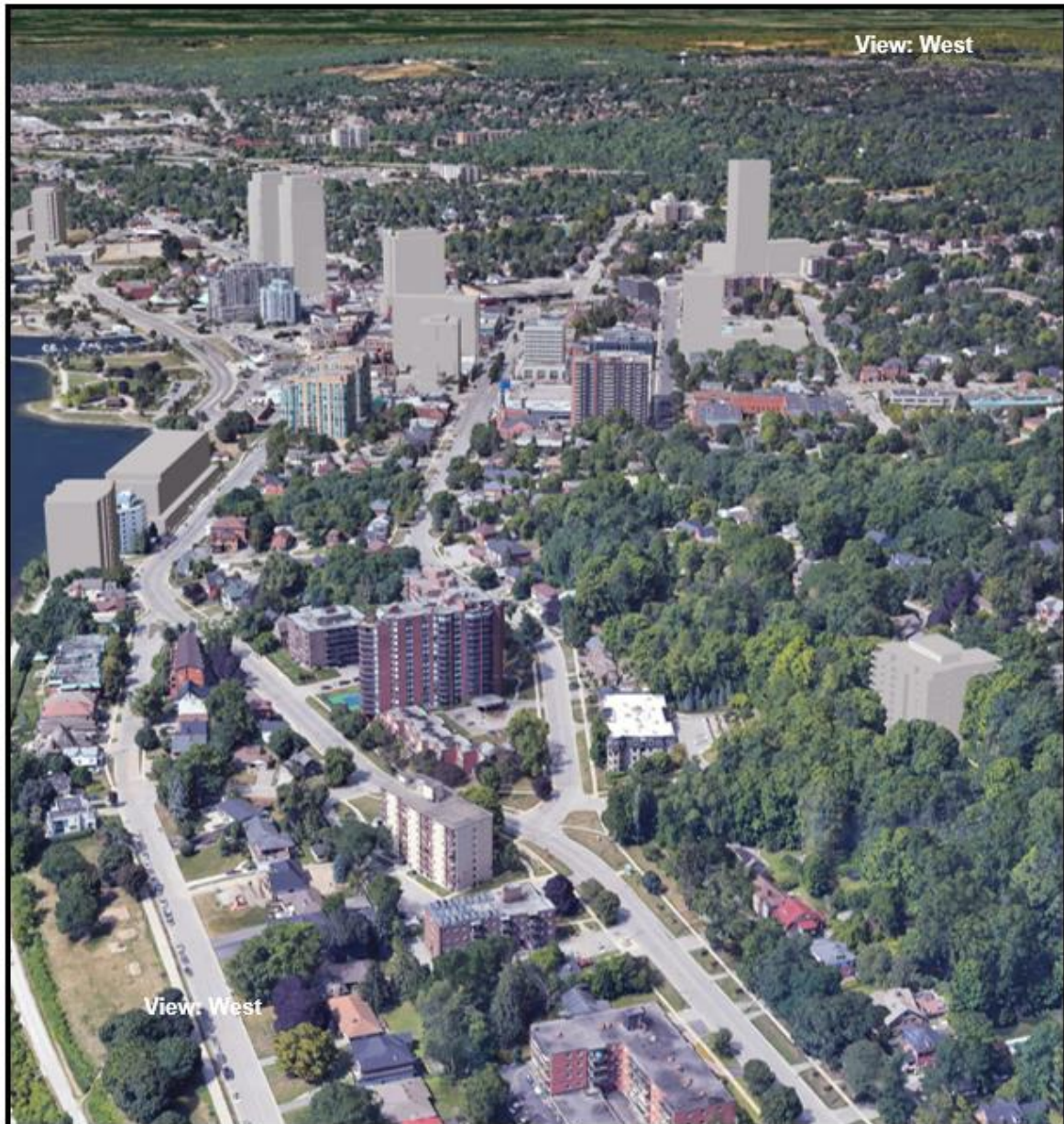












LEGEND

Figure 9

VISUAL MODEL

Source: IPS

Drawn By: KG

File: 19-874



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

5.0 ZONING BY-LAW AMENDMENT

The subject lands are currently zoned '*Residential Single Detached Dwelling Second Density (R2)*', as illustrated on **Figure 10**.

To facilitate the proposed development, a Zoning By-law Amendment is requested to rezone the subject lands to '**Residential Apartment Dwelling First Density - 3 with Special Provisions (RA1-3)(SP-XXX)**'.

Table 1 provides a zoning comparison of the 'RA1-3' zone in relation to the proposed development. The site-specific special provisions requested with the Amendment are highlighted. An overview and analysis of the site-specific special provisions is included in the following section.

A Draft Zoning By-law Amendment and Schedule are included as **Appendix 1** of this report.

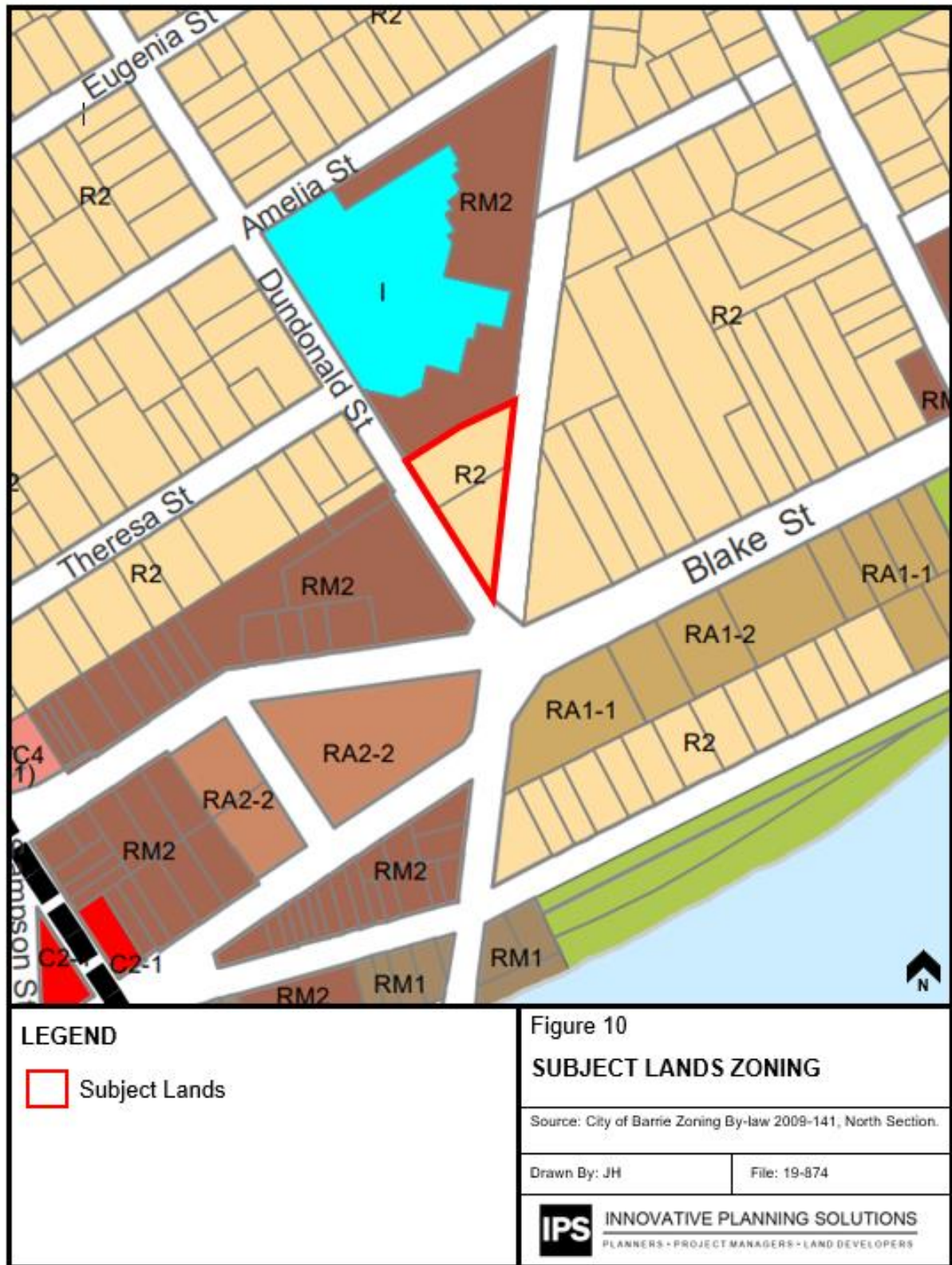


TABLE 1: ZONING COMPLAINTS MATRIX		
Residential Apartment Dwelling First Density - 3 (RA1-3) Zone		
PROVISION	REQUIRED	PROVIDED
Permitted Uses (5.2)7.0 m. (north)	Apartment dwelling	Apartment Dwelling (Condominium)
Lot Area (Min.)	1,100 m ²	3,880.2 m ² (0.38 ha.)
Lot Frontage (Min.)	24 m.	99.0 m.
Front Yard to Dwelling Unit (Min.)	7 m.	7.0 m.
Side Yard (Min.)	5 m.	7.0 m. (east) 15.3 m. (north)
Rear Yard (Min.)	7 m.	7.0 m.
Landscaped Open Space (Min.)	35 %	50.3 %
Dwelling Unit Floor Area (Min.)	35m ² /dwelling unit + 10m ² / bedroom	< 35m ² /dwelling unit + 10m ² / bedroom
Lot Coverage (Max.)	35 %	19.6 %
Gross Floor Area (Max.)	100 %	114.7 %
Height of Main Building (Max.)	30 m. (RA1-3)	27.4 m.
Parking Spaces (Table 4.6)	1.5 spaces per dwelling unit. (58 x 1.5 = 87 spaces required)	99 spaces provided. 1.7 spaces per unit
Barrier Free Parking Spaces (4.6.4)	2 Type 'A', 2 Type 'B'	2 Type 'A', 2 Type 'B'
Parking Coverage – (Max.) (5.3.6.2.a)	Parking spaces including aisles required for an apartment dwelling unit in any zone shall have a maximum lot coverage of 35%.	23.5 %
Parking for Apartment Dwellings – Front Yard (5.3.6.2.b)	A maximum of 20% of the total parking area required for an apartment building shall be permitted in the front yard.	No parking in front yard.
Parking Structures (4.6.5)	The minimum setback from the street line to the nearest part of a parking structure underground shall be 1.8m, except where the minimum yard setback for the applicable zone is less than 1.8m, in which case the minimum setback shall be	7.0 m.

	the same as the minimum required yard setback.	
Retaining Wall (4.9.1.1)	No retaining wall, fence, crash wall or acoustic fencing shall be permitted within 0.3m of any lot line abutting a street.	N/A 7.0 m. (east)
Landscaped Buffer Areas – Parking Areas (5.3.7.1)	A parking area which provides for more than 4 parking spaces adjoining a residentially zoned lot requires a continuous landscaped buffer area with a minimum width of 3m shall be provided along the abutting lot line and a continuous tight board fence with a minimum height of 2m is to be constructed along the lot line. The landscaped buffer area shall be planted with appropriate vegetation to effectively screen the parking area.	3.0 m. landscaped buffer provided. 2.0 m. tight board fence provided (boundary)
Landscaped Buffer Area – Apartment Dwellings (5.3.7.2)	A continuous landscaped buffer area shall be provided along the side and rear lot lines of any lot which is occupied by an Apartment Dwelling. The landscaped buffer area shall be 3m in width along the side and rear lot lines.	3.0 m. landscaped buffer provided.
Balconies (5.3.3.1)	Balconies on apartment dwellings, where located at a greater height than the bottom of the first floor ceiling joists, may project a distance of not more than 1.5m into a required yard, but in no case shall the side yard, except where none is required, be reduced to less than 1.8m to any side lot line;	Max. 1.5 m. (north, south)
Accessory Building – Height (Max.) (5.3.5.a)	4.0 m.	3.6 m.
Accessory Building – Setbacks (Min.) (5.3.5)	Front Lot Line – 7 m. Rear Lot Line – 0.6 m. Side Lot Line – 0.6 m.	> 3.0 m. (east lot line)
Accessory Building – Lot Coverage (Max.) (5.3.5.h)	10 %	0.6 % (parking stairs).
Density	Maximum 150 uph. (Official Plan – 4.2.2.3)	149.4 uph.

5.1 ZONING BY-LAW AMENDMENT: SITE SPECIFIC PROVISIONS

Under the 'RA1' zone, a maximum gross floor area (GFA) of 100% of lot area is permitted, where 114% is proposed.

The GFA requested provides for an efficient use of land and resources, consistent with Provincial policy, as well as the City's Official Plan and design guidelines. The City's Official Plan acknowledges that the population and employment growth forecasted for the City will continue to grow above the Provincial average.

Growth and intensification targets assigned to the City require residential densities which are higher, more cost effective, energy efficient, and environmentally sustainable than historical development in the City. To meet population projections and the goals, a growing percentage of developments at medium and high densities are necessary in order to provide sustainable housing options for the City's residents. The minor increase in GFA supports these objectives by providing efficient utilization of the subject lands while maintaining an entirely functional development

6.0 CONSULTATION

A Pre-consultation Application was submitted to the City of Barrie in November 2019, followed by a pre-consultation meeting with City staff on December 19th, 2019. Following the pre-consultation meeting, extensive consultation occurred with City Staff to further discuss the application and submission requirements. The requirements established through this process are included with the subject application.

As part of the Zoning By-law Amendment application process, the City of Barrie requires a Neighbourhood Meeting to be conducted prior to a formal application. The Neighbourhood Meeting provides the public with an opportunity to hear details regarding the proposal and ask questions or provide comments.

The Neighbourhood Meeting was held through a virtual format on January 26th, 2021. A presentation was provided by IPS that introduced the proposed development and Zoning By-law Amendment application to the surrounding neighbourhood. A total of 117 individuals attended the Neighbourhood Meeting, including the Ward 2 Councillor.

6.1 NEIGHBOURHOOD MEETING RESPONSE

As overviewed above, the Neighbourhood Meeting allows members of the public the ability to express their concerns or support, and ask any relevant questions about the project. The comments received at the meeting followed a number of themes, which are outlined below, with responses to each provided.

6.1.1 ZONING & HEIGHT

A number of questions at the Neighbourhood Meeting related to the existing zoning in the area and what is permitted. The subject lands are currently zoned '*Residential Single Detached Dwelling Second Density (R2)*' by Zoning By-law 2009-141. Lands adjacent to the east are also zoned '*R2*'. Lands adjacent to the north and east are zoned '*Residential Multiple Dwelling Second Density (RM2)*', while lands to the south are zoned '*Residential Apartment Dwelling First Density (RA2-2)*' and '*Residential Apartment Dwelling First Density (RA1-1)*'.

The '*RA1-1*' and '*RA2-2*' zones permit high-density residential uses including apartment and condominium uses, as evident by the existing uses. The '*RA1-1*' zone permits a

building height of 10 metres, however there are existing four (4) to eight (8) storey buildings on the lands, well over 10 m. in height. The 'RA2-2' zone permits a building height of 45 metres. Under the 'RM2' zone, walk-up apartments are permitted in the range of 4-storeys, to a height of 20 metres.

The proposed development would contain a building height of 27.4 m. (9 storeys). Given the existing zoning on the adjacent and surrounding land uses, the proposed height is not exceptional for the area.

In addition, the Official Plan directs the Downtown Barrie UGC to be planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare, by the year 2031 (3.2.2.3.c). To meet this target, residential development at significant densities and heights are required in the UGC. Development applications approved or under review by the City are reaching towards 700-1,000 units per hectare, at substantial heights. Given the location of the subject lands, one block east of the UGC, the development would provide a transition in height and density from the development radiating outward from the UGC.

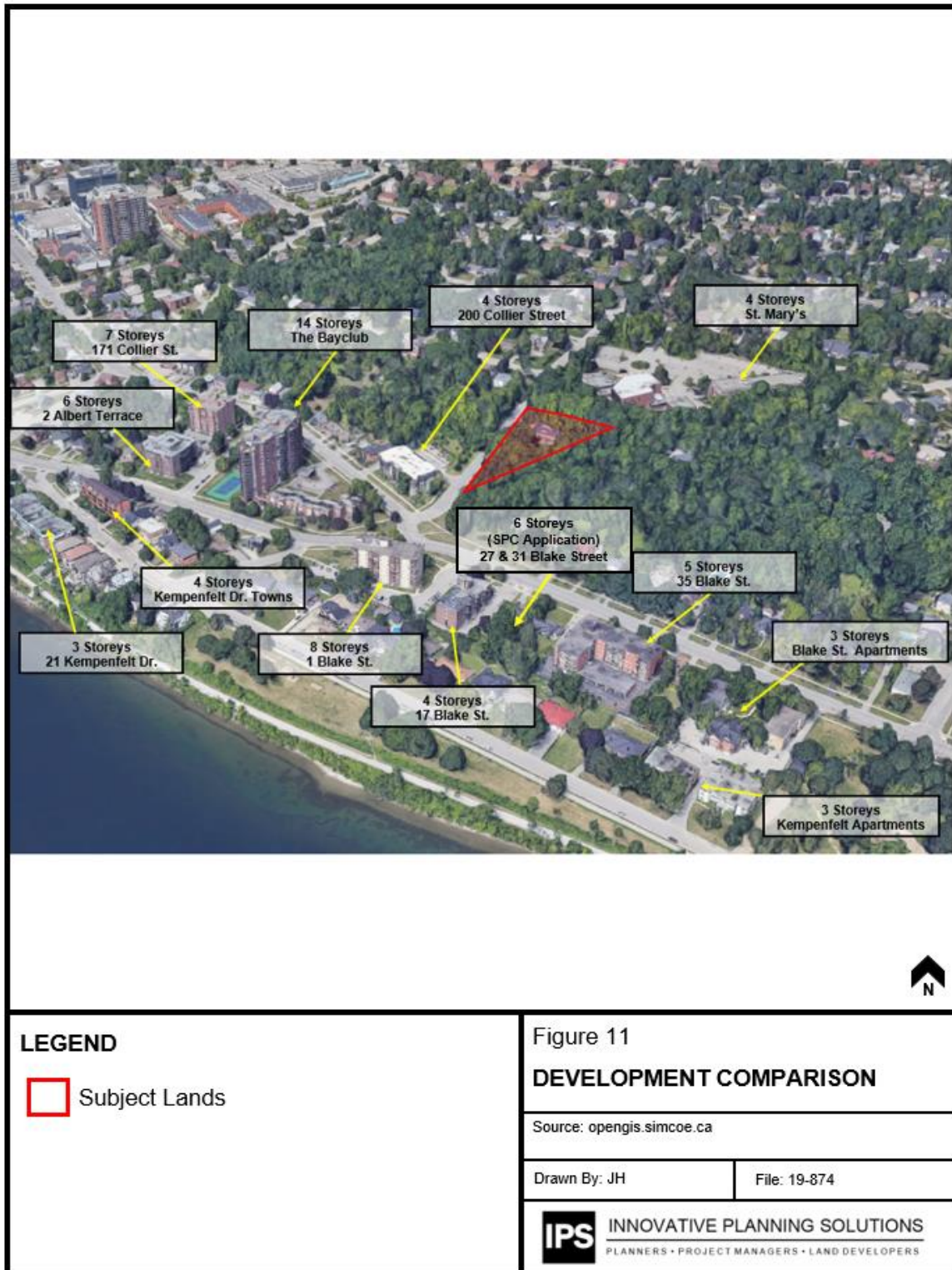
6.1.2 COMPATIBILITY & COMMUNITY CHARACTER

Compatibility and community character are important considerations when reviewing development applications. The Dundonald Street and Blake Street / Collier Street area is extremely diverse, with a vast mixture of uses and densities found in the area. In this neighbourhood, the character of the community is an older established area, however, the area is evolving in accordance with Provincial and City policies promoting intensification and the efficient use of land and resources. As the City continues to grow at a considerable rate, development through intensification and redevelopment will occur within established neighbourhoods to accommodate for reasonable redevelopment, infill and intensification; to meet the Province's growth, intensification and housing targets.

All levels of Planning Policy encourages a variety of housing types and forms, to contribute to the achievement of complete communities. The proposed development will consist of a building height of nine (9) storeys, which is not out of character for the neighbourhood. Along Blake Street there are apartments in the range of three (3) to eight (8) storeys in height, as shown on **Figure 11**. Along Collier Street, the Bay Club contains a building height of fourteen (14) storeys. Various other apartment buildings in the area are in the range of six (6) and seven (7) storeys. As discussed in the previous section, it is important to note that neighbouring parcels of land are zoned to permit building heights in the range

of 20 metres to 45 metres as a right, should a property owner decide to develop their property; without a rezoning application.

As further illustrated on **Figure 2** to this report, the subject lands are uniquely positioned with buffers to residential uses. The St. Mary's Church is located to the north, the Duckworth Street ROW (20 m.) is located to the east and south, and to the west is Dundonald Street adjacent and a walk-up apartment. Provided this, the proposed building will include a significant buffer to low-density residential uses; with the uncommon situation of no dwellings adjacent.



6.1.3 SHADOW IMPACTS

A Shadow Analysis has been completed as part of the ZBA application for the proposed development. The analysis demonstrates the shadows cast by the proposed development throughout the year, on the lands adjacent to the subject property.

The proposed built form was taken through four (4) simulations, completed through the months of April, June, September and December.

As detailed in the Shadow Analysis with the application, the analysis concludes that there is minimal and acceptable incremental shadow impact on the surrounding land uses throughout the year.

6.1.4 TRAFFIC IMPACTS

A Traffic Brief was prepared in support of the proposed development by JD Northcote Engineering Inc. (JD Engineering). The purpose of this study is to identify the potential impacts to traffic flow at the site accesses and on the surrounding roadway network.

Key results of the traffic impact review includes the following:

- The proposed development will include one full-movement driveway (South Access) and one right-in, right-out only driveway onto Dundonald Street (North Access). A single ingress and egress lane for the Site Access driveways will provide the necessary capacity to service the proposed development.
- The proposed spacing between the Site Accesses driveways and their closest intersections (Theresa Street to the North and Collier Street to the South) meets the minimum driveway spacing requirements as per the TAC Guidelines.
- The proposed spacing between the South Access and the 200 Collier Street residential building driveway (approximately 10 metres between centerlines) is considered sufficient to accommodate opposing left turn movements.
- There are no issues with the sight distance available for the proposed site accesses.
- The trip generation assessment determined that the proposed residential development is expected to generate 21 trips and 26 trips during the AM and PM peak hours, respectively.

- Traffic volumes on Dundonald Street, adjacent the subject site are in the range of 223 to 231 vehicles per lane during both the AM and PM peak hours. In context with the capacity of a local road (400 vehicles per hour per lane), Dundonald Street is operating below 60% capacity. As such, it is evident that that the roadway can support the development volumes and will continue to operate below capacity.
- Considering the relatively minor volumes expected to be generated by the proposed development (26 PM trips translates to less than 1 trip every 2 minutes), the proposed site access driveways are expected to provide good operations with minimal delays operating under stop control for egress movements.
- The intersection of Dundonald Street / Blake Street will experience an additional 11 AM and 16 PM peak hour trips, an increase of less than 4% in context with the 2021 traffic volumes on Dundonald Street (noted in Table 1 of report). The traffic volumes will be further distributed to the east and west on Collier Street, attributing a minor amount of traffic to the Dunlop Street / Collier Street intersection. The additional traffic generated by the proposed development will have a negligible impact on the surrounding City roads and intersections.
- A road section analysis for Dundonald Street and functional review of the Site Access driveways was undertaken with the proposed development operational. No improvements recommended within the study area.
- The Turning Movement Analysis completed demonstrates that the proposed site layout can accommodate the typical traffic movements.
- In considering the City's parking standards, the parking requirement for the proposed development is 87 parking spaces. As per the site plan, the proposed development will provide 99 spaces (including 4 barrier-free spaces), satisfying the By-law.

In summary, the proposed development will not cause any operational issues to the local roadway network.

Refer to the Traffic Brief for the complete assessment.

6.1.5 PARKING

The City of Barrie Zoning By-law 2009-141 (Table 4.6) requires 1.5 parking spaces per dwelling unit, for residential buildings that contain more than 3 dwelling units. Given that 58 units are proposed, 87 spaces are required.

The proposed development offers 99 parking spaces for an increased ratio of 1.7 parking spaces per unit. This further includes 4 accessible parking spaces, in accordance with the By-law standards (2 type A, 2 type B).

To aid visual impacts of parking areas, spaces are provided predominantly underground to screen parking from public view. Additionally, surface parking provided is located along the western boundary of the site, where visual impacts are minimized on adjacent residential uses and screening is increased.

Through detailed consideration by the Applicant and consulting team, the proposed development will provide parking that exceeds the By-law requirements.

6.1.6 CITY OF BARRIE OFFICIAL PLAN

The subject lands are designated '*Residential*' under the City of Barrie Official Plan. The Residential designation permits all forms and tenure of housing. Intensification and higher densities are supported by the Official Plan, as this form of development achieves a more compact form, which efficiently uses land and resources, optimizes the use of existing services and infrastructure, supports the use and viability of public transit, and other initiatives to support energy efficiency and recued climate change. The subject application is consistent with the City's Official Plan.

A detailed review of the Official Plan is included under section 8.4 of this report.

6.1.7 LOCATION

The site is situated in a central location of the City of Barrie, in close proximity to various services, amenities and advantages for residents. A few key destinations include the following:

- St. Mary's Catholic church is located adjacent to the north.
- Public transit is available along Blake Street and Collier Street (Routes 100C/D, Route 8), illustrated later in this report on **Figure 17**.

- The waterfront is located less than 200 m. from the site, offering direct access to various parks and open spaces, recreational trails, activities and amenities.
- Multiple educational facilities are located in the area, offering abundant options for residents, including Codrington Public School (1.0 km.), Steel Street Public School (1.6 km.), St. Monica's Public School (2.0 km.), Eastview Secondary School (3.0 km.), Barrie North Secondary School (2.2 km.), and Georgian College (2.4 km.).
- Barrie's downtown area is located approximately 700 m. from the site. Various employment opportunities, restaurants, commercial uses and daily essentials are available in this area.
- Bayfield Street is located approximately 1.0 km. from the site, considered a major shopping and employment district within the City of Barrie.

6.1.8 EXISTING DEVELOPMENT

At the Neighbourhood Meeting, residents inquired about the existing development in the area and how the proposed building height would resemble what exists.

The area surrounding the subject site contains a number of high-density residential land uses in the form of a condominium or apartment. Building heights are in the range of four (4) to fourteen (14) storeys. The existing high-density buildings are all located adjacent to existing low-density residential uses.

Applying a radius of approximately 200 m. around the subject lands, the extent of the existing development can be examined, as illustrated on **Figure 11**.

The proposed development would provide a built form that resembles the existing development in the area. The majority of the buildings have existed in the area for a number of years, without notice. The 4-storey building adjacent to the east was developed in the early 2000's, meanwhile the buildings along Blake Street and Collier Street have existed since the early 1990's. The proposed development would resemble a similar prominence and scale of these buildings, maintaining compatibility and consistency with the diversity of built form in the surrounding area.

Visuals Models are illustrated with the application (*Figures 8 and 9*), further illustrating how the proposed development will maintain an appropriate scale with the existing development and landscape of the area.

With pressure from the Province increasing to utilize land available and achieve population growth and density targets, increased densities and intensification is encouraged as the answer to accommodate the growth occurring and anticipated in the City, and to further prevent the continued urban sprawl of our communities.

6.1.9 GROWTH & HOUSING

At the Neighbourhood Meeting, residents expressed concerns and posed questions regarding the amount of growth occurring in the City of Barrie and the type of development underway or being approved. Residents discussed how the City is rapidly growing at a pace that they have not seen over the years and there is a lot of change; which is difficult for some residents to become accustomed to if you have lived in the City for an extended number of years.

The City of Barrie has grown significantly in recent years. A goal of the City is to create opportunities for younger generations to stay, grow and learn. In order to provide housing for a growing and diverse population, a variety of housing types are required, including high-density uses (such as condominiums) to provide more attainable housing options.

The City has acknowledged in various staff reports, Council meetings and news articles, that there needs to be a greater supply of housing inclusive of a range of densities and built forms. A significant shortage of housing supply exists in the middle class consisting of townhomes and condominiums. A wide spectrum of additional housing supply is required if the City is to address the affordability crisis.

The Greater Golden Horseshoe which includes the City of Barrie is forecasted to grow, including ambitious population and growth targets, collectively driving development. The answer to meeting these targets is to build up, not out. Sustainable development by way of infill and intensification needs to be pursued and achieved, as is supported by the proposed development.

6.1.10 HISTORIC AREA

During the Neighbourhood Meeting, there were questions relating to the context of the subject lands within a “historic area” and in relation to ‘heritage properties’. The Applicant proceeded to retain Archaeological Research Associates Ltd. (ARA) to complete a Historic Neighbourhood Character Impact Evaluation.

The Historic Neighbourhood Character Impact Evaluation Terms of Reference included a number of considerations, including;

- Background research concerning the adjacent heritage property;
- On-site inspection of the subject property and neighbourhood within 400 meters of the subject property;
- A description of the location and nature of potential neighbourhood characteristics within 400 meters of the subject property;
- Evaluation of potential impacts on neighbourhood characteristics resulting from the proposed development; and,
- Assessment of alternative options or suggested strategies for mitigative measures and conservation approaches of the current proposed development.

Through consultation, research, and field survey an understanding of the historic neighbourhood character of the study area was determined. The subject property is not recognized as a cultural heritage resource under the Ontario Heritage Act, and the subject property is not recognized as a heritage property by the City of Barrie, nor is it currently located within a recognized historic neighbourhood.

The evaluation reviewed a wide range of considerations and determined that the neighbourhood is best understood as a transitional neighbourhood. Increase mixed use development is located along the lakefront (south) and downtown core (west) which shifts to stable residential clusters along the upper portion of the ridge (north) and surrounding area (east). Overall, the neighbourhood is representative of several eras of development from 19th century to the 21st century which range in size, architectural style, and use.

Through the implementation and mitigation measures recommended by the Assessment, the proposed development can proceed without adverse impacts on the existing neighbourhood.

7.0 ENVIRONMENTAL OVERVIEW

For the subject Zoning By-law Amendment application, considerable studies and assessments have been completed to evaluate any environmental features on or adjacent to the subject lands.

7.1 ENVIRONMENTAL IMPACT STUDY

An Environmental Impact Study (Update) was prepared for the application to evaluate the woodland in the south part of the subject property, designated as a '*Level 3 Resource*' on Schedule H of the City of Barrie Official Plan. The woodlands were previously identified (and confirmed in 2019) using Ecological Land Classification (ELC) as Dry-Fresh Oak Hardwood Deciduous Forest Type (FOD2-4). The proposed development will remove approximately 0.24ha of woodland cover from the subject property, resulting in a 4.9% reduction to the larger woodland feature (Level 3 Resource). 4.66 ha. of the woodland will remain, which will continue to meet the criteria for significance as a Level 3 Resource. Removal of part of this area was previously approved in 2014 with a previous approval for Consent.

The Natural Heritage Areas '*Woodlands*' mapping by the Ministry of Natural Resources and Forestry (MNR) for the Growth Plan area is illustrated on **Figure 12**. This demonstrates the woodlands mapped on the subject lands and surrounding in an approximate context.

Four trees were identified as potential roosting habitat for species at risk bats in the woodland feature. Recommendations were made for compensation of those trees to be removed and timing restrictions on clearing to avoid direct harm to the species. No other species at risk or other natural heritage features were found within the subject lands.

Recommendations from the EIS include the replanting of native tree species (subject to detailed site design) to compensate for loss of trees on site, the installation of bat boxes along the edges of the property abutting the treeline, restrictions on removal of any trees outside of the active bat season (April 1 – October 31st) and Migratory Bird nesting season of April 1 – August 31st. The EIS concludes as follows: *Provided that development occurs in accordance with the proposed Concept Plan and recommendations provided in this update, we anticipate no negative impacts to the Natural Heritage Resource Level 3 feature (Significant Woodlands) or habitat for an endangered species.*

7.2 ARBORIST ASSESSMENT

A Tree Inventory/Assessment and Preservation Plan/Removal Plan and Report has been prepared for the application by RiverStone Environmental Solutions Inc.

One hundred-sixteen (116) trees >10cm DBH were tagged and assessed during the tree inventory by the arborist. Although individuals were generally in good to fair health, most exhibited a range of defects that included trunk and branch wounds, large branching, severe lean, multiple stems and inclusion wood as well as indicators of decline. Trees with defects are often considered habitat for Bat species at risk, which resulted in the recommendation to time tree removal outside of the spring/summer bat roosting and breeding bird windows. No Butternut (*Juglans cinerea*), an Endangered Species in Ontario, were observed on the subject property, or in the boundary corridor during the field assessment. In addition to the assessment of the trees located on site, seventy-nine (79) boundary trees were reviewed to determine if there was the potential for impact to these exterior trees.

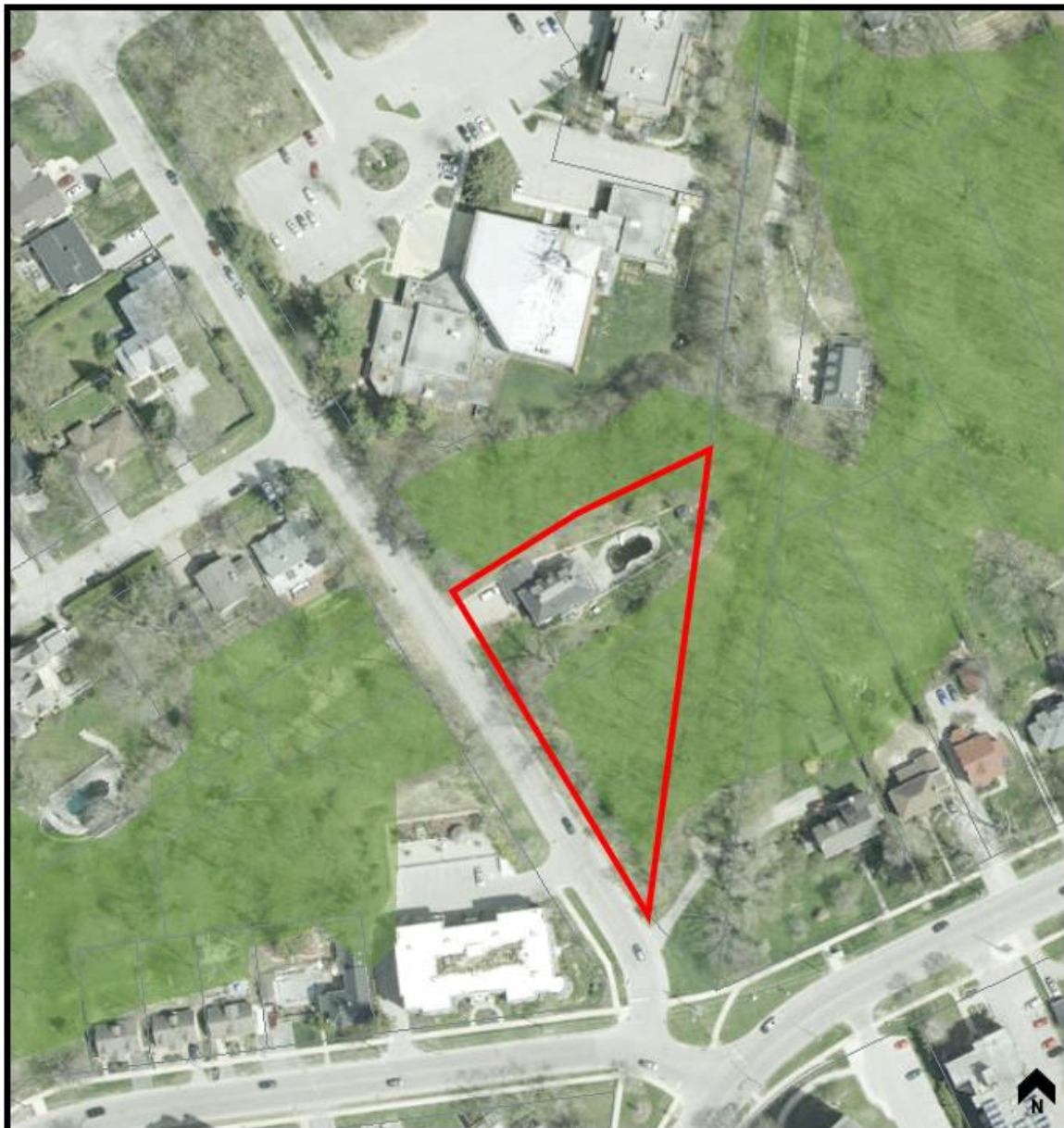
Through the recommendations and mitigation measures outlined in the arborist report, the proposed development can proceed in a manner that is sensitive to policy and law.

7.3 DEVELOPMENT LIMITS

The Environmental Impact Study and Update, and subsequent Tree Inventory/Assessment and Preservation Plan/Removal Plan were completed to establish the developable area of the lands and to inform the built form that can be accommodated on the property. As previously shown on **Figure 3**, the northern portion of the subject lands are considered developed, containing the existing dwelling and accessory use, with no significant features. Wooded areas in the south part of the property contain no significant features other than being treed and part of a Level 3 Natural Heritage Resource in the City Official Plan Schedule H. The EIS Update concluded that removal of the Level 3 Natural Heritage Resource would not result in a negative impact and meets policy requirements for that feature in the Official Plan.

To compensate for any profound tree loss, compensation and re-planting is proposed.

It was concluded that the entire subject lands can be developed without any significant impacts on environmental features.



LEGEND

Subject Lands

Woodlands

Figure 12

WOODLANDS MAPPING

Source: MNRF Natural Heritages Areas Mapping

Drawn By: JH

File: 19-874



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

8.0 PLANNING POLICY & ANALYSIS

This Section will outline the applicable policies guiding the development of the subject lands. Each section will outline applicable plans and policies with a planning rationale on conformity and development principles.

8.1 THE PLANNING ACT – PROVINCIAL INTEREST

The Planning Act (The Act) is provincial legislation that establishes the ground rules to describe how land uses are controlled, and by whom. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment and the creation of healthy communities, within a provincial framework focused on provincial interests and fairness.

The policies as set out in Section 2 of the Planning Act, inform the Provincial Policy Statement (PPS), Growth Plan, and other matters of provincial interest, ensuring consistency with the PPS.

Under Section 2 of the Planning Act, key matters of provincial interests includes:

- The supply and efficient use and of energy and water to promote conservation, and the adequate provision and efficient use of municipal services.
- The orderly development of safe and healthy communities.
- The adequate provision of a full range of housing, including affordable housing.
- The appropriate location of growth and development.
- The promotion of built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The proposed development is located within the City of Barrie, where growth and development is focused by the Province. The proposed built form will contribute to the provision of a full range of housing, including more attainable housing options and additional housing stock within the City. A high-quality built form will contribute to an attractive streetscape and environment, encouraging a sense of place and fostering a vibrant public realm. Existing infrastructure and services are available, without

uneconomical need for expansion. All forms of housing types are supported by Provincial policy, including the promotion of redevelopment and infill to achieve a desirable compact urban form to efficiently use land and resources. Residential intensification is encouraged by the Province and viewed as the first approach to development within Settlement areas, to utilize land available within the City of Barrie and to avoid continued urban sprawl.

The proposed development aligns with the Province's interest in land use planning.

8.2 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS, 2020) is a vital part of Ontario's policy-led planning system. The PPS provides the policy foundation that regulates development in order to protect resources, public health and safety, and the quality of the natural and built environment. The PPS contains policies that fall under three overarching sections, with the goal of fostering an effective and efficient land use planning system:

- 1. Building Strong Healthy Communities*
- 2. The Wise Use and Management of Resources*
- 3. Protecting Public Health and Safety*

The PPS provides various strategies on how to manage and direct land use patterns to achieve efficient and resilient development. Healthy, liveable, and safe communities are sustained through efficient development and land use patterns that sustain the financial well-being of the Province and municipalities over the long term. The PPS encourages an appropriate market based range and mix of residential types to meet the long term needs, including multi-unit housing and more affordable housing options. Further, the Plan encourages cost-effective development and land use patterns through intensification and redevelopment to minimize land consumption and servicing costs, and to achieve transit supportive development (1.1.1). This is supported by the proposed development.

The City of Barrie is designated as a Settlement Area, focused for growth and development (1.1.3.1). Building upon the policies of section 1.1.1, section 1.1.3 recognizes that Settlement Areas are critical to the long-term economic prosperity of our communities. Development and land use patterns are directed to be based on a range of uses and opportunities to facilitate intensification and redevelopment (1.1.2). Development and land use patterns are directed to efficiently use land, resources, infrastructure and transit,

without the uneconomical need for their expansion (1.1.3.2). Development standards are promoted that facilitate intensification, redevelopment and compact built form (1.1.3.4).

The proposed development is further strengthened by section 1.4 (housing) of the PPS, which encourages an appropriate range and mix of housing options and densities, to meet the projected needs of current and future residents. All forms of residential intensification is supported throughout the City, including additional residential units and varied forms of redevelopment. Emphasis is placed on directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are available. Support is also concentrated towards residential development, redevelopment and intensification, as these development patterns minimize the cost of housing and facilitate a compact form. As evaluated throughout this report and by the supporting studies with the application, the proposed development would provide a built form that aligns with the goals and objectives of housing by the Province.

Section 1.6.6 of the PPS plans to accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage and water services. Where municipal water and sewage services are available, the PPS promotes intensification and redevelopment to optimize the use of these services. The proposed development would have connections to existing services (watermain, sanitary and storm services). A Functional Servicing Report (FSR) has been included with the application to describe the existing servicing infrastructure in the vicinity of the site, and to provide recommendations for the provision of sanitary drainage, water distribution, and storm water management in accordance with City of Barrie criteria. The development can be suitably and efficiently serviced.

The PPS encourages long-term economic prosperity through residential uses that respond to dynamic market-based needs and provide a supply of housing options for a diverse workforce (1.7.1). Transit supportive development, a compact built form, and intensification is supported to improve the mix of employment and housing options to shorten commutes, decrease transportation congestion, and vehicle trips generated (1.6.7/1.8). Reduced auto dependency is encouraged through the proposed development, where residents can take advantage of the transit system available (adjacent) and active transportation is promoted by the location. The available transit connections provided adjacent of the subject lands would provide access to routes throughout the City and further to regional transit, via the Barrie Allandale GO station.

The PPS protects natural heritage features and areas for the long term (2.1.1). The diversity and connectivity of natural features in an area and the long term ecological function and biodiversity of the natural heritage system should be maintained, restored, or where possible improved (2.1.2). Development and site alteration is not permitted within significant woodlands, unless it has been demonstrated that there will be no negative impacts on the natural features or their related ecological functions (2.1.2/2.1.5). An Environmental Impact Study (EIS) and Arborist Assessment have been prepared for the subject application and reviewed under section 7.0 of this report. The assessments demonstrate that the proposed development is not anticipated to have any negative impacts on the woodlands feature, or its related ecological function.

The subject application is consistent with the policies and intent of the PPS.

8.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe (August 2020) has been prepared and approved under the Places to Grow Act. The Plan builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management, environmental protection, and other planning principles particular to the Greater Horseshoe. As the Region continues to grow, the Plan provides policy direction to address the challenges of growth.

The City of Barrie is recognized as a '**Primary Settlement Area**' within the Greater Golden Horseshoe.

The guiding principles of the Growth Plan (1.2.1) acknowledge that different approaches are required to manage growth that recognizes the diversity of communities in the Greater Golden Horseshoe. The principles support developments that contribute to the achievement of complete communities that will support healthy and active lifestyles, and meet people's needs for daily living throughout an entire lifetime. Intensification and higher densities are encouraged in strategic growth areas to make efficient use of land, infrastructure, and support transit viability. Development is supported by the Growth Plan which provides a range and mix of housing options to serve all household sizes, incomes, and ages of households.

The Growth Plan places further emphasis on intensification and redevelopment through the guiding principles under section 2.1. With the pace of growth forecasted and targeted for the Greater Golden Horseshoe, the Plan places significance on building healthy and balanced communities. Better use of land and infrastructure can be made by directing growth to Settlement areas and prioritizing intensification. The Growth Plan takes an “intensification first” approach to focus on making better use of the existing infrastructure and public service facilities, with the goal of avoiding the continuous expansion or sprawl of the urban area.

Section 2.2.1 of the Growth Plan establishes policies regarding where and how to manage growth. Development and growth is directed to lands within Settlement areas that have a delineated built boundary, have existing or planned municipal services and public services facilities, and can support the achievement of complete communities. Reflecting the guiding principles of the Plan, the growth management policies direct development to provide a diverse range and mix of housing options, including additional residential units and more affordable housing options. Support is further placed on development, such as proposed, that would provide for a more compact built form and vibrant public realm, collectively contributing to the achievement of complete communities.

Section 2.2.2 includes the intensification targets that are established for the delineated built-up areas. The Plan directs a minimum of 50% of all residential development occurring annually within the City of Barrie to be within the delineated built-up areas, which encompasses the subject lands (2.2.2.1.a). This target will maintain and improve the minimum intensification targets established by the City of Barrie Official Plan. The Plan encourages intensification throughout the delineated built-up areas, and intends to ensure that lands are zoned and developed to support the achievement of complete communities (2.2.2.3).

The Growth Plan sets out intensification and density targets that recognizes the growth occurring within the Plan’s area, such as the City of Barrie. By the year 2051, the Growth Plan creates a target population for the City anticipated at 298,000 people and employment goal of 150,000 (Schedule 3). With the significant amount of growth anticipated and targeted, higher density developments are required to efficiently utilize land, accommodate growth, and create housing options for a rapidly growing City.

Section 2.2.6 of the Growth Plan encourages municipalities to develop a housing strategy that supports the achievement of the minimum intensification and density targets, to

provide a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Implementing the housing strategies of the Plan will support the achievement of complete communities, through the accommodation of a range and mix of housing options and densities, diversifying the overall housing stock of municipalities and providing more affordable options as growth occurs. Municipalities are instructed to use tools to facilitate multi-unit residential developments that support the achievement of complete communities.

Section 4 of the Growth Plan speaks to protecting what is valuable, as the Greater Golden Horseshoe area contains a range of hydrologic and natural heritage features and areas. These lands, features and resources are important for the long-term quality of life, economic prosperity, environmental health and ecological integrity of the region. These assets are to be protected and managed as part of growth (4.1). Under the Growth Plan, lands within Settlement areas are excluded from the '*Natural Heritage System*' (NHS) (4.2.2.1). As outlined under section 7.0 of this report, an Environmental Impact Study (EIS) has been prepared for the subject application to assess any potential negative impacts to identified features and related designations. The EIS has demonstrated consistency with the Provincial Policy Statement (PPS) and conformity with City of Barrie Official Plan policies for protection of the natural environment.

Environmental protection is reiterated under section 4.2.10 of the Growth Plan, with policies and initiatives to reduce the impacts of climate change. The Plan encourages the achievement of complete communities, as well as density and intensification targets. By creating more compact communities through redevelopment and intensification; automobile reliance is reduced, active transportation is encouraged, and public transit usage is inspired, reducing impacts associated with climate change. Subject to detailed design through Site Plan Control, design measures and initiatives can be explored to reduce greenhouse gas emissions and climate change.

Section 6 of the Growth Plan applies to the Simcoe Sub-area, which includes the City of Barrie as the principal '*Primary Settlement Area*', where growth and development is emphasized. A significant portion of growth is directed to Settlements where developments can most effectively be serviced, and where growth improves the range of opportunities for people to live, play, and work in their communities. Development within these areas supports active transportation and public transit, encouraging healthy and active lifestyles. Ultimately, a more liveable, compact and complete urban structure with good design and

built form is encouraged to support the achievement of economic and environmental benefits.

The proposed development aligns with the policies of the Growth Plan and supports the development of healthy, liveable and safe communities. The Plan states that that different approaches are required to manage growth that recognizes the diversity of communities in the Greater Golden Horseshoe, including the demand for housing in the City of Barrie; which provides a range and mix of housing options to serve all household sizes, incomes, and ages of households. Development and growth is directed to target intensification and redevelopment, with emphasis placed on better utilization of land supply and infrastructure. The Growth Plan further provides ambitious population and density targets for the City of Barrie, meaning that higher density developments are required to meet these targets. Collectively, the proposed development and associated rezoning is reflective of the land uses and housing options supported by the Growth Plan.

For the above stated reasons, the application conforms to the direction and policies provided in the Growth Plan for the Greater Golden Horseshoe.

8.4 CITY OF BARRIE OFFICIAL PLAN

The City of Barrie Official Plan (January 2018) provides general policy direction and establishes a long-term vision for land use planning and resource management for the municipality.

The Official Plan designates the subject lands as the following:

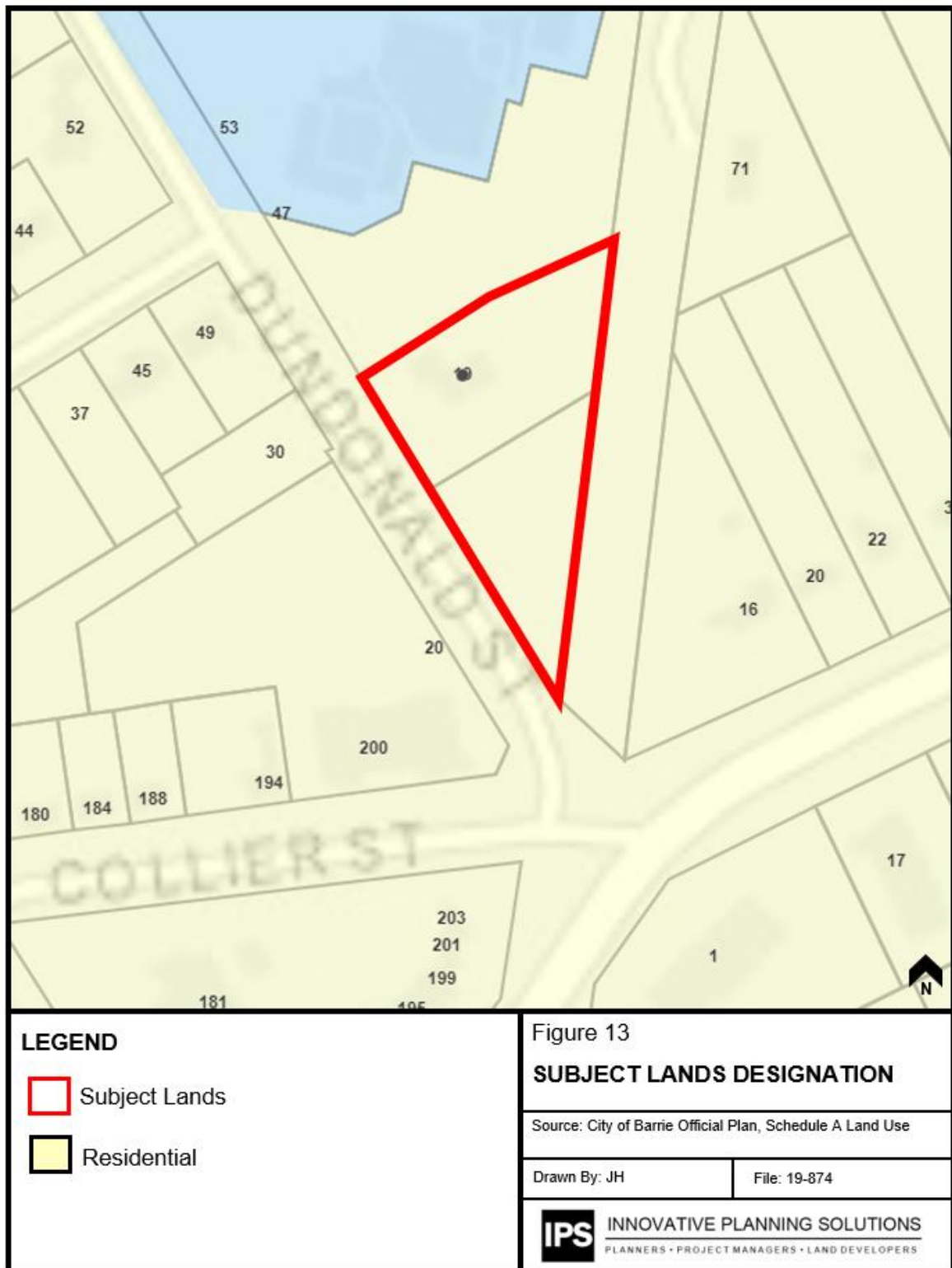
- Schedule A – Land Use: ***‘Residential’***.
- Schedule B – Planning Areas: *‘Residential’*, Codrington and North Shore.
- Schedule C – Defined Policy Areas: *‘Height Review Study Area’*.
- Schedule D – Roads Plan: *‘Local Road’* (Dundonald Street), *‘Arterial Road’* (Blake Street), *‘Major Collector’* (Collier Street).
- Schedule F – Conservation Authority Regulation Limits: *‘Lake Simcoe Regional Conservation Authority Regulation Limits’*.
 - Outside LSRCA Regulation Limits.
- Schedule G – Drinking Water System Vulnerable Areas: *‘Wellhead Protection Area D – 25 Year Capture Zone’*.
- Schedule H – Natural Heritage Resources: ***‘Level 3 Resource’***.
- Schedule I – Intensification Areas: ***‘Built-up Area’***.
- *Schedule J – Lake Simcoe Watershed: ‘Lake Simcoe Watershed Boundary’*.

The Official Plan land use designation (Schedule A) is shown on **Figure 13**.

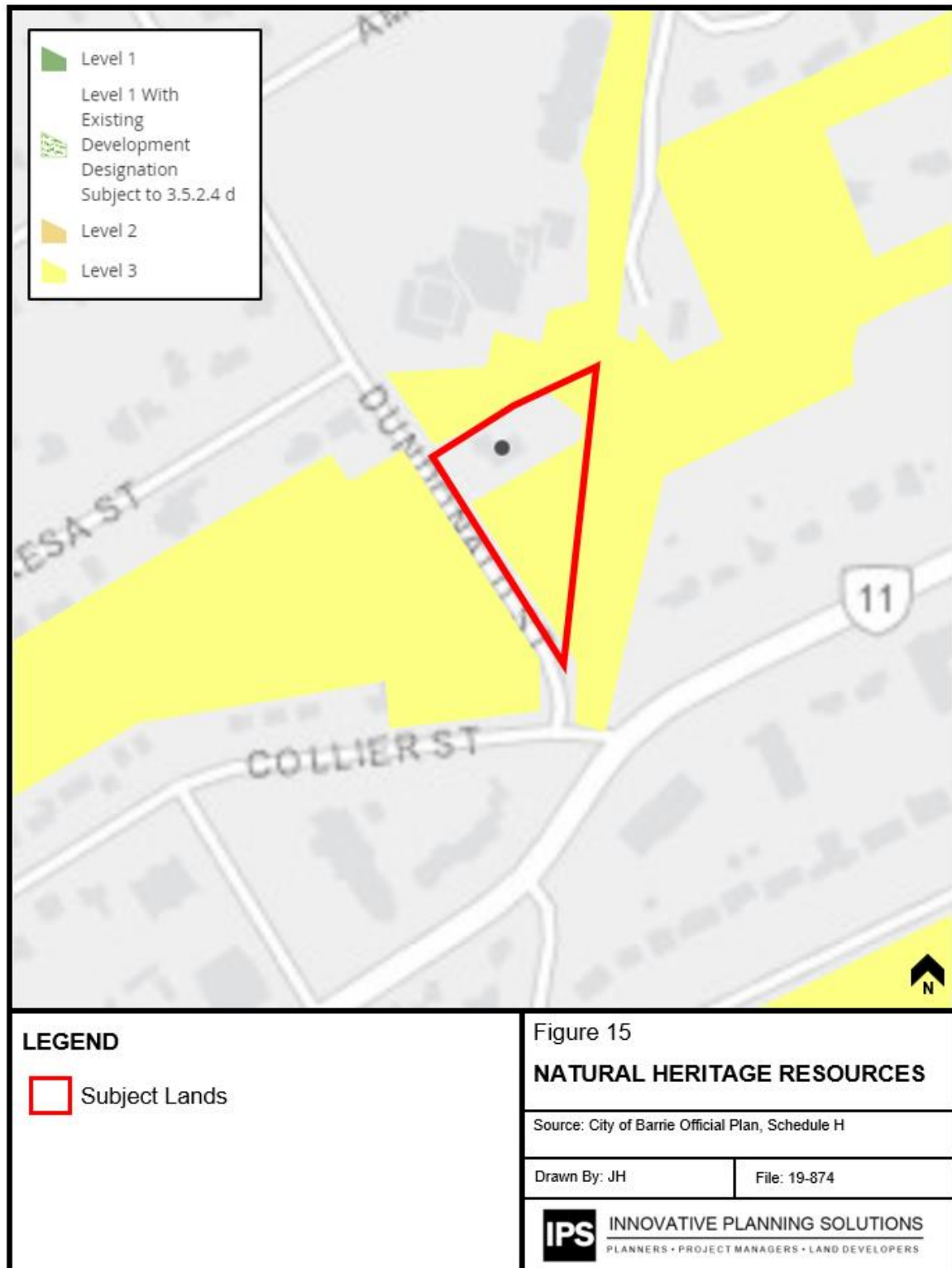
The Intensification Areas (Schedule I) are illustrated on **Figure 14**.

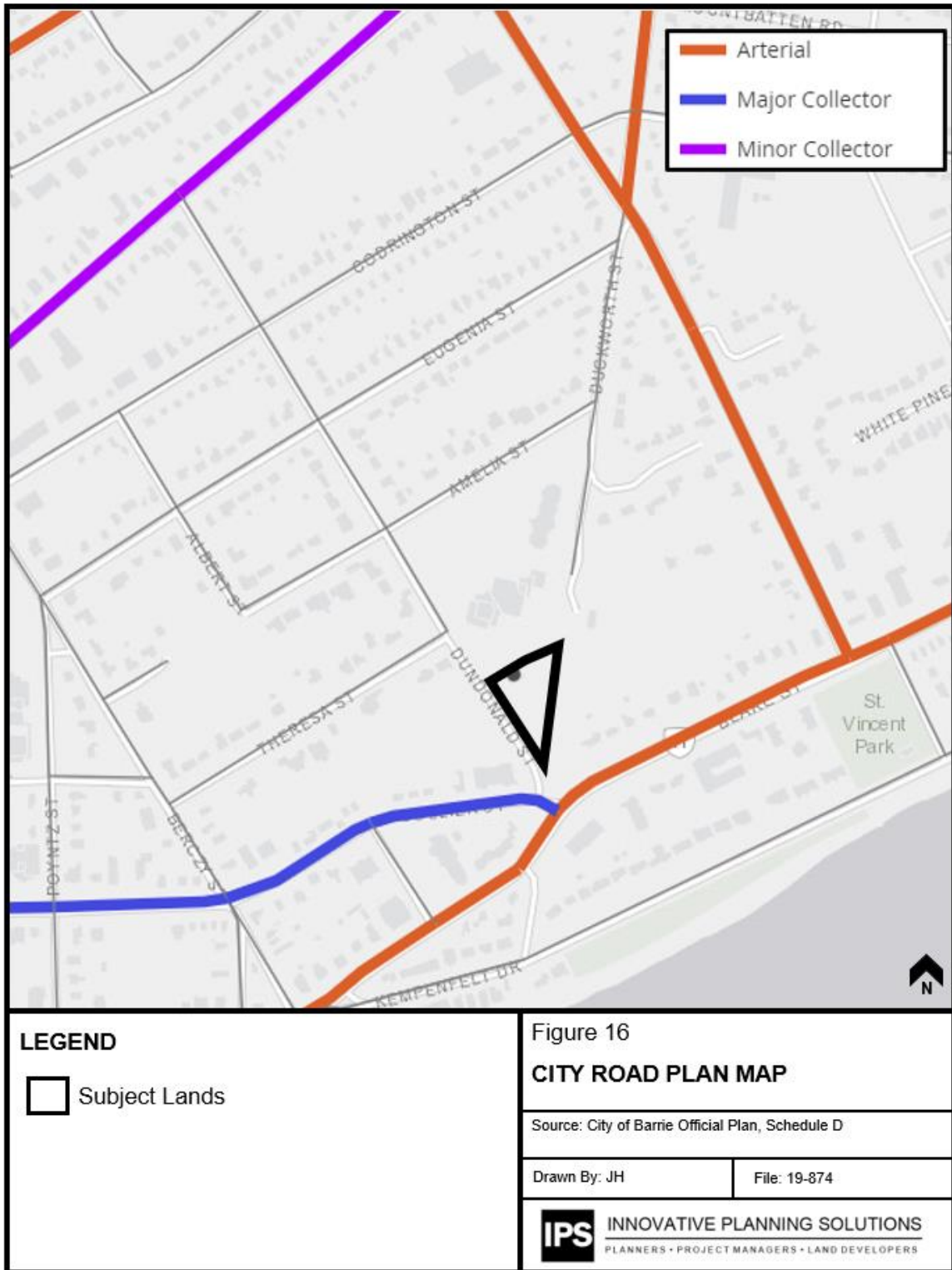
The Natural Heritage Resources classification (Schedule H) is shown on **Figure 15**.

The Roads Plan (Schedule D) is revealed on **Figure 16**.









8.4.1 HOUSING

The City of Barrie Official Plan reflects the policies of Provincial legislation relating to housing, recognizing that population growth will need to be accommodated for through a mix of new development, redevelopment, and intensification. The growth management goals of the Official Plan aim to accommodate the projected needs for residential lands in order to achieve a complete community with an appropriate mix and range of housing opportunities. The Plan seeks to guide, direct, and monitor the rate of growth to match the supply of land, municipal services and facilities with the needs of residents and employers, in accordance with the City's population, employment, intensification and density targets. Growth is directed to take advantage of existing services and infrastructure where possible, to minimize the cost of infrastructure extension (3.1.1).

Intensification represents an essential component of the City's Growth Management Strategy. The City's Official Plan envisions development at higher densities in order to provide a complete range of housing options for the City's residents. The subject lands are included in the '*Built-up Area*', where at least 40% of residential dwelling unit development is directed within these areas annually (3.1.2.3.b). The City's Growth Management Strategy further identifies that the Built-up Area can accommodate an additional 13,500 housing units, of which 61% are located outside of the UGC, to accommodate population growth targets of the Growth Plan for the City of Barrie (3.1.2.3.d).

The subject application is strengthened by section 3.3 (housing) of the Official Plan. Goals of the housing policies encourage all forms of housing, including the provision of an appropriate range of housing types, unit sizes, affordability and tenure at various scales and densities to meet the needs and income levels of current and future residents. This will further ensure that the quality and variety of housing stock is maintained and improved. Development is further supported that contributes to the creation of complete communities, with a diverse mix of land uses, a range and mix of housing types, high quality public spaces, and effortless access to local stores and services.

The proposed development aligns with the housing policies of the Official Plan as it offers residential intensification in the built-up area, offering a conversion of existing housing into multiple unit forms. This is considered an innovative strategy and supported by the Official Plan (3.3.2.1). With the limited supply of vacant land and properties for residential development within the City of Barrie, residential development is focused to intensification, infill, and redevelopment options.

8.4.2 AFFORDABLE HOUSING BRIEF

The City of Barrie, like many municipalities across Ontario, is facing a housing affordability crisis, with the cost of the average housing unit out of reach for much of the population. Recognizing the continued trend of housing costs outpacing wages, the City of Barrie has put in place a number of policies and initiatives to address this issue.

In accordance with Provincial policy, affordable housing options are encouraged throughout the City. The City's Official Plan includes the goal of achieving 10% of all new housing units per annum in the affordable category, including rental units or ownership at an affordable rate. Medium and high-density housing a preferred housing option, where it is in close proximity to shopping, transit and other amenities (3.3.2.2).

The City encourages the maintenance of reasonable housing costs through a varied selection of size, density and tenure. The Official Plan supports amendments to the Zoning By-law to allow for innovative housing, where it is recognized to be in accordance with good land use planning principles. As demonstrated through this report, the subject application would facilitate a residential development within the Built-up Area, where it would provide 58 new residential units to the City's housing stock, offering additional variety and more affordable / attainable housing choices for residents versus other lower density built forms. The City's Official Plan further encourages residential revitalization and intensification throughout the built-up area, in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types.

The unit types proposed will contribute to a type of housing that is historically considered one of the most affordable unit types within the City (condominium/apartment). Ultimately, the development will contribute to the supply of compact residential housing stock which promises to be more affordable in nature, comparably speaking.

8.4.3 RESIDENTIAL LAND USE DESIGNATION

The subject lands are designated as '**Residential**' on Schedule A (Land Use) of the City of Barrie Official Plan, shown previously on **Figure 13**. The predominant land use under the *Residential* designation shall be for all forms and tenure of residential housing (4.2.2.1.a).

The proposed development is supported by the goals of the designation as it encourages the creation of complete communities through a mix of land uses with convenient access to

community facilities and services, and with support for active transportation and public transit usage. The development would further assist with the City achieving its intensification and density targets (4.2.1).

In accordance with Section 4.2.2.3.b. of the Plan, locational criteria has been established for medium and high-density residential development proposals located outside of intensification areas. Medium and high-density residential developments are generally directed towards areas that are:

i. Adjacent to arterial and collector roads.

Response: The subject lands are located adjacent to the Collier Street / Blake Street intersection, at the junction of Dundonald Street. Collier Street is identified as a ‘Major Collector’ and Blake Street is identified as a ‘Arterial’. Trips generated from the proposed development would primarily utilize the adjacent Arterial and Major Collector roads, where traffic can be accommodated. Residents of the proposed development would have convenient, accessible, and adjacent access to routes across the City.

ii. In close proximity to public transit, and facilities such as schools, parks, accessible commercial development.

Response: The subject lands have direct connection to public transit, with services provided along Blake Street / Dunlop Street East and Collier Street. Transit routes 100C/D and 8 A/B run along Blake Street / Collier Street, adjoining just north of the subject lands. Illustrated on **Figure 17**, there are three (3) bus stops in close proximity of the subject lands; approximately 60-175 m. away. The subject lands are located in a central location, with rapid and convenient access to the downtown and other areas of the City with various commercial services, employment opportunities, and local businesses. The commercial heart of the downtown, along Dunlop Street East, is located approx. 700 m. to the west (8-9 min walk).

The lands are located in an area with connection to schools and educational facilities, including; Codrington Public School (1.0 km.), Steel Street Public School (1.6 km.), St. Monica’s Public School (2.0 km.), Eastview Secondary School (3.0 km.), Barrie North Secondary School (2.2 km.), and Georgian College (2.4 km.).

The proposed development is steps away from active transportation networks and outdoor facilities, the downtown, and other connections, linking to continual parks, trails, activities,

and open spaces. Select destinations includes; Saint Vincent Square Park to the east (approx. 300 m.), Kempenfelt Park and the Barrie North Shore Trail to the south (approx. 200m.), and Heritage Park, Sam Cancilla Park and the waterfront area to the east (within 700 m.). Centennial Beach is further located approx. 2.0 km. to the south-west, a major attraction in the City.

iii. Where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.

Response: The proposed development can utilize existing and planned services and facilities, with the full provision of municipal services. Watermain connections are available, sanitary services can be connected into, and storm services are offered along Dundonald Street. The proposed development would meet this criteria.

As outlined in the Functional Servicing Report (FSR), the following is provided:

- *Water Supply & Distribution:* The municipal water system has sufficient supply and storage volumes to service the proposed development.
- *Sanitary Sewer Collection:* There is sufficient capacity within the City of Barrie WWTF to service the proposed development.
- *SWM Plan:* The proposed development will not result in negative impacts with respect to stormwater.
- *Utilities:* All utilities (gas, electrical, telecommunications) are expected to be available from Dundonald Street to service the development.

The development aligns with the locational criteria by the City.

Section 4.2.2.4 outlines design policies to support development within the Residential designation. The Official Plan states that residential development shall provide the necessary on-site parking, functional open space and amenity areas. Integration with the surrounding residential area is encouraged through landscaping, screening/buffering and accessibility considerations; particularly where medium and high-density residential uses abut low-density uses. In accordance with these policies, the proposed development will provide sufficient parking on-site, including underground parking to screen the spaces from street side view and enhance the public realm. The development will include various open and landscaped amenity spaces for residents, and includes accessibility as a priority

consideration through design. The site design further provides buffering to adjacent uses, through the siting of the building and setbacks implemented. A 20-metre ROW (Duckworth ROW) is provided on the east (rear) side of the development, providing an increased buffer to adjacent uses and providing a more integrated transition to lower density residential uses. Given the diverse land uses of the immediate area, attention has been given to ensure that the proposed development is of high-quality built form to maintain the general character of the area, while complimenting the new developments underway throughout the downtown area.

The Official Plan envisions that new residential development will provide a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Intensification represents an essential component of the City's Growth Management Strategy. Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned and build densities and supported to achieve a desirable compact urban form (4.2.2.6.a). Intensification as proposed by the subject application is supported, as it contributes to more compact developments, which efficiently use land and resources, optimizes the use of existing and new infrastructure and services, supports public and active transportation, and contributes to improving air quality and energy efficiency (4.2.2.6.c).

Development applications that propose residential intensification outside of the identified Intensification Areas are subject to the criteria of policy 4.2.2.6.d, and are considered based on the following:

- i. that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood.

Response: The area surrounding the subject lands contains a wide variety of land uses, including a range of housing types; townhomes, single detached, medium and high-density residential (apartment/condominium). Shown on **Figure 14**, the subject lands are also located in close proximity to the east of the City's 'Urban Growth Centre' (UGC), where 150 persons and jobs per hectare is anticipated, along with majority of the City's growth at a density of 150-200 units per net hectare (4.2.2.6.g). The proposed development accounts for the existing and projected development in the area, offering a transitional development from future development within the UGC, to the existing neighbourhoods to the north and east.

The scale and physical character of the proposed development is compatible with the adjacent and surrounding land uses, and can be integrated into the neighbourhood. In line with the goals and policies of the City for a more complete community, the proposed development offers a more compact built form to efficiently use land and infrastructure available, conceals parking, and provides various landscaping initiatives to provide an improved public realm and street side presence.

- ii. that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems.

Response: The proposed development can utilize existing infrastructure, transportation services (public transit), and community facilities in the area. Detailed assessments/studies have been included with the subject application, including a Functional Servicing Report to demonstrate the ability to connect to the existing municipal water, sewer and stormwater infrastructure. A Traffic Brief (TIS) has also been prepared to identify the potential impacts to traffic flow at the site accesses and on the surrounding roadway network, with the conclusion that the subject development will not cause any operational uses to the local road network.

- iii. that public transit is available and accessible.

Response: As discussed throughout this report and revealed on **Figure 17**, convenient and accessible connection is provided to public transit. Residents will also be encouraged and motivated to utilize active transportation (walking/cycling), given the locations proximity to everyday services, amenities, and needs of residents.

- iv. that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused.

Response: According to the City's Growth Management Strategy, the built-up area can accommodate an additional 13,500 housing units, of which 39% are within the Urban Growth Centre (UGC) and 61% are located outside of the UGC (3.1.2.3). The proposed development would contribute to achieving this target through the efficient and encouraged redevelopment of the subject lands outside of the UGC. In this circumstance, the proposed development is located in a strategic location for development, with available infrastructure, services, and amenities. Underutilized parcels of land such as the subject lands are prime candidates for redevelopment and can provide housing options in line with the City's goals.

With the growth and population targets set out by the Province, the population targets are emphasised as minimum targets, meaning a more assertive approach is required to accommodate growth within the built-up area.

- v. that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment.

Response: Sensitive, high-quality urban design has been implemented through the design of the proposed development. Conceptual Elevations, Renderings and Visual Models are included with the subject application, demonstrating design considerations for the use of the lands. Through the implementation of increased setbacks, enhanced landscaping treatments and buffers, efforts are being made to maintain a high level of design and provide transition to the abutting residential uses. Subject to Site Plan Control, detailed design considerations, elements and measures can be implemented to reinforce the urban design principles supported by the City's plans.

- vi. that consideration is given to the preservation of heritage resources.

Response: An Environmental Impact Study and Arborist Assessment have been completed for the subject application to evaluate site features. Substantial analysis and mitigation has been given to the identified feature (Woodland), discussed in this report. No negligible impacts will occur to the feature, and re-planting of native tree species is supported, to improve the ecological function of the feature.

The proposal aligns with the criteria for intensification.

8.4.4 SERVICING & WATER RESOURCE MANAGEMENT

The City of Barrie Official Plan aims to ensure that adequate water supply, sewage collection and treatment, electrical supply, and stormwater management systems are provided to the residents of the City. Further, new developments are to be serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities (5.1.1). Coordination of services is critical to ensure that growth and redevelopment takes place in an efficient, cost effective and environmentally sound manner (5.1.2.h).

The efficient and sustainable use of water resources is encouraged by the Official Plan (5.2). This includes efficient stormwater management practices to control the quantity and quality of water (5.3.1).

The proposed development is located within the built-up area of the City, where it would utilize full municipal services, without the uneconomical need for expansion. A Functional Servicing Report (& SWM Plan) has been prepared with the application to demonstrate servicing and infrastructure considerations to support the development proposal, along with an evaluation of the effects of the proposed development against the stormwater drainage system, and recommendations to manage the rainwater / snowmelt. The recommendations and quality control measures outlined in the FSR will be implemented to ensure the proper management and protection of water resources.

The Official Plan takes priority in the protection, maintenance and enhancement of water and water related resources on an integrated watershed management basis (3.5.2.3). Schedule G of the Official Plan identifies areas where control measures are implemented to protect groundwater resources. The subject lands are located within '*Wellhead Protection Area D – 25 Year Capture Zone*' (WHPA). The WHPA is considered a vulnerable area, as it is part of the drinking water system for the City. Through the land use planning process, the City controls development within these areas by conditions and the Site Plan Control process (3.5.2.3.5.2).

In accordance with the policies and requirements of the Official Plan, a Hydrogeological Report was prepared for the subject application. The assessment evaluates the existing site conditions, provides hydrogeological engineering recommendations, conducts an impact assessment for groundwater quality and quantity, and provides measures for mitigating the impacts. Given the tests completed for the assessment, there are no impacts anticipated on groundwater quality or the groundwater table.

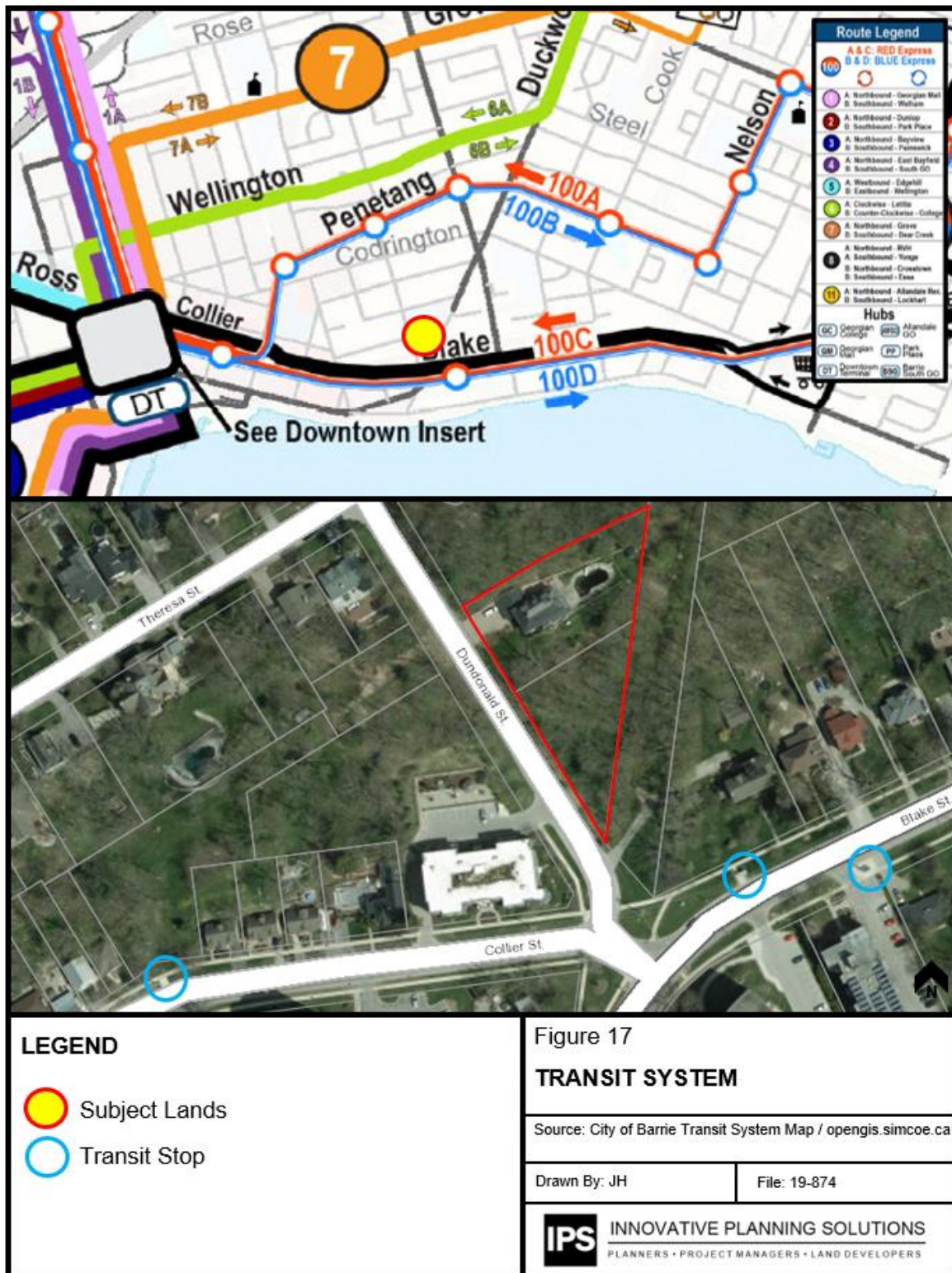
8.4.5 TRANSPORTATION

Another primary objective of the City of Barrie Official Plan is the achievement of a sustainable transportation system for the safe, efficient, and convenient movement of people and goods (5.4.1). The Plan encourages public transit usage, all forms of active transportation, and safe connectivity between the various modes of transportation (5.4.1.c).

High density residential development is encouraged to locate adjacent to public transit routes (5.4.2.3.b). As revealed on **Figure 17**, the site is positioned with close and convenient access to public transit. The City of Barrie transit route 100C/D and route 8 A/B run along Blake Street / Collier Street, adjoining just north of the subject lands. These transit routes provide convenient and direct access to various locations throughout the City of Barrie and connection to regional transit networks, including the Barrie Allandale GO station located approximately 3.0 kilometres south (5-minute drive) of the subject lands.

The location of the development encourages residents to use the transit networks available, providing comfortable and safe transit options. In addition, access is provided to city wide pedestrian walkways, trails and open spaces, encouraging active transportation and enhanced public health.

Additionally, the subject lands are located adjacent to the intersection of '*Arterial*' (Blake Street, Dunlop Street East) and '*Major Collector*' (Collier Street) roads, which are considered by the City as primary traffic carrying facilities (5.4.2.2). Traffic volumes can be accommodated by the road network, as demonstrated through the traffic assessment included with the application.



8.4.6 NATURAL HERITAGE & ENVIRONMENT

The City of Barrie Official Plan places importance on the conservation and preservation of the natural environment. The Plan aims to identify, protect, and enhance natural heritage features and areas, and their connecting linkages (3.5.1).

Development may be permitted where it protects the natural heritage features and functions of the environmental protection areas (3.5.1.a). Through the land management policies of the Official Plan, the City encourages tree planting, tree preservation, and other strategies or initiatives to maintain and enhance the vegetation cover (3.5.2.2).

The subject lands are listed as containing a '**Level 3**' feature (woodlands); however, it was identified by the City's forestry operations through the Pre-consultation process that the lands are *heavily altered by cultural influences and invasive species, and that there is little to no native ground cover and no forest regeneration present*. As overviewed under section 7.0 of this report, an Arborist Assessment was completed in support of the proposed development to evaluate the tree species and features on the lands. Through the assessment and implementation of recommendations (at the time of development), there is no negligible impacts on the feature.

Section 3.5.2.4 of the Official Plan further relates to the natural heritage resources within the City of Barrie. On Schedule H (Natural Heritage Resources) of the Official Plan, the subject lands are identified for containing '**Level 3 Resources**'. Schedule H is intended to be used as an overlay to Schedule A (Land Use) and act as a guide to promote the protection, enhancement and restoration of the natural heritage features and functions (3.5.2.4.a). Level 3 Resources represent *significant and supporting components of the Natural Heritage Resource network. 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 (3.5.2.4.a.iii)*.

The subject lands are identified for containing a '**significant woodland**', under the Level 3 resource classification, as shown on **Figure 15**. Development and site alteration is not permitted in significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features or ecological functions (4.7.2.6.a). An EIS is required for any development or site alteration on or within 30-metres of an area identified as Level 3 (3.5.2.4.a.iii).

As outlined under section 7.0 of this report, an EIS was completed for the subject application. Through the assessment of the EIS, the report concludes that there are no negative impacts anticipated on the Natural Heritage Resource Level 3 feature (Significant Woodlands) or habitat for an endangered species.

8.4.7 CULTURAL HERITAGE

The City of Barrie Official Plan encourages the conservation of the City's cultural heritage resources. Through development and redevelopment initiatives, buildings, landscapes, areas and other resources shall be conserved. All new development in older established areas of historic, architectural or landscape value, are encouraged to be in keeping with the overall character of these areas (3.4.2.1.b).

Archaeological Research Associates Ltd. (ARA) carried out a Historic Neighbourhood Character Impact Evaluation for the proposed development. The subject property is not recognized as a cultural heritage resource under the Ontario Heritage Act, and the subject property is not recognized as a heritage property by the City of Barrie, nor is it currently located within a recognized historic neighbourhood. The evaluation reviewed a wide range of considerations and determined that the neighbourhood is best understood as a transitional neighbourhood. Increase mixed use development is located along the lakefront (south) and downtown core (west) which shifts to stable residential clusters along the upper portion of the ridge (north) and surrounding area (east). Overall, the neighbourhood is representative of several eras of development from 19th century to the 21st century which range in size, architectural style, and use.

Through the implementation and mitigation measures recommended by the Assessment, the proposed development can proceed without adverse impacts on the existing neighbourhood.

8.4.8 ENERGY CONSERVATION

Section 3.7 of the Official Plan encourages energy conservation and renewable energy systems. The goals aim to ensure that land use and development patterns support energy efficiency/conservation and improved air quality, the reduction of emissions from vehicles and residential sources, and other initiatives.

The proposed development is supported by the energy conservation policies as it provides a compact urban form and increased density, which supports active transportation and transit use, reducing trips generated and reducing energy consumption. Energy conservation measures encouraged involves energy efficient materials, which can be explored through detailed design. Subject to detailed landscape design through the Site Plan Control process, the proposed development further aims to enhance the urban forest and tree cover as a means of improving air quality and reduced energy consumption, by providing natural shading, sheltering and screening.

8.4.9 TALL BUILDINGS, HEIGHT CONTROL & URBAN DESIGN

Within the City of Barrie, the tall buildings and height control policies (section 6.6) are applicable to any building over three (3) storeys in height.

Section 6.5 of the City's Official Plan contains the Urban Design Guidelines. The policies, goals and objectives of this section are discussed in the Urban Design Report included with the application.

The subject application maintains consistency with the goals and policies of the City of Barrie Official Plan.

9.0 LAKE SIMCOE PROTECTION PLAN (LSPP)

The Lake Simcoe Protection Plan (LSPP) is a comprehensive plan to protect and restore the ecological health of Lake Simcoe and its watershed. The subject lands are located within the Lake Simcoe Region Conservation Authority (LSRCA) watershed boundary, however, are outside of the regulated areas.

Key policies as outlined in the City of Barrie Official Plan includes:

- *“To protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions” (3.9.1.a).*
- *“To promote environmentally sustainable land and water uses, activities and development practices” (3.9.1.b).*

The LSPP policies call for comprehensive plans and initiatives to improve the management of stormwater for planned developments. Applications for new major development must demonstrate how phosphorus loadings and changes in water balance will be minimized (4.5.sa).

The proposed development is considered ‘major development’ by the Lake Simcoe Protection Plan (LSPP), as well as the Lake Simcoe Phosphorus Offsetting Policy (LSPOP). The proposed development is evaluated through a Stormwater Management Plan and Functional Servicing Report, to ensure the watershed is protected. Stormwater quality and quantity control measures are required in accordance with the Lake Simcoe Regional Conservation Authority (LSRCA).

A Hydrogeological Report has additionally been included with the application, to characterize the hydrogeological setting of the site and assess impact to sensitive receptors upon development. Further, an Environmental Impact Study (EIS) and Arborist Assessment have been completed in support of the subject application to evaluate natural heritage and environmental considerations, as summarized under Section 7.0 of this report. These technical reports will be reviewed by the LSRCA through the application process. Further assessment will be provided through the Site Plan Control process.

The subject application maintains the policies and intent of the LSPP.

10.0 CITY OF BARRIE INTENSIFICATION STUDY

The City of Barrie Intensification Study (April 2009) was prepared by the City's Planning Services Department to evaluate growth and intensification in the City of Barrie. The intent of the study was to lay out a long-term vision and establish specific principles to guide future decisions on development, assess the City's capacity to meet intensification targets established by the Province, and meet performance standards of the Official Plan and Zoning By-law.

Intensification offers significant advantages over low density housing and developments, including:

- Intensification makes more efficient use of land by making more efficient use of hard and soft services (sewer, water, hydro, schools, parks, etc.).
- Intensification results in reduced capital expenditures and operating costs, reducing pressure on taxation of residents.
- Intensification is typically mixed use or in a more compact built form, reducing the need for residents to travel long distances between home, work, shopping and recreational activities.
- Intensification allows opportunities for the City to provide with City wide capital projects through the collection of development charges that would otherwise have to be funded by the taxpayer.

Considering that the Intensification Study was released in 2009, the demand for a greater variety of housing has only increased since this time. The price of housing is on the rise and the City of Barrie has seen significant increases in housing prices over the last few years.

The Plan states that the City is now almost built out and if development is to continue, new and more innovative ways of accommodating growth must be considered. The study recognizes that new development in the City generally needs to occur at higher densities in order to intensify the use of lands, and support the population projected for the City and directed by the Province.

The proposed development is supported by the Intensification Study by the City.

11.0 CONCLUSION

The proposed Zoning By-law Amendment will facilitate the development of a 9 storey, 58 unit residential condominium located at 19 Dundonald Street in the City of Barrie. This report explores the merits of the proposed development as it relates to all levels of applicable planning policy.

The application would amend the City of Barrie Zoning By-law, to rezone the subject lands from '*Residential Single Detached Dwelling Second Density (R2)*' to '*Residential Apartment Dwelling First Density - 3 with Special Provisions (RA1-3)(SP-XXX)*'.

As demonstrated through the assessment completed in this report, the proposed development aligns with both the Province and City's policies, guidelines, and evolution into a more complete community. The proposed development plans for redevelopment and intensification on lands that are strategically located within the built-up area of the City, adjacent to the City's Urban Growth Centre. In support of diversified housing options and improved housing attainability within the City of Barrie, the proposed development introduces new options to the City's housing stock, while assisting the City in achieving mandated housing and density targets. The proposed development provides compact housing types by way of redevelopment and intensification to efficiently utilize land, infrastructure, and reduce servicing costs.

It is our professional planning opinion that the subject Zoning By-law Amendment application is consistent with and conforms to applicable Provincial and Municipal planning policy, and represents good planning.

Respectfully submitted,

Innovative Planning Solutions



Darren Vella, MCIP, RPP
President & Director of Planning



James Hunter, BURPI.
Senior Planner

APPENDICES

APPENDIX 1: DRAFT ZONING BY-LAW AMENDMENT & SCHEDULE

BY-LAW NUMBER 2022-XXX

A By-law of the Corporation of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands described as Part of Lot 24, Concession 4, City of Barrie, County of Simcoe, municipally known as 19 Dundonald Street, from Residential Single Detached Dwelling Second Density (R2) to Residential Apartment Dwelling First Density - 3 with Special Provisions (RA1-3)(SP-XXX).

WHEREAS the Council of the Corporation of the City of Barrie adopted Motion 22-X-XXX.

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone the parcel of land known municipally as 19 Dundonald Street;

AND WHEREAS the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

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

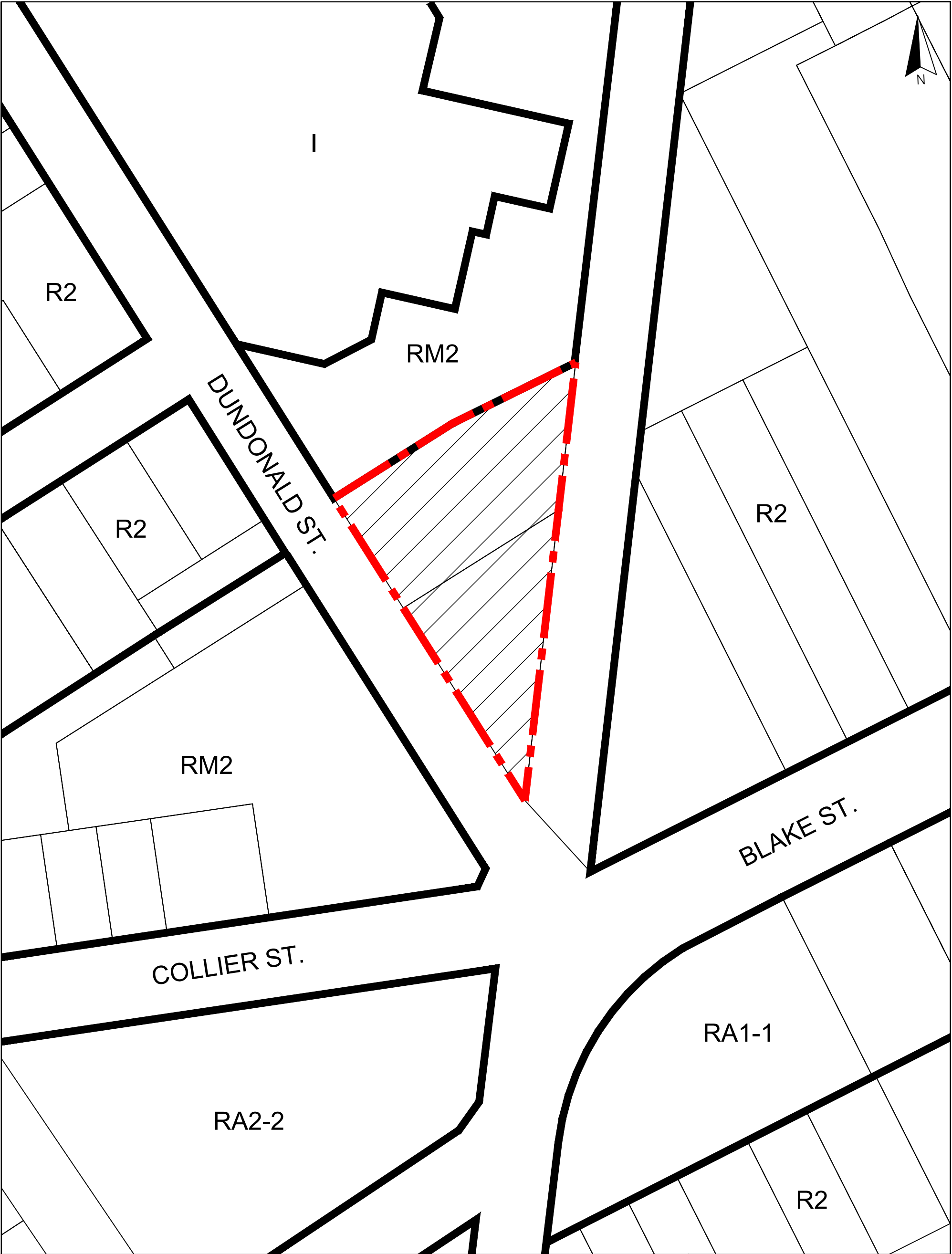
1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands municipally known as 19 Dundonald Street, from Residential Single Detached Dwelling Second Density (R2), to Residential Apartment Dwelling First Density - 3 with Special Provisions (RA1-3)(SP-XXX).
2. **THAT** Schedule "A" attached hereto forms part of By-Law 2009-141 as amended;
3. **NOTWITHSTANDING** the provisions of the By-law, Table 5.3, a gross floor area of 114% of lot area is permitted.
4. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
5. **THAT** this by-law shall come into force and effect immediately upon the final passing thereof.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this _____ day of _____ 2022.

THE CORPORATION OF THE CITY OF BARRIE


Mayor

Clerk



LEGEND

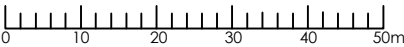
 Subject Site

 Lands to be rezoned from 'Residential Single Detached Dwelling Second Density (R2)' zone to 'Residential Apartment Dwelling First Density- 3 with Special Provisions (RA1-3) (SP-XXX)' zone

SCHEDULE "A"
ZONING BY-LAW AMENDMENT

Part of Lot 24, Concession 4,
City of Barrie,
(Formerly in the Township of Vespra),
County of Simcoe

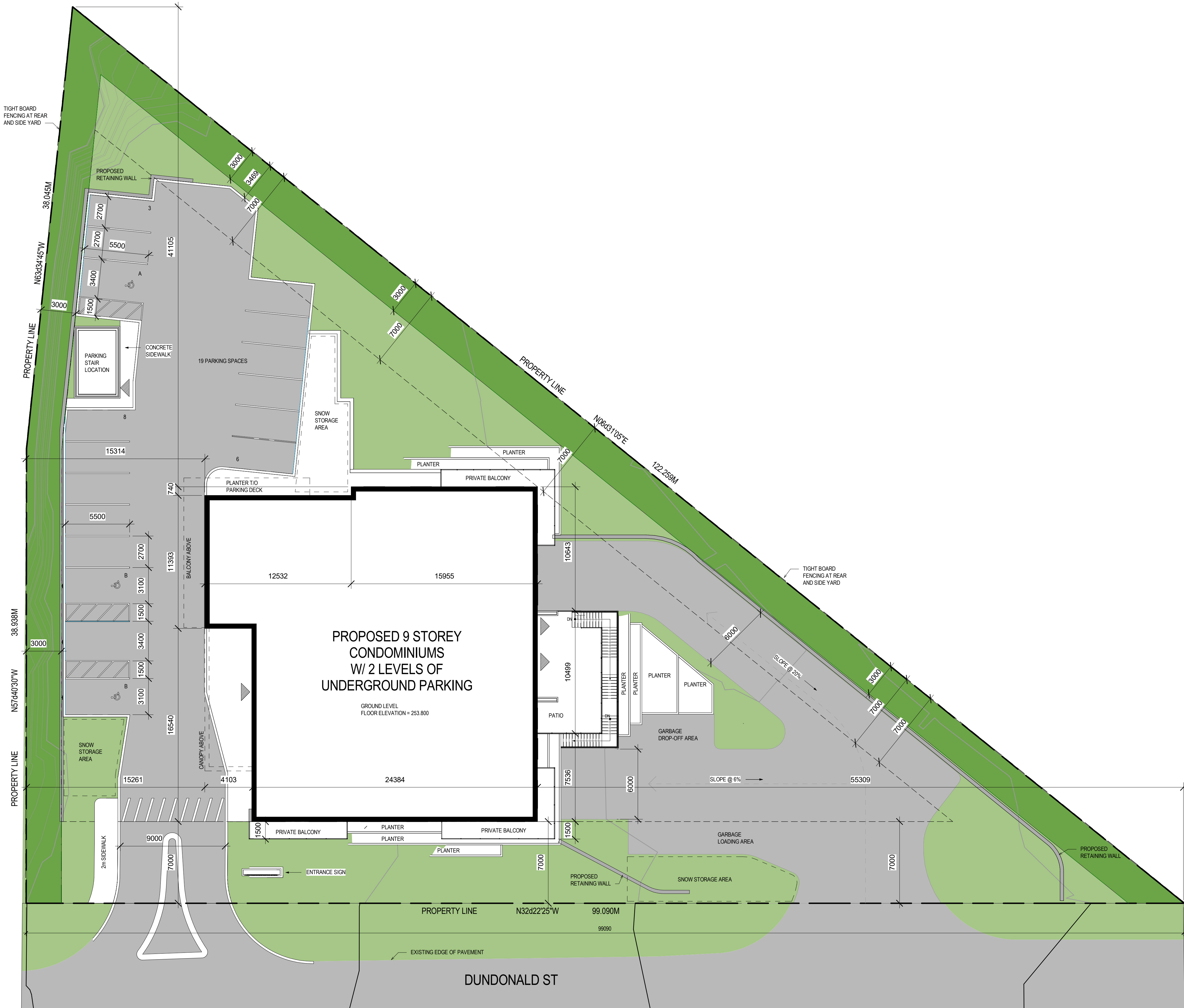
Scale



Source: City of Barrie Comprehensive Zoning By-Law 2009-141
Note: Information shown in approximate and subject to change.

	INNOVATIVE PLANNING SOLUTIONS PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS 647 WELHAM RD., UNIT 9, BARRIE, ONTARIO, L4N 0B7 tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com			
	Date:	November 17, 2021	Drawn By:	A.S.
	File:	19-874	Checked:	J.H.

APPENDIX 2: ARCHITECTURAL DRAWING SET



BUILDING/SITE INFO:
Suites on Ground Floor = 2
Suites per Typical Floor = 7
Suites on Ninth Floor = 7
Total Suites = 58

Parking Spaces = 99

Storeys = 9
Building Height = 27.6m
Building Area = 742m²
GFA = 6,678m²

3m LANDSCAPE BUFFER =

RA1-3 ZONING TABLE		
	REQUIRED	PROPOSED
LOT AREA (MIN.)	1,100m ²	3,880.2m ²
LOT FRONTAGE (MIN.)	24m	99m
FRONT YARD (MIN.)	7m	7m
PARKING STRUCTURE SETBACK FROM STREET LINE (MIN.)	1.8m	7m
INTERIOR SIDE YARD (MIN.)	5m	15.3m (North)
REAR YARD (MIN.)	7m	>7m (Measured to the rear corner/point of the lot)
DWELLING UNIT AREA (MIN.)	35m ² +10m ² /bedroom	<35m ² +10m ² /bedroom
LOT COVERAGE (MAX.)	35%	19.6%
PARKING AREA COVERAGE (MAX.)	35%	23.5%
% OF PARKING AREA IN THE FRONT YARD (MAX.)	20%	0%
LANDSCAPING (MIN.)	36%	50.3%
G.F.A. (MAX.)	100%	114.7%
BUILDING HEIGHT (MAX.)	30m	27.4m
PARKING (MIN.)	1.5 spaces/unit = 65 spaces @ 2.7m x 5.5m (Including 3 BF spaces)	1.70 spaces/unit = 99 spaces @ 2.7m x 5.5m (Including 4 BF spaces)
DRIVE AISLE WIDTH (MIN.)	6.4m	6.4m
BARRIER FREE (MIN.)	1 Type A space @ 3.4m x 5.5m & 2 Type B space @ 3.1m x 5.5m Each barrier-free space shall contain a 1.5m access aisle	2 Type A space @ 3.4m x 5.5m & 2 Type B space @ 3.1m x 5.5m
LANDSCAPED BUFFER STRIP	3m landscape buffer (sides & rear)	3m
FENCING (MIN.)	2m (tight board fence) "Parking with 4 or more spaces abutting residential zone"	Provided
MAX. DENSITY	150 units per hectare for lands located outside of the City Centre (Official Plan Policy)	140 units per hectare
SECONDARY MEANS OF ACCESS/LANDSCAPED OPEN SPACE	7m	7m
ACCESSORY BUILDING FRONT YARD SETBACKS (MIN.)	7m	> 7m
ACCESSORY BUILDING REAR & SITE YARD SETBACKS (MIN.)	0.6m	> 3m both sides and rear
ACCESSORY BUILDING LOT COVERAGE (MAX.)	10%	0.6% = Parking Stair
ACCESSORY BUILDING/STRUCTURE HEIGHT (MAX.)	4m	3.6m

8	REISSUED FOR REZONING #3	DEC 8, 2021
7	REISSUED FOR REZONING #2	SEP 21, 2021
6	CONSULTANT COORDINATION	JAN 21, 2021
5	REISSUED FOR REZONING	NOV 17, 2020
4	ISSUED FOR COORDINATION	OCT 16, 2020
3	FINAL RE-ZONING SUBMISSION	NOV 15, 2019
2	PRELIMINARY DESIGN #2	OCT 23, 2019
1	PRELIMINARY DESIGN	SEPT 9, 2019

ISSUES/REVISIONS

ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE. DISCREPANCIES TO BE REPORTED TO THE ARCHITECT. LATEST APPROVED STAMPED DRAWINGS ONLY TO BE USED FOR CONSTRUCTION.

MCLARCHITECTS
MCKNIGHT CHARRON LIMITED

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BARRIE, ONTARIO L4M 9K3
WWW.MCLARCHITECTS.CA

T 705 722 8739
F 705 726 5418

DRAWING TITLE:
SITE PLAN

PROJECT NAME:
DUNDONALD ST. PROJECT

19 DUNDONALD ST.
BARRIE, ONTARIO

DATE: OCTOBER 04, 2019
DRAWN BY: JBL
SCALE: As indicated

PROJECT #

-

SHEET #

A1.1

1
A1.1
SITE PLAN NOTATION
1 : 175



ISSUES/REVISIONS	
ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE. DISCREPANCIES TO BE REPORTED TO THE ARCHITECT. LATEST APPROVED STAMPED DRAWINGS ONLY TO BE USED FOR CONSTRUCTION.	

MCLARCHITECTS
MCKNIGHT CHARRON LIMITED

ALLIANCE BLVD., UNIT 110
BARRIE, ONTARIO L4M 5K3
WWW.MCLARCHITECTS.CA

DRAWING TITLE:
PARKING LEVEL 1 PLAN

PROJECT NAME:
DUNDONALD ST. PROJECT

9 DUNDONALD ST.
ARRIE, ONTARIO

DATE: OCTOBER 04, 2019	PROJECT #	SHEET #
DRAWN BY: JBL	-	A2.1a
SCALE: 1 : 100		

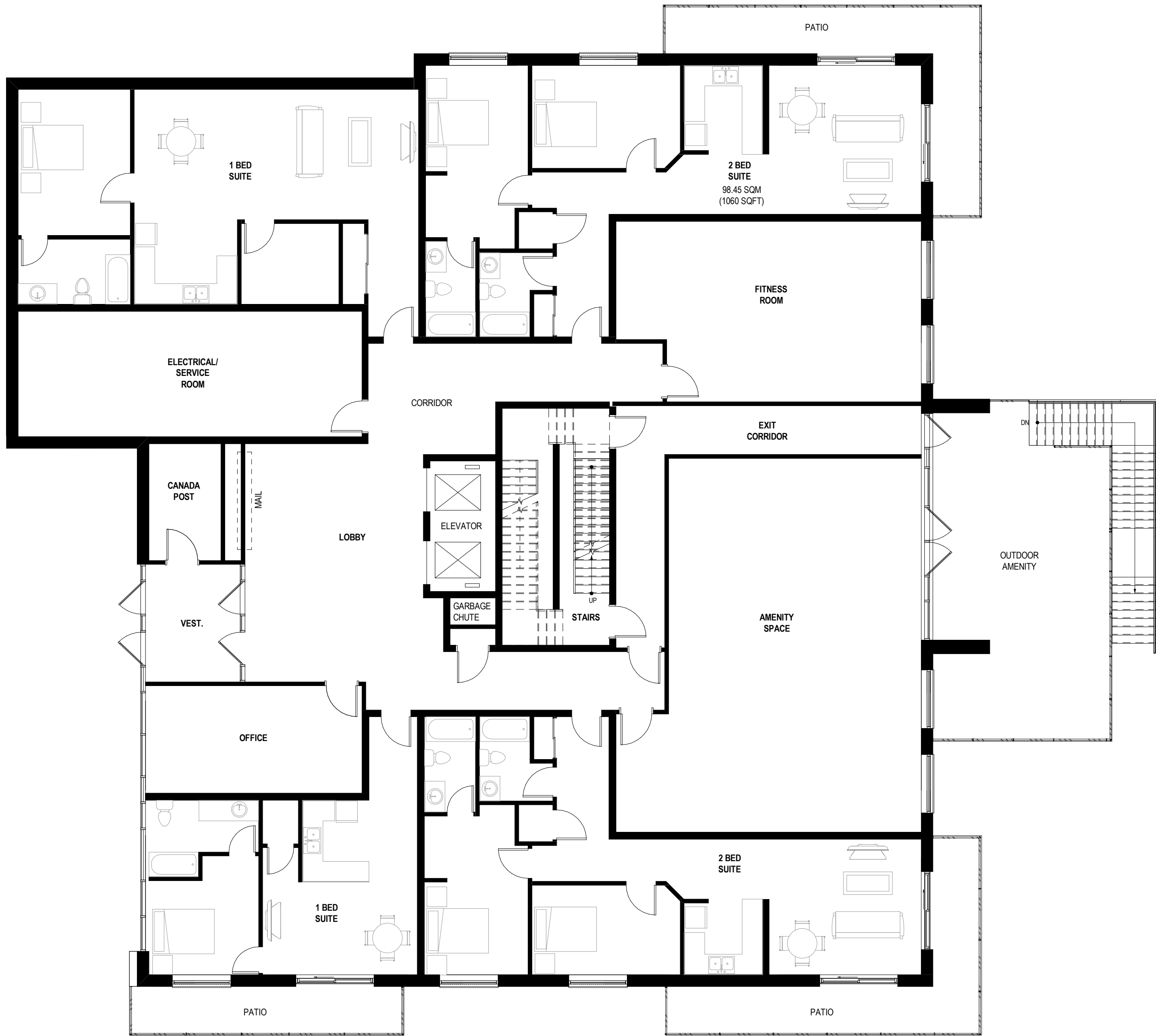


ISSUES/REVISIONS
ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE. DISCREPANCIES TO BE REPORTED TO THE ARCHITECT. LATEST APPROVED STAMPED DRAWINGS ONLY TO BE USED FOR CONSTRUCTION.

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9 DUNDONALD ST.
ARRIE, ONTARIO

DATE: OCTOBER 04, 2019	PROJECT #	SHEET #
DRAWN BY: JBL	-	A2.1b
SCALE: 1 : 100		



1
A2.2
GROUND FLOOR
1 : 100

7	REISSUED FOR REZONING #3	DEC 8, 2021
6	REISSUED FOR REZONING #2	SEP 21, 2021
5	REISSUED FOR REZONING	NOV 17, 2020
4	ISSUED FOR COORDINATION	OCT 16, 2020
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ISSUES/REVISIONS		
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MCKNIGHT CHARRON LIMITED

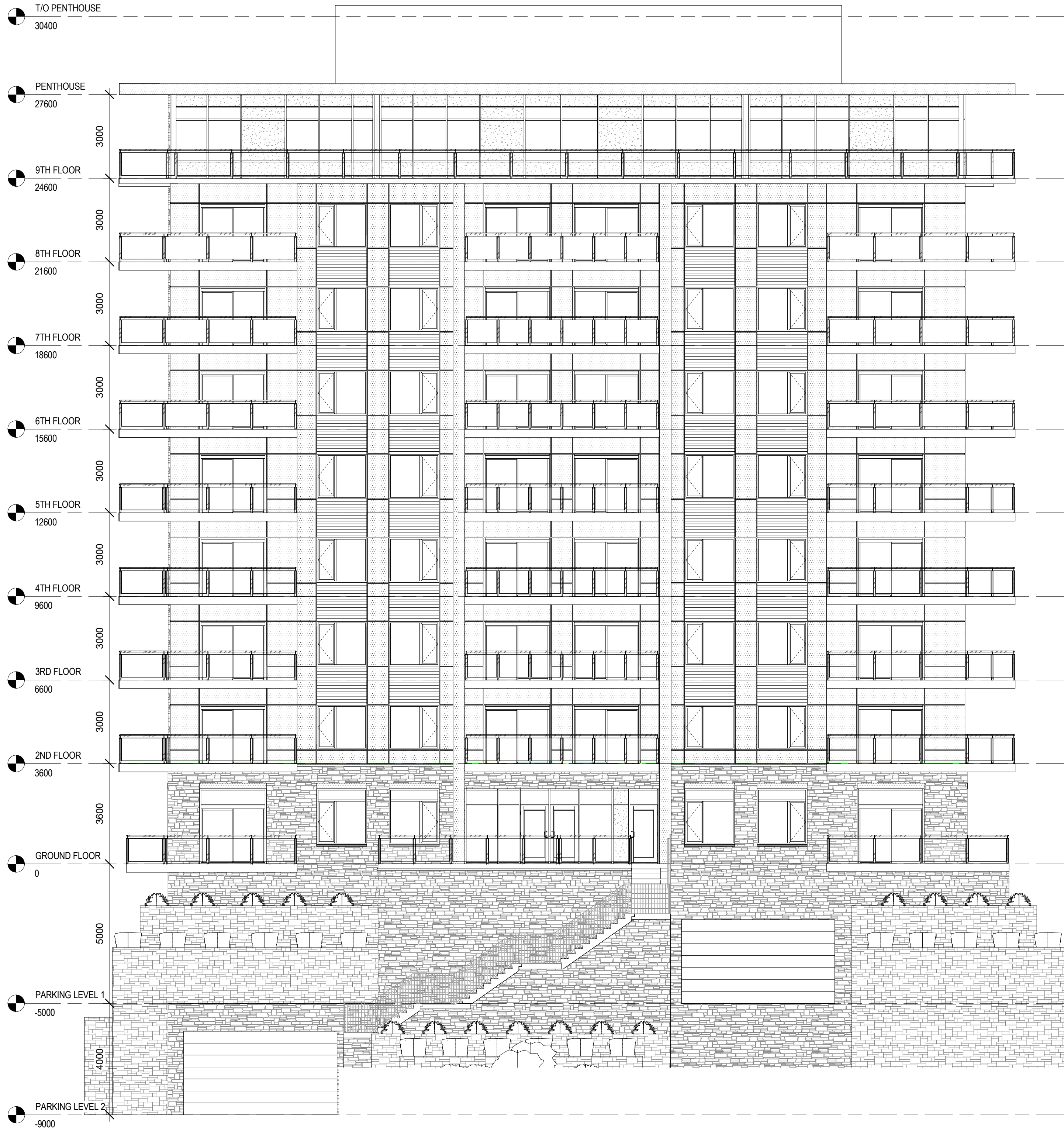
48 ALLIANCE BLVD., UNIT 110
BARRIE, ONTARIO L4M 9K3
WWW.MCLARCHITECTS.CA
T 705 722 8739
F 705 726 5418

DRAWING TITLE:
CONCEPTUAL GROUND FLOOR

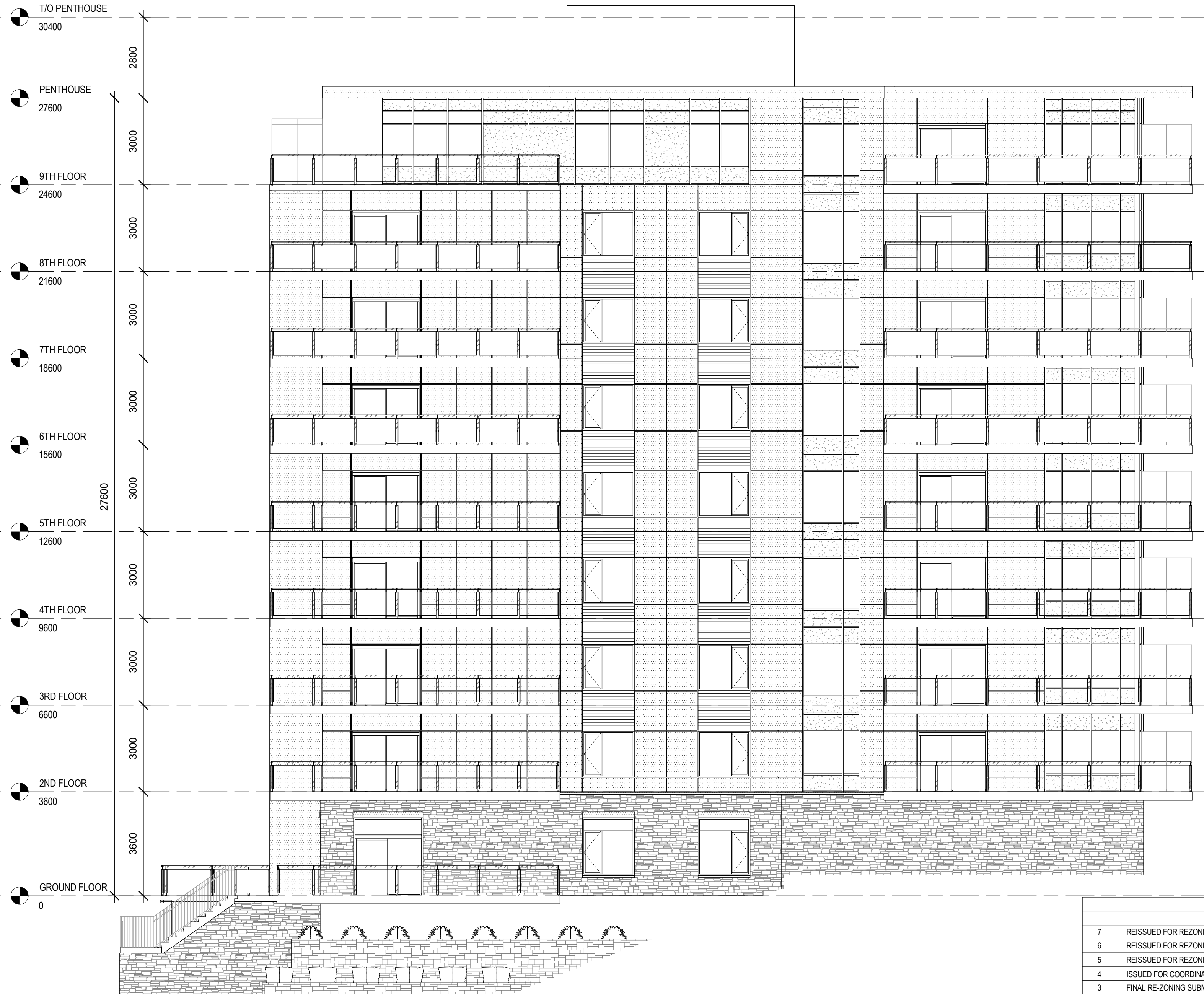
PROJECT NAME:
DUNDONALD ST. PROJECT

19 DUNDONALD ST.
BARRIE, ONTARIO

DATE:	OCTOBER 04, 2019	PROJECT #	-	SHEET #
DRAWN BY:	JBL			A2.2
SCALE:	1 : 100			



2 EAST ELEVATION
A3.1 1 : 100



1 NORTH ELEVATION
A3.1 1 : 100

7	REISSUED FOR REZONING #3	DEC 8, 2021
6	REISSUED FOR REZONING #2	SEP 21, 2021
5	REISSUED FOR REZONING	NOV 17, 2020
4	ISSUED FOR COORDINATION	OCT 16, 2020
3	FINAL RE-ZONING SUBMISSION	NOV 15, 2019
2	PRELIMINARY DESIGN #2	OCT 23, 2019
1	PRELIMINARY DESIGN	SEPT 9, 2019

ISSUES/REVISIONS

ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON
SITE. DISCREPANCIES TO BE REPORTED TO THE
ARCHITECT. LATEST APPROVED STAMPED DRAWINGS
ONLY TO BE USED FOR CONSTRUCTION.

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DRAWING TITLE:

ELEVATIONS

PROJECT NAME:

DUNDONALD ST. PROJECT

19 DUNDONALD ST.
BARRIE, ONTARIO

DATE: OCTOBER 04, 2019

DRAWN BY: JBL

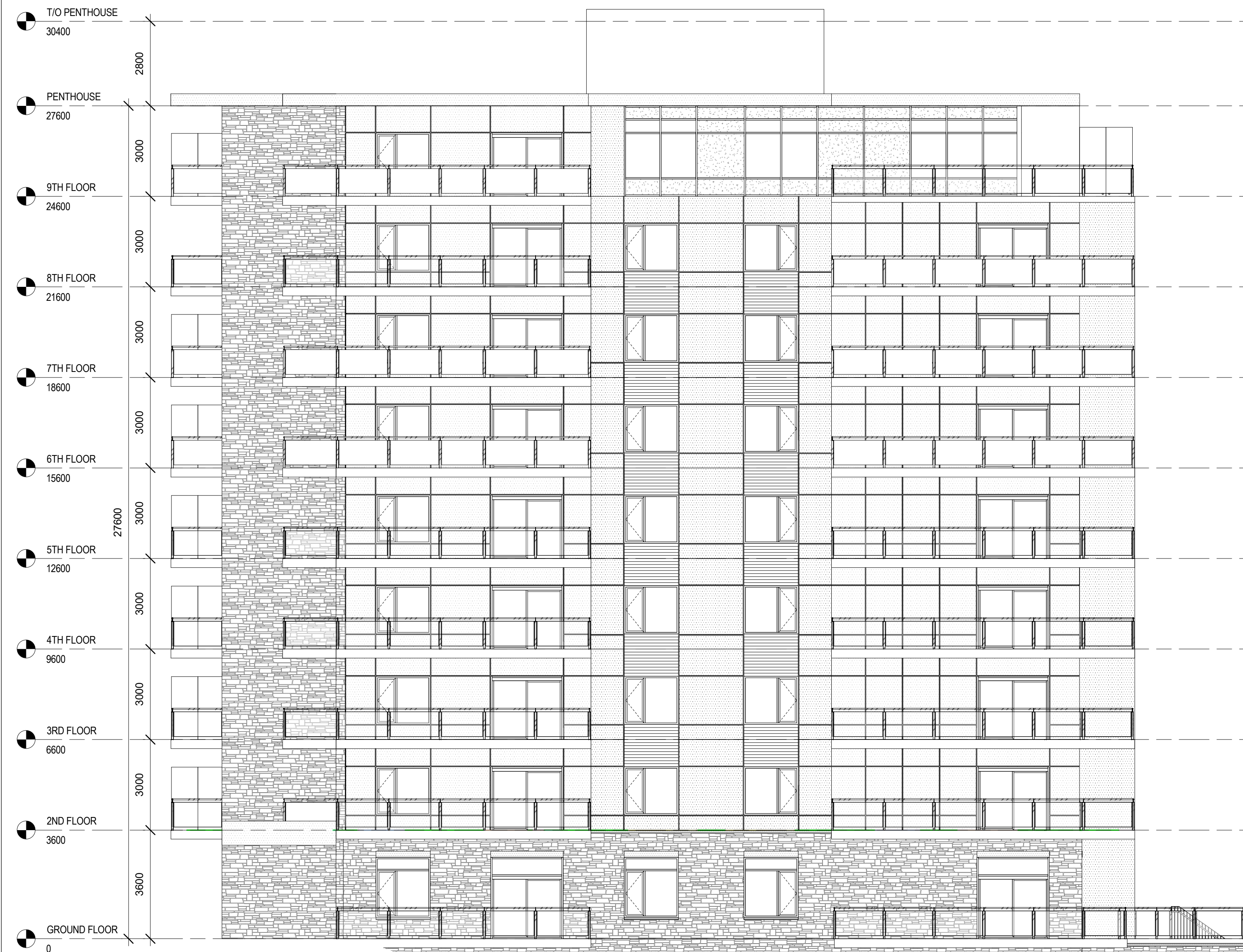
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PROJECT #

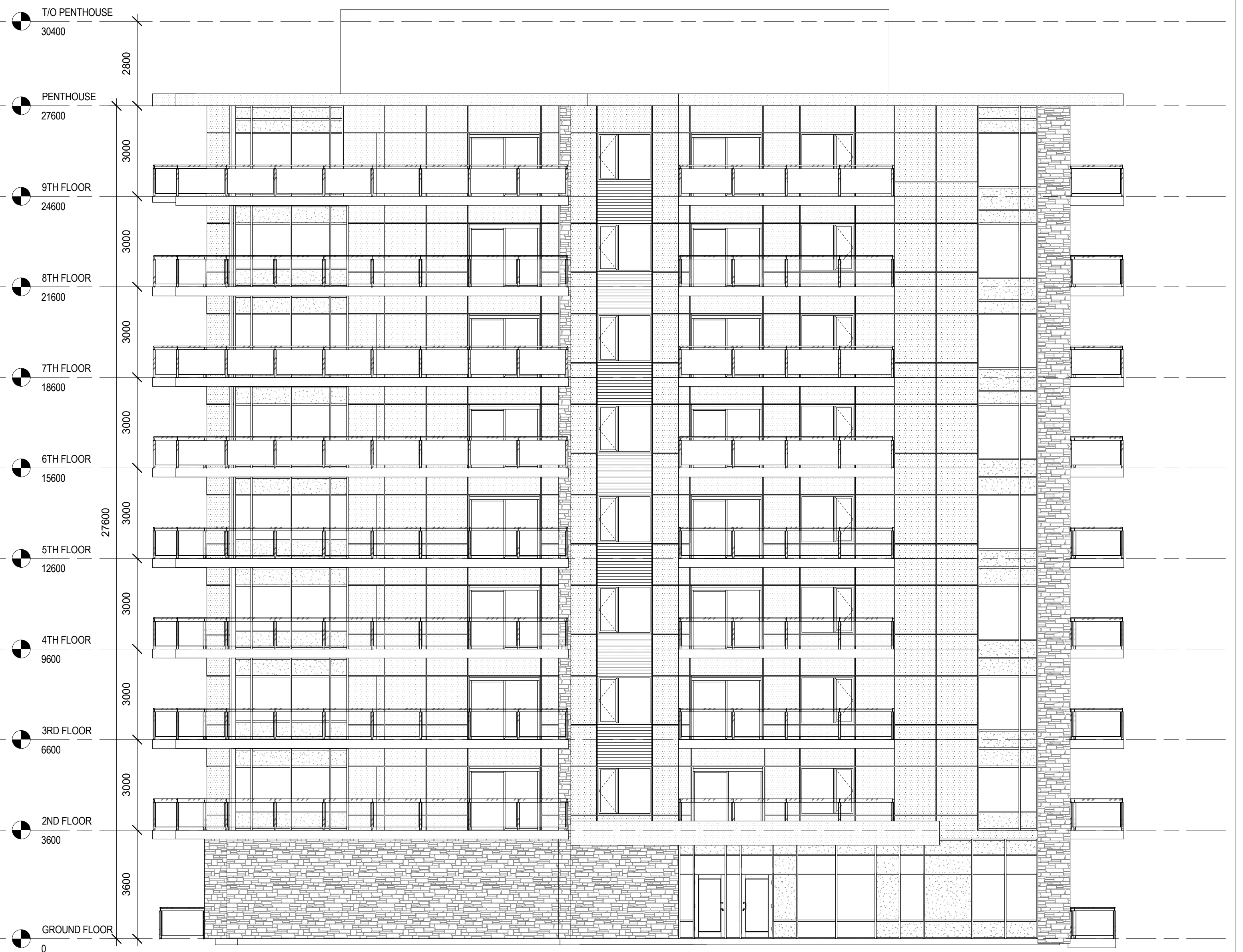
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SHEET #

A3.1



1 SOUTH ELEVATION
A3.2 1 : 100



2 WEST ELEVATION
A3.2 1 : 100

7	REISSUED FOR REZONING #3	DEC 8, 2021
6	REISSUED FOR REZONING #2	SEP 21, 2021
5	REISSUED FOR REZONING	NOV 17, 2020
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ISSUES/REVISIONS		
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DRAWING TITLE:
ELEVATIONS

PROJECT NAME:
DUNDONALD ST. PROJECT

19 DUNDONALD ST.
BARRIE, ONTARIO

DATE:	OCTOBER 04, 2019	PROJECT #	-	SHEET #
DRAWN BY:	JBL			A3.2
SCALE:	1 : 100			



3D VIEW 1

7	REISSUED FOR REZONING #3	DEC 8, 2021
6	REISSUED FOR REZONING #2	SEP 21, 2021
5	REISSUED FOR REZONING	NOV 17, 2020
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DRAWING TITLE:
3D VIEW

PROJECT NAME:
DUNDONALD ST. PROJECT

19 DUNDONALD ST.
BARRIE, ONTARIO

DATE: OCTOBER 04, 2019	PROJECT #	SHEET #
DRAWN BY: JBL	-	A8.1
SCALE:		



3D VIEW 2

7	REISSUED FOR REZONING #3	DEC 8, 2021
6	REISSUED FOR REZONING #2	SEP 21, 2021
5	REISSUED FOR REZONING	NOV 17, 2020
4	ISSUED FOR COORDINATION	OCT 16, 2020
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2	PRELIMINARY DESIGN #2	OCT 23, 2019
1	PRELIMINARY DESIGN	SEPT 9, 2019

ISSUES/REVISIONS		
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DRAWING TITLE:
3D VIEW

PROJECT NAME:
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19 DUNDONALD ST.
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DATE: OCTOBER 04, 2019	PROJECT #	SHEET #
DRAWN BY: JBL	-	A8.2
SCALE:		



3D VIEW 3



3D VIEW 4

7	REISSUED FOR REZONING #3	DEC 8, 2021
5	REISSUED FOR REZONING #2	SEP 21, 2021
4	REISSUED FOR REZONING	NOV 17, 2020
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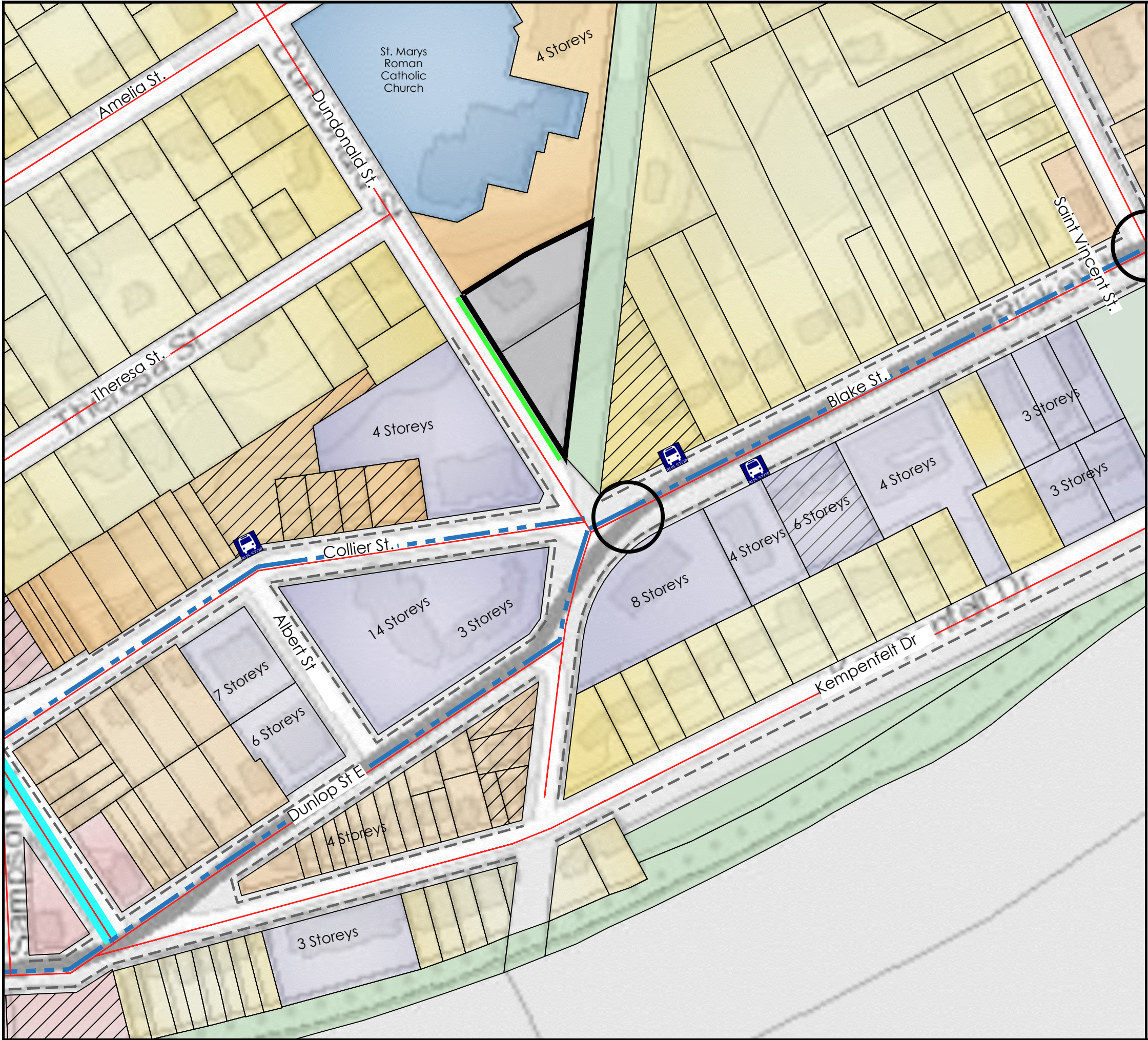
DRAWING TITLE:
3D VIEW

PROJECT NAME:
DUNDONALD ST. PROJECT

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BARRIE, ONTARIO

DATE: OCTOBER 04, 2019	PROJECT #	SHEET #
DRAWN BY: JBL	-	A8.3
SCALE:		

APPENDIX 3: CONTEXT / BLOCK PLAN

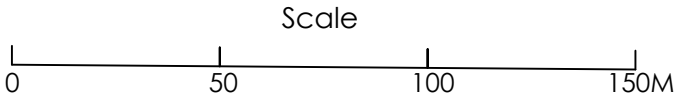


CONTEXT / BLOCK PLAN LAND USE COMPATIBILITY

Part of Lot 24, Concession 4,
City of Barrie,
(Formerly in the Township of Vespra),
County of Simcoe

Legend

- Subject Lands
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Institutional
- Park / Open Space
- Potential Development Sites
- Pedestrian Circulation
- Pedestrian Crossing (traffic lights)
- Two-way Vehicular Circulation
- Transit Stop
- Public Transit Route
- Enhanced Streetscaping
- Urban Growth Corridor



Source: City of Barrie Comprehensive Zoning By-Law 2009-141
Note: Information shown in approximate and subject to change.

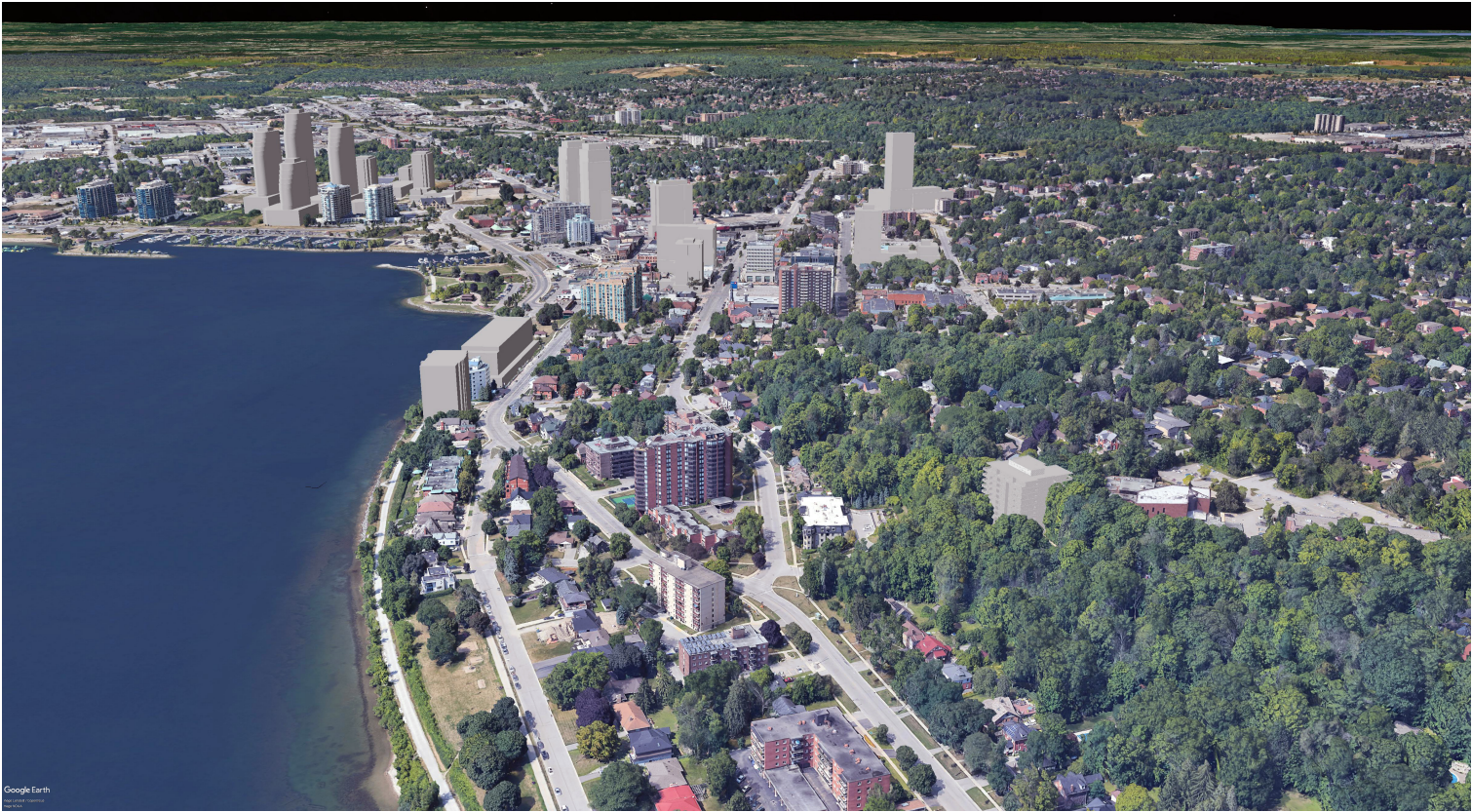


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Date:	November 4, 2021	Drawn By:	M.P.
File:	19-874	Checked:	J.H.

APPENDIX 4: VISUAL MODELS









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