

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT APPLICATION

284 and 286 Dunlop Street West
and
119 and 121 Henry Street
City of Barrie

Date:

May 2021

Prepared for:

Arten Development Group

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

113 Collier Street

Barrie ON L4M 1H2

T: 705 728 0045 Ext. 224

F: 705 728 2010

Our File 20296A

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1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) was retained by Arten Development Group (the “Owner”) the Owner of the subject lands to review the planning merits of a proposed Zoning By-law Amendment application to permit a mixed-use development consisting of commercial uses and 124 rental apartment units.

The site is located along Dunlop Street West in the City of Barrie and is comprised of four (4) properties known municipally as 284 and 286 Dunlop Street West, and 119 and 121 Henry Street. The site has approximately 37.5 metres of frontage along Dunlop Street West and 34.29 metres of frontage along Henry Street. The site has a combined lot area of 3,531.20 m². The location of the site is shown on **Figure 1**.

The site is designated “General Commercial” and “Residential” on Schedule A of the City of Barrie’s Official Plan, and is located within an intensification node (**Figures 2 and 3**). As previously confirmed through discussions with City staff, no amendment to the Official Plan is required to facilitate the proposed development.

The site is currently zoned General Commercial (C4) and Residential Multiple Dwelling First Density (RM1) in the City’s Comprehensive Zoning By-law, as per **Figure 4**. A Zoning By-law Amendment is being sought to rezone the subject lands to the Mixed Use Node Exception Zone (MU1-X) to facilitate the proposed development concept.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Proposed Development Concept

The site is proposed to be developed for a 16-storey residential / commercial building for a total of 124 residential rental apartment units and 1,052 m² of commercial space on the first two levels of the building. The at-grade level of the building contains a residential lobby and commercial/office space. The second level contains commercial spaces, while remaining upper levels of the building contain residential uses. A future 14 metre MTO road widening has been accommodated through the design of the site.

Access to the site is proposed from a 6.4 m laneway from Henry Street into the rear of the site. A laneway runs parallel to the eastern lot line connecting to 12 temporary parking spaces along the Dunlop Street frontage located within the MTO setback area. A second laneway runs perpendicular to the entrance off Henry providing access to a surface parking area and two underground parking levels. The building contains a variety of different amenity spaces. A 207 m² indoor amenity area is provided on the 2nd floor. A 151 m² outdoor amenity space has been provided towards the rear of the site. In addition, a 571 m² rooftop outdoor amenity space has been provided for the use of future tenants, as well as private balconies.

The building is sited towards the Dunlop Street frontage of the site as much as possible with the 14m MTO building setback being the limiting factor, providing a degree of separation between the building and the lower density residential uses to the north.

The building contains a variety of unit sizes, including 28 one-bedroom units, 72 two-bedroom units, and 24 three-bedroom units. Units range in size from approximately 59 to 131 m² (639 – 1,410 ft²). All units contain a private balcony.

The site plan is included in **Appendix A**.

2.2 Proposed Zoning By-law Amendment

The site is currently zoned General Commercial (C4) and Residential Multiple Dwelling First Density (RM1) in the City's Comprehensive Zoning By-law. A Zoning By-law Amendment is being sought to rezone the subject lands to the Mixed Use Node Exception Zone (MU1-X) to facilitate the proposed development concept.

In addition, the following site specific provisions are requested:

1. Relief from Section 5.4.4.0, requesting a landscaped buffer of 1.2 metres, whereas 1.5 metres is required;
2. Relief from Section 5.4.2 requesting a maximum height of 51 metres whereas 25.5 metres is required;
3. Relief from Section 4.6, requesting a minimum of 1 space per 50 m² commercial GFA for commercial uses be permitted, whereas 1 space per 30 m² is required; and,
4. Relief from Section 5.4.2.2 (b), requesting a minimum of 775 m² of outdoor amenity space be permitted, whereas 1,488 m² is required.

3.0 SITE CONTEXT

This Section of the Report provides a brief overview of the site as well as surrounding land uses.

The site is located in the central area of the City of Barrie, west of the downtown core. The site is located between the intersection of Dunlop Street West and Anne Street to the east and the Hwy 400 northbound onramp to the west. It is noted Dunlop Street West and Anne Street are both identified as Arterial Roads per Schedule D of the Official Plan.

The site is made up of four distinct parcels, with frontage on both Dunlop Street West and Henry Street. Surrounding land uses are primarily commercial and residential in nature. Commercial uses abut the site on both sides along Dunlop Street West, while residential properties abut the property along Henry Street and Anne Street.

The topography of the site is relatively flat. The parcels with frontage on Dunlop Street West are almost entirely paved and contain a two-storey commercial building and associated parking area. The parcels along Henry Street currently contain two single detached dwellings and associated accessory structures. These existing structures are proposed to be demolished in order to facilitate the proposed development concept.

Surrounding land uses are categorized as follows:

- North:** Residential uses; commercial uses along Anne Street; Place of worship (Hiway Pentecostal Church).
- South:** Commercial and industrial land uses south of Dunlop Street.
- East:** Commercial and residential land uses along Dunlop Street.
- West:** Residential uses; Commercial plaza; Highway 400 interchange.

4.0 NEIGHBOURHOOD MEETING

As part of the Zoning By-law Amendment process, the City of Barrie encourages early public consultation with the public through hosting an informal Neighbourhood Meeting. The meeting is hosted jointly between the City of Barrie and the Applicant and provides the public an informal opportunity to hear details about the proposal and ask questions and provide comments.

A virtual Neighbourhood Meeting was held on Thursday March 25th, 2021 via Zoom. MHBC Planning gave a brief presentation introducing the development concept and the proposed Zoning By-law Amendment application to the public. Approximately 10-15 members of the public attended the Neighbourhood Meeting, including the Ward 2 Councilor Aylwin. Feedback was obtained with respect to the development concept. Main themes from the Neighbourhood Meeting are summarized below. In addition, a response is provided indicating how the comment was addressed through formal submission of the Zoning By-law Amendment application.

- **Access / Traffic Implications:** Comments were received with respect to access to the site from Henry Street as well as implications for exacerbating traffic along Anne Street – with emphasis placed on turning left onto Anne Street from Henry.

Response: A Traffic Impact Study was prepared by Tranplan and Associates which concluded the proposed development will have a minor impact on the adjacent road network. A fulsome review of the study is included in Section 6.2 of this report. Following discussions with MTO staff, and due to the future road widening associated with the Highway 400 ramp reconfiguration, access to the site from Dunlop Street was not supported.

- **Air Quality:** Concerns were raised regarding possible air quality issues due to the proximity of the underground parking to other residential uses.

Response: The underground parking levels will have a ventilation system installed. Negative impact on air quality is not anticipated.

- **Future Vision for Henry Street / Anne Street:** Comments were received with respect to the future of the Henry Street / Anne Street corridor. It was inquired whether the intention was to rezone the entire neighbourhood to allow for high density residential uses.

Response: The City has identified Dunlop Street West as an intensification corridor, as well as the area around the intersection of Dunlop Street West and Anne Street as an intensification corridor within its Official Plan. While the policies in this area encourage intensification to occur it is ultimately up to individual land owners to come forward with individual applications and each application will be considered on its own merit.

- **Construction Impacts:** Concerns were related to timing for construction of the site, and the future Dunlop Street Bridge reconstruction.

Response: Through the site plan approval process the City will require the preparation of a construction management plan to mitigate onsite construction impacts to surrounding properties. While it is understood the MTO plans to reconfigure the Hwy 400 northbound onramp the specific timing for these works is not known.

- **Parking:** Concerns were raised with respect to parking and potential spillover onto the on street parking spaces along Henry Street.

Comment: A Parking Needs analysis was conducted by Tranplan and Associates which concluded the proposed parking strategy for the site is sufficient. A fulsome review of the strategy is outlined in Section 6.2 of this report.

5.0 PLANNING ANALYSIS

The following is a review of the land use policy framework related to the subject lands and the potential implications for the subject site.

5.1 Planning Act

The *Planning Act* establishes the rules for land use planning in Ontario, and effectively describes how land uses can be controlled, and who may control them. With respect to the application made, Section 34 of the *Planning Act* sets the legislative framework for Zoning By-laws.

Sections 2 and 3 of the *Planning Act* require that planning decisions have regard to matters of Provincial interest, be consistent with the Provincial policy statements and conform with the Provincial plans that are in effect. **Sections 4.2 and 4.3** will examine the applicable Provincial policy and plans as they relate to the subject application.

Based on a comprehensive review of the proposal and applicable sections of the *Planning Act*, it is the opinion of the undersigned that the proposed development complies with the applicable policies of the *Planning Act*.

5.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) is the statement of the Provincial government’s policies on land use planning, and is intended to provide policy direction on land use matters which are in the Provincial interest. All land use planning decisions are required to be consistent with the PPS.

Policies of the PPS, among other matters, direct the focus of growth towards settlement areas to ensure their continued viability, and encourage densities and a mix of land uses which efficiently use land and resources and are appropriate for existing infrastructure. The PPS further contains policies that direct for a range and mix of housing types and densities, and opportunities that promote economic development to support long-term economic prosperity.

The PPS addresses matters relating to housing. This section encourages a range and mix of housing types and densities as well as encouraging planning authorities to permit and facilitate intensification, development where appropriate levels of infrastructure exist or are planned, and promoting densities for new housing which efficiently uses land, resources, and infrastructure.

The site is located within the City of Barrie, an identified settlement area. The PPS encourages settlement areas as the focus of growth and development, and encourages their vitality and regeneration. The PPS directs municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment. The City of Barrie has identified several areas across the City for intensification, as will be discussed in **Section 4.4** of this Report. The site is located within an intensification node and located along a primary intensification corridor. Where areas have been designated for growth policy 1.1.3.6 advises that new development shall have a compact form, mix of uses and densities that allow for efficient use of land, infrastructure and public service facilities. The proposed development consists of a mixed-use building with commercial/office use on the bottom two floors with residential rental apartments on the floors above. The site will take a compact form and it is proposed at a high density that makes efficient use of the property located at a strategic intensification node and gateway to the City's downtown from the Hwy 400, as well as existing infrastructure and surrounding services.

The PPS provides direction which promotes healthy and active communities through facilitating active transportation, providing and planning for publically accessible and natural settings for recreation, among other matters. The proposal will assist the City in addressing these policies through providing public access to the sidewalk network.

The PPS hosts policies with respect to infrastructure and public service facilities. Generally, this section of the PPS promotes the efficient and cost-effective provision of infrastructure such as sewage, water, and stormwater services. The Infrastructure and Public Service Facilities policies of the PPS generally require infrastructure and public service facilities to be provided in a cost effective manner with the use of existing infrastructure being optimized. Further, the PPS contains policies relating to sewage, water, and stormwater. The PPS identifies municipal sewage services and municipal water services as the preferred method of servicing in settlement areas. The proposed development is to be serviced by full municipal water and wastewater systems and no extensions/upgrades are required. The proposed development provides the opportunity for the use of existing and planned municipal infrastructure. The servicing and stormwater management strategy for the site was detailed in the Functional Servicing Report and Preliminary Stormwater Management Report prepared by Valdor Engineering Inc., dated May 2021. More detail is provided in **Section 6.1** of this Report.

The transportation policies address promotion of safe and efficient transportation systems. Connectivity of transportation systems is encouraged to be improved. The proposed development will introduce potential new users to the existing transit system and expand the pedestrian realm through the sidewalk network. A Traffic Impact Study has been completed in support of the application and is discussed in Section 6.2 of this Report.

Policies relating to energy conservation, air quality and climate change direct planning authorities to, among other items, promote compact forms of development and maximize vegetation within settlement areas, where feasible. The proposed development is aligned with the PPS' visions of a compact and complete community. The introduction of a mixed-use development will increase livability for future residents as a complete community in which services and amenities are easily accessible. The proposed development will provide opportunities for landscaping. Furthermore, the site does not contain any identified natural heritage resources.

Based on a comprehensive review of the proposal and applicable policies of the PPS, it is the opinion of the undersigned that the proposed development is consistent with the policies of the PPS.

5.3 Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) was created by the Province to guide the building of stronger more prosperous communities through the management of growth. The Growth Plan contains various principles which are intended to guide decisions on how land is developed. The City of Barrie is within the boundaries of the Growth Plan and thus its policies are applicable to the site.

The City of Barrie is identified as an Urban Growth Centre in the Growth Plan, the only Urban Growth Centre geographically located within the County of Simcoe. The Growth Plan includes guiding principles in Section 1.2.2. These guiding principles include building compact, vibrant, and complete communities, protecting natural resources, making efficient use of infrastructure, and efficiently managing growth and using approaches that recognize the diversity of communities. The proposed development has regard for these guiding principles as it represents a compact development concept that utilizes existing municipal infrastructure. Further, its location in proximity to the downtown core of the only Urban Growth Centre geographically located within the County of Simcoe, along the Highway 400 corridor and along several existing transit routes lends itself to utilization of these resources. Its proposed tenure and commercial uses will aid the City in establishing a complete community.

Section 2 of the Growth Plan hosts policies about “where and how to grow,” with an emphasis on directing growth to established settlement areas. More specifically, the policies direct the majority of new growth to settlement areas that have a delineated built boundary, have existing or planning municipal infrastructure that can support growth, and where a complete community can be achieved. The Growth Plan further focuses growth to areas within settlement areas that have been designated as built-up areas, strategic growth areas, areas with existing or planned transit access, and in proximity to public service facilities. The City of Barrie’s Official Plan identifies built-up areas and intensification nodes and corridors, which are discussed in more detail in **Section 4.4** of this Report. The proposed development is in conformity with these policies as the site is located within the City’s built boundary, an intensification node, is within walking distance of the downtown core and existing transit routes, as well as community amenities.

Managing Growth, Section 2.2.1 of the Growth Plan, speaks to facilitating complete communities that host a diverse mix of land uses, including residential and employment uses, and convenient access to local commercial opportunities, services. The goal of a complete community is to improve quality of life and social equity for people of all ages, abilities, and incomes. Other components of a complete community include a diverse range and mix of housing opportunities, including the provision of affordable housing, expand access to transit, and to have an appropriate supply of safe, publically accessible open spaces, parks, trails, and other recreational facilities. Fostering a compact urban form will add residents, jobs, and economic activity to neighbourhoods with the goal of improving safety, increase viability of local businesses, providing sufficient ridership for public transit, enhance community interaction, and conserve open space. The proposed development conforms to these policies as it enhances the diversity and mix of residential and commercial land uses within this area of the City at a strategic location. The project is conveniently located within the existing built boundary of the City and has convenient access to nearby amenities as well as higher

order transit. The compact form of development will aid in reducing land consumption and achieving City intensification targets.

Section 2.2.2 of the Growth Plan directs upper and lower-tier municipalities to establish a minimum percentage of residential development to occur within the delineated built-up area, as well as to establish a strategy for accommodating intensification within the delineated built-up area. These policies will be reviewed and discussed within Section 4.4 of this Report – the City of Barrie Official Plan.

The Growth Plan hosts policies relating to housing. The policies speak to support housing choice through achievement of the minimum intensification and density targets of the Plan, as well as identifying a diverse range and mix of housing options and densities across the municipality, facilitating affordable housing, and addressing the needs of current and future residents through establishing targets for affordable ownership and rental housing. Section 2.2.6 directs municipalities to support the achievement of complete communities by planning to accommodate the forecasted growth to the planning horizon of the Plan; planning to achieve the minimum intensification and density targets of the Plan; and, planning to diversify the existing housing stock of the municipality in terms of the range of mix of housing types and densities. The proposed development conforms to these policies as the introduction of a mixed-use purpose built rental tenure provides for a greater range and mix of housing options within the surrounding neighbourhood, and represents appropriate intensification within an identified intensification node.

Section 3 of the Growth Plan hosts policies relating to infrastructure. The policies of this section prioritize infrastructure planning to accommodate the forecasted growth to the horizon of the Plan with the goal of supporting a complete community and compact urban form. This section of the Growth Plan further speaks to transportation including generally increasing connectivity among transportation modes, offering choices that reduce automobile reliance, and integrating transportation networks. The proposed development conforms to these policies as it will increase density in an area of the City that is well serviced by existing transportation routes, increasing linkages within the community, and contributing to a compact urban form.

The infrastructure section of the Growth Plan includes policies relating to water and wastewater systems, as well as stormwater management. As demonstrated in the Functional Servicing Report prepared by Valdor Engineering Inc., the proposed development will be serviced by existing municipal water and wastewater services and will provide an onsite stormwater management solution that will satisfy all applicable requirements.

It is noted that an overarching theme of the Growth Plan, as evidenced in the discussion above, is supporting and encouraging compact built form and complete communities. These terms are defined in the Growth Plan as follows:

Compact Built Form: A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.

Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

The proposed development represents compact built form and makes efficient use of an underutilized site within an intensification node, in proximity to the downtown core and adjacent to Highway 400. The site is contiguous and features a connected urban form. The site is well connected to the surrounding area and is poised to take advantage of existing transit routes and wider pedestrian network. The proposed development provides for an age-friendly form of development in a different shape and form than what is existing in the surrounding area, and yet is appropriate to the context. The proposed development contributes to the achievement of a complete community a diversifying the housing stock and providing a new economic opportunity in the existing neighbourhood. The development contains units of differing sizes is suitable for a diverse range of residents.

Based on a comprehensive review of the proposal and the applicable policies of the Growth Plan, it is the opinion of the undersigned that the proposed development conforms with the policies of the Growth Plan.

5.4 City of Barrie Official Plan (2018 Consolidation)

The City of Barrie Official Plan (the “City OP”) is the applicable policy document guiding development in the City of Barrie. The document establishes a long range strategy for land uses and resource management across the City. The Plan hosts a variety of development goals, objectives, and policies aimed at guiding development. The City OP designates the subject properties as ‘Residential’ and ‘Commercial’ as per Schedule A.

The City OP hosts policies relating to growth management. General goals and objectives include accommodating projected needs for residential, employment and other lands to foster a complete community; encouraging continued expansion and diversification of the City’s economic base; directing growth to take advantage of existing services and infrastructure; and encouraging intensification.

Section 3.3 introduces the housing framework for the City. Goals for housing across the City include providing an appropriate range of housing types, unit sizes, affordability, and tenure; ensure the development of complete communities with a diverse mix of land uses and a range and mix of employment types; encouraging all forms of housing to meet diverse needs and directing development of new housing towards locations where appropriate levels of infrastructure and public service facilities exist.

Policy 3.3.2.1 (a) states:

The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.

Further, it is stated that the review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of the Plan.

The policies of the Residential land use designation are hosted in Section 4.2 of the Official Plan. General goals and objectives for the Residential designation include fostering a sense of neighbourhood, encouraging the creation of complete communities, providing for transit supportive densities, ensuring residential development does not jeopardize expansion of non-residential land use sectors, enhancing compatibility between dwelling types to minimize potential conflicts between incompatible land uses, and to plan for new higher density development which encourage mixed use and high quality urban design within designated intensification areas.

All forms and tenure of housing are permitted on residentially designated lands. The development is considered high density residential as it is in excess of 54 units per net hectare. The City OP hosts locational criteria for medium and high density residential density. Higher density residential development is encouraged to be located in Intensification Nodes and Corridors (as per Schedule I) and are generally directed towards areas that are adjacent to arterial or collector roads, in proximity to public transit and facilities, and where planned services and facilities are adequate. The proposed development is located both along the Dunlop Street West intensification corridor, within the primary intensification node around the Dunlop Street West and Anne Street intersection both of which are identified arterial roads, are in proximity to existing transit infrastructure and are in close proximity to the Highway 400 transportation corridor. There are many existing commercial amenities within walking distance of the subject lands and these are only expected to increase as the intensification node and corridor continue to intensify over time.

Schedule I of the City OP delineates intensification areas across the City. These include intensification nodes and corridors where increased density is encouraged. The site is located along an intensification corridor and within a primary intensification node. The intensification node is centered on the intersection of Dunlop Street and Anne Street, with a diameter of approximately 400 metres, covering an area of approximately 12.56 hectares. Densities of 50-120 units per hectare are targeted in primary intensification nodes. The proposed development achieves a density of 351.15 uph.

Section 4.2.2.3 (c) of the City OP states that high density development in excess of 150 units per hectares shall be restricted to locations within the City Centre unless an amendment has been approved. Following discussions with City staff, it was determined an Official Plan Amendment is not required as the density target is to be calculated across the node as a whole and not on a site by site basis. A density analysis of the node was prepared to determine the degree of impact the proposed development helps to achieve the density target. The node is comprised of mainly residential, commercial, and industrial uses. Residential uses in the node are mainly comprised of existing low density single detached dwellings, with limited higher density uses such as apartments located along Dunlop Street

Each parcel with a portion of lot area within the intensification node was categorized by land use, and assigned a parcel identification number. The area of each parcel was determined and unit counts of each parcel estimated. This analysis is contained in **Figure 5**, as well as Appendix C. The existing density of the node was estimated by determining the quotient of the estimated number of units in the node and the gross area of the node, less the area of the right-of-way. The existing density of the node was calculated as 14.18 units per hectare. With the introduction of the 124 units

proposed through the proposed development, the density of the node increases to 21.50 units per hectare. It is noted that with the introduction of the proposed development, the node is still less than half of the lowest end of the target density range of 50 units per hectare.

The City OP also hosts general and design policies for residential areas. Design policies include providing for necessary on-site parking and open space amenities; graduating densities to provide for integration between adjoining land uses; providing buffers between differing densities; and to encourage the maintenance and improvement of the character and appearance of existing residential areas. General policies include encouraging healthy, safe, and livable communities; locating development on full municipal water and sanitary services. The proposed development will provide necessary on-site parking, with a site specific reduced parking requirement proposed supported by the parking analysis completed by Tranplan discussed in Section 6.2. As outlined in the Urban Design Report prepared by M. Behar Planning & Design Ltd. and discussed further in Section 6.4, the proposed development incorporates design techniques to enhance the pedestrian realm and assist with the transition of the current built form in the area, understanding much of this is expected to further intensify in the future as well.

Intensification policies are contained in Section 4.2.2.6 of the City OP. The intensification policies speak to achieving intensification through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form. The proposed development can be considered intensification as it proposes redevelopment of an underutilized site in an intensification node. The City OP encourages residential intensification to be focused in a number of general locations in the City, including intensification nodes and along intensification corridors. Intensification is to contribute to development that is more compact and will efficiently use land, resources, and infrastructure. The proposed development is in conformity with these policies as it is located within an intensification node, and proposes a compact urban form that will make use of existing infrastructure, and amenities such as existing transit routes and close access to Highway 400. The City OP states that the City may, in the review of a development application for intensification require studies related to the improvement of older residential areas, as deemed appropriate. Following pre-consultation with the City a list of required studies was provided to the Applicant for a complete application. All studies were completed, and provided mitigative measures to reduce impacts on neighbouring land uses. These studies included a Wind Study, Shadow Study, and Urban Design Report, all of which are discussed in Section 6 of this Report.

The second designation that applies to the site is General Commercial. General goals and objectives include supporting the City's role as the primary commercial/service centre of the region; encouraging the expansion of the commercial/service sector; promoting a distribution of commercial facilities that provide a high level of convenience and accessibility for all; and minimizing the impacts of retail and other service development on adjacent land uses. General policies include designing new commercial development in harmony with adjacent land uses; providing adequate parking; and ensuring safe and efficient movement.

There are a variety of commercial land use categories established by the Plan. The category applicable to the site is the General Commercial designation. Lands designated General Commercial are intended to provide a range of retail and service commercial uses. Other policies include limiting residential uses to be located above grade; and permitting commercial uses at the intersections of arterial and collector roads.

The proposed development proposes 434.24 m² of commercial/office space on the ground level, supporting economic growth in this area of the City. The commercial space is accessed from the

Dunlop Street frontage of the site, providing a degree of separation from the residential uses north of the site.

The servicing and transportation policies of the City OP are hosted in Section 5.0. Goals related to servicing and transportation include ensuring development is serviced by municipal infrastructure, minimizing any potential negative impacts on health and the natural environment, and ensuring planning for infrastructure is integrated with planning for growth. Policies within this Section generally state that development within the City be serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. The proposed development aligns with these policies as it is proposed to be serviced by municipal infrastructure.

Further, the City OP hosts policies related to stormwater management. These policies are intended to protect and enhance water quality, and encourage effective stormwater management. The Functional Servicing Report and Preliminary Stormwater Management Report prepared by Valdor Engineering Inc., dated May 2021, details the stormwater management strategy for the site. More detail is contained under Section 6.1 of this Report.

Transportation policies are contained under Section 5.4 of the Official Plan. Goals include providing a sustainable transportation system that is safe, efficient, and convenient. The transportation system for the City is intended to support the economic development of the City, and to encourage active transportation. Intensification areas are to be developed at densities that are transit supportive. The transportation policies of the City OP further promote active transportation and the use of public transit through encouraging high density development that provides convenient and direct access to transit routes and active transportation linkages. The proposed development provides transit supportive density in an optimal location to make use of active transportation linkages within the City, being in proximity to the downtown core as well as commercial and service amenities. The Owner is also aware of planned transportation infrastructure improvements in the vicinity of the site including the planned MTO reconfiguration of the Highway 400 northbound on ramp to the west of the site and the planned widening and ultimate future condition of Dunlop Street. These constraints have been determined through preliminary discussions with MTO and City staff and the proposed development has been sited and designed to work both within the current condition of this infrastructure and their planned future conditions. A Traffic Impact Study was conducted by Tranplan Associates Inc., dated May 2021, which is discussed in **Section X** of this Report.

Urban design guidelines are provided in Section 6.5 of the City OP with the goal of establishing a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment. An Urban Design Report has been prepared by M. Behar Planning & Design Ltd. in support of the proposed application which speaks to these policies of the City OP, which is discussed in Section 6.4 of this Report.

5.4.1 Affordable Housing Report

An Affordable Housing Report was identified as a requirement for a complete application. The following section of this Report is intended to address this requirement. Section 3.3.2.2 of the City OP provides the policy basis for achieving affordable housing targets throughout the City. It is a goal of the OP that a minimum target of 10% of all new housing units per annum be considered “affordable.”

Affordable is defined based on the tenure of the residential unit. In the case of home ownership, it is defined as housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income, or housing for which the purchase price is at least 10% below the average purchase price of a resale unit. In the case of rental housing, it is defined as a unit for which the rent does not exceed 30% of gross annual household income, or a unit for which rent is at or below average market rent of a unit in the regional market area.

The nature of the proposed development as a higher density rental apartment building is geared towards affordability, when compared to lower density forms of development. Rental apartment units are generally more affordable when compared to other dwelling types, such as freehold single-detached, or semi-detached dwellings where the required down payment and mortgage can be a large barrier of entry. The proposed development provides the City with additional purpose built rental housing which will serve to bolster the City’s overall rental pool. The proposed development will have the effect of providing more affordable housing options and stock within the City.

Based on a comprehensive review of the proposal and the applicable policies of the City of Barrie Official Plan, it is the opinion of the undersigned that the proposed development conforms with the policies of the Official Plan.

5.5 Draft New City of Barrie Official Plan (2020)

In May of 2021 the City of Barrie released a second draft of a new Official Plan. At the time of writing, the first draft of the OP underwent a 90-day public consultation period, and public consultation is currently underway for the second draft. Following review and any revisions to the Official Plan, the timelines for adoption of the Official Plan is estimated for late 2021. Although the Official Plan is not in effect at the time of application submission, a high level discussion of the proposed development’s alignment with the Plan follows. Key themes and objectives of the new Official Plan include: enhancing the urban structure of the City, encouraging attractive built form, making active transportation a priority, continuing to recognize the waterfront as a focal point for the City, a strengthened focus on economic development and local employment, and an emphasis on the cultural aspect of the City.

The site is designated Strategic Employment and Economic District (SEED) in the new Official Plan. SEED designated areas are limited to Strategic Growth Areas and some Employment Areas. The purpose of these areas is to perform an economic function while providing for sensitive land uses such as residential uses. They are to develop as employment-oriented communities which attract and support knowledge-based and creative industries. General land use policies include providing

a mix of uses, integration and compatibility with surrounding land uses, and fulfilment of a primarily economic function.

The proposed development is aligned with the general intent of the SEED designation. The commercial/office space is intended to contribute to the economic development objectives of the Official Plan while providing for residential intensification in a strategic location as well.

Based on a review of the proposal and the applicable policies of the draft new City of Barrie Official Plan, it is the opinion of the undersigned that the proposed development generally conforms with the policies of the 2nd Draft of the City's New Official Plan.

5.6 City of Barrie Urban Design Manual & Intensification Area Urban Design Guidelines

The City of Barrie implemented the Urban Design Manual in 2007 with the intention of guiding urban design and encouraging high quality built form across the City. The guidelines were updated in 2014, and in addition the Intensification Area Urban Design Guidelines were introduced to ensure new development in intensification areas aligns with the vision for the City. Generally, the guidelines aim to ensure that new development is compatible with existing urban fabric, creates an attractive, efficient, and safe pedestrian realm, supports active and public transportation modes, and contributes to local neighbourhoods and the City as a whole.

Urban Design Guidelines prepared by M. Behar Planning & Design Limited dated May 2021 include a thorough review of these policies/guidelines and demonstrates how the proposed development meet the intent of the guidelines. This is discussed further in Section 6.4.

5.7 City of Barrie Zoning By-law 2009-141

Currently, the lands are zoned General Commercial (C4) and Residential Multiple Dwelling First Density (RM1). The Application proposes to rezone the lands to the Mixed Use Node (MU1) zone to facilitate the development concept.

Table 1 below displays the proposed zone standards and the requirements of the Mixed Use Node (MU1) zone.

Table 1. Zoning Provisions

Provision		Mixed Use Node (MU1) Required	Provided
Lot Area (min.)		-	3,353.4 m ²
Lot Frontage (min.)		-	36.48 m
Front Yard Setback	Min.	1 m for 75% of frontage	14.0 m from future MTO property line 12.3 m from potential future City of Barrie property line
	Max.	5 m for 25% of frontage	
Side Yard Setback	Min.	-	1.26 m
	Min. abutting street or laneway	-	
	Max.	-	
Rear Yard Setback	Abutting Street or Laneway	1.5 m	29.85 m
	Abutting Residential, OS, or EP Zone	7.0 m	
Front Façade Step-back (min.)		45 degree angular plane at height above 80% equivalent right-of-way using 3m minimum step-backs	3.0 m (starting from 5 th floor) 4.50 metres (starting from 15 th floor)
Rear Façade Step-back (min.)		45 degree angular plane above 7.5 m using minimum 3m step-backs	3.0 m (starting from 5 th floor) 4.50 metres (starting from 15 th floor)
Lot Coverage (max. % of lot area)		-	37.7%
Gross Floor Area (max. % of lot area)		-	285.4% (10,076.4 m ²)
Ground Level Floor Height (min.)		4.5 m	4.50 m
Minimum Coverage for Commercial uses (% of first storey GFA)		50%	74.88%
Landscaped Buffer (adjacent to Residential zone)		3 m	1.26 m
Building Height	Min.	10.5 m	50.10 m
	Max.	25.5 m	
Parking (Residential)		1.0 space / dwelling unit (124 spaces)	124 spaces Incl. 1 Type-A & 5 Type-B barrier-free spaces
Parking (Office)		1 space / 30 m ² of GFA (35 spaces)	23 spaces Incl. 1 Type-A barrier-free space
Lot Coverage of Parking Area (max.)		35%	
Outdoor Amenity Area		12 m ² per unit (1,488 m ²)	Outdoor: 775 m ²

		Indoor: 207 m ²
--	--	-------------------------------

A Draft Zoning By-law Amendment and Schedule are included as **Appendix B** to this Report.

In total, four (4) special provisions are requested as part of the Zoning By-law Amendment, including:

1. Relief from Section 5.4.4.0, requesting a landscaped buffer of 1.2 metres, whereas 1.5 metres is required.

Landscaped buffers are intended to provide separation between surrounding land uses. The proposed application has a deficiency of 0.3 metres of buffer space from the Zoning By-law. The narrowest buffer area is on the west side of the property abutting residential land uses. A fence is to be constructed along the neighbouring property line which will provide separation between abutting properties and provide area for plantings.

2. Relief from Section 5.4.2 requesting a maximum height of 51 metres whereas 25.5 metres is required.

The intent of the maximum height provision of the zoning by-law is to ensure compatibility between uses and to mitigate potential impacts on neighbouring properties in terms of visual impact, shadowing, and local context. The use is compatible in nature with the surrounding land uses and the intent of Dunlop Street as a primary intensification corridor and the planned function of the Dunlop Street/Anne Street intensification node.

A Shadow Impact Study was completed by Urbanscape Architects which is discussed in Section 6.5. A Wind Evaluation was also completed by RWDI, which is discussed in Section 6.6. The report found no wind safety exceedances are expected for the project.

The site is designated and zoned to permit a residential and commercial development, and the proposal provides for a form of development that is compatible and desirable for the surrounding area. The proposed building has been sited and designed in a manner to reduce potential impact on neighbouring lands. Based on the findings of the Urban Design Report, the Shadow Study and the Wind Evaluation the increased height is not anticipated to result in a built form that is inappropriate for the lands and design strategies have been incorporated into the design to mitigate potential impacts.

3. Relief from Section 4.6, requesting a minimum of 1 space per 50 m² commercial GFA for commercial uses be permitted, whereas 1 space per 30 m² is required are required.

The proposed development provides a total of 147 parking spaces, whereas the Zoning By-law requires a total of 159 spaces (1 space / residential unit and 1 space / 30 m² for GFA office space). The intent of parking requirements is to ensure adequate off street parking is available to service the development, and to ensure parking spillover is reduced. The requested special provision recognizes the availability of public and active transportation links within close proximity to the site, and its location along a primary intensification corridor. The development provides for a transit-supportive environment. The parking requirement for the site is a combination of two parking rates,

for both the residential and commercial parking requirements. Each residential unit has been provided one parking space, in line with the requirement of the Zoning By-law.

The special provision is requested from the commercial requirement. The Zoning By-law requires an office use to provide 1 space per 30 m² of GFA. The proposed development provides 1,052 m² of GFA and thus is required to provide 35 parking spaces. The site plan proposes 15 spaces for the commercial uses, in addition to 12 temporary spaces located in the Dunlop Street road widening. This represents a deficiency of 20 spaces from the Zoning By-law. Justification for the reduction in parking spaces stems from the proposed use of the commercial space as office space. The use of the commercial space as office use will have peak utilization during typical business hours, freeing up spaces for visitor parking in the evening and weekend hours. In addition, 12 temporary spaces are located in the future road widening which can be utilized on a temporary basis until such a time as the road widening is taken.

A parking justification letter was prepared by Tranplan Associates Inc. which found that the proposed spaces are sufficient for the proposed development. Vehicle ownership data indicates that not every apartment dweller owns a vehicle, and thus unbundling the parking space from the rental of the unit will encourage flexibility in space use. Active and public transportation linkages are anticipated to reduce parking demand. A fulsome review of the plan is included in Section 6.2 of this report.

4. Relief from Section 5.4.2.2 (b), requesting a minimum of 775 m² of unconsolidated outdoor amenity space be permitted, whereas 1,488 m² is required.

The intent of a minimum outdoor amenity area is to ensure there is sufficient recreational space for future residents. The proposed development provides a total of 775 m² of outdoor amenity space, between public and private balconies for use of residents. In addition, an indoor amenity space of 207 m² is proposed for the use of future residents for a combined total of 839m². The amendment requests the amenity space be permitted as an unconsolidated total. The proposed development provides ample indoor and outdoor passive and active spaces for future residents. In addition the site is located along existing transit routes which provide access to the larger outdoor recreational areas within the City, including around the waterfront in the downtown area.

It is the opinion of the undersigned the proposed ZBA is in keeping with the intent of the Zoning By-law.

6.0 SUPPORTING MATERIALS

The following provides a brief summary of the documents provided in support of the proposed applications.

6.1 Functional Servicing and Preliminary Stormwater Management Report

A Functional Servicing and Preliminary Stormwater Management Report was prepared by Valdor Engineering Inc. in support of the ZBA application. The Functional Servicing Report outlines the engineering design elements for the proposed development, including water supply, sanitary sewers, storm drainage, and stormwater management.

Water connection for the site is proposed through a 150 mm connection to the existing water main on Dunlop Street West. Fire protection is to be provided by the existing municipal fire hydrants. Sanitary connection is proposed through a 200mm connection to the existing 200mm diameter sanitary sewer located on Henry Street. Based on the model output, the existing municipal infrastructure has sufficient capacity to accommodate the proposed development without the need for external upgrades or retrofits.

Storm drainage from the subject site currently sheet flows off the site to Henry Street and Dunlop Street West. In accordance with City standards the site will be serviced with an on-site storm sewer system discharging to the existing municipal storm sewer on Dunlop Street West.

The report concludes that the proposed development can be adequately serviced with full municipal services.

6.2 Traffic Impact Study & Parking Needs Study

Both a Traffic Impact Study and Parking Needs Study were prepared by Tranplan Associates Inc. in support of the ZBA application.

The traffic impact analysis provided a detailed examination of the anticipated impacts of surrounding and site-generated traffic. The study examined peak weekday AM and PM hour periods. An intersection capacity analysis was conducted which found that the study intersections

(Anne/Dunlop, Anne/Henry, Anne/Donald, Henry/Site Access) currently operate well and provide an acceptable level of service. Some individual movements currently operate at, or beyond capacity.

The study provides a discussion on forecasted growth in the wider transportation network, as well as a result of site generated trips. It concludes that the forecasted impact of site generated trips will have a minor impact on the adjacent road network. Under current conditions, the study intersections will not be able to accommodate projected growth. However, future infrastructure improvements through the Dunlop Street EA Study are anticipated to significantly increase capacity and improve the levels of service. The proposed development is anticipated to have a minor impact on the surrounding road network.

A second component of the TIS was a parking demand and management strategy. The demand analysis was based on industry standard published data, shared parking principles and vehicle ownership data from 2016 TTS. It concludes that the proposed spaces are sufficient for the proposed development. The parking management strategy is based on a few principles, including rental of an apartment unit not including a parking space. Vehicle ownership data indicates that not every apartment dweller owns a vehicle, and thus unbundling the parking space from the rental of the unit will encourage flexibility in space use. Secondly, only one parking space will be available for each unit. It is anticipated transit usage will reduce reliance on automobile usage, and thus demand for parking spaces. Finally, parking will be separated into two sections, "Reserved" and "General" parking areas rather than Residential vs. Commercial, thus facilitating a shared parking arrangement for all visitors. The "General" parking area will have a time limit (likely not more than two hours) to discourage long term parking. The study concludes that the proposed parking strategy is adequate for the site.

6.3 Geotechnical & Hydrogeological Study

Both Geotechnical & Hydrogeological Studies were prepared by Geo Pro Consulting in support of the ZBA application.

The purpose of the geotechnical investigation was to obtain information on the existing subsurface conditions by means of a limited number of boreholes and/or test pits, in-situ tests and laboratory tests of soil samples to provide required geotechnical design information.

The geotechnical investigation provides several recommendations, including full-time engineered fill monitoring and sufficient foundation inspections, subgrade inspections, in-situ density tests and materials testing.

The purposes of the preliminary hydrogeological assessment are to characterize the subsurface soil and groundwater conditions in the limited number of boreholes at the site and to assess temporary dewatering and groundwater control needs (if any) in order to facilitate the design of the Project.

The hydrogeological assessment provides several technical recommendations relating to dewatering, including the requirement for a Permit to Take Water, as well as surface water monitoring.

6.4 Urban Design Report

An Urban Design Report was prepared by M. Behar Planning & Design Limited in support of the ZBA application. The Report provides urban design justification in support of the application, as well as an assessment of urban design policy framework, including the City of Barrie Official Plan, Urban Design Manual, as well as the Intensification Area Urban Design Guidelines. The Report also discusses design considerations with regard to matters such as site layout, massing, building design, and on site areas for potential landscaped open space.

Guiding principles of the policy context includes the vision for a mixed-use and pedestrian and transit supportive development, ensuring compatibility and appropriate transitions to adjacent neighbourhoods and land uses, promoting a compact, pedestrian and transit-oriented development through appropriate massing, site layout and building articulation, and creating a prominent and distinctive architectural expression in the City of Barrie Skyline particularly on Dunlop Street West.

Design of the site and structure make use of several design strategies to align with the guiding principles of the underlying policy context. Strategies such as the use of building stepbacks, transition of angular plane, building articulation, fencing/landscaping, and a contemporary and strong architectural design will contribute to meeting these objectives.

The Report concludes the development is consistent with the urban design policy framework. The proposal is in compliance with the urban design policies applicable to this site in keeping with site specific considerations. The Urban Design Report can be reviewed under separate cover.

6.5 Shadow Study

A shadow study was prepared by Urbanscape Architects and was included with the submission package, following the guidelines outlined in the City of Barrie Terms of Reference.

With regard to shadowing, the longest shadowing conditions occur on December 21st, while the shortest conditions occur on June 21st. The majority of shadowing is contained on commercial properties during the spring and summer months, with limited shadowing impacts on neighbouring residential properties during the summer months. Impacts include shading of residential windows and areas of outdoor amenity.

In order to minimize shadowing impact, several measures were taken into consideration during the design process, including minimizing the tower footprint to the extent possible, orienting the tower in a north-south orientation, and locating the building as far to the south as possible to minimize shadowing on residential uses.

The shadowing cast by the building will have limited temporal impacts on residential properties. It is noted, shadowing impacts would still occur if the building was proposed at its as of right height of 25 metres.

6.6 Wind Study

A Wind Study was prepared by RWDI Consulting Engineers and Scientists in support of the ZBA application. The report involved an assessment based on a review of long-term wind data, wind-tunnel studies of similar projects, and use of 3D software for estimating the potential wind conditions around generalized building forms.

Pedestrian wind criteria was based on the terms of reference provided by the City. Pedestrian safety and comfort were analyzed in terms of comfortable wind speed. The report found no wind safety exceedances are expected for the project.

A number of recommendations were proposed, including vegetative plantings and wind screens which will be reviewed further at the site plan approval stage. The proposed development has several positive design features such as well-situated entrances with respect to prevailing winds.

6.7 Tree Preservation Plan

A Tree Preservation Plan was prepared by Jack Radecki in support of the ZBA application. All trees and their associated minimum tree protection zones were displayed, along with an accompanying inventory and plan. Eighteen (18) trees are contained on the site. Health of the trees varies from poor to good condition. All trees are proposed for removal.

7.0 SUMMARY & FINDINGS

Based on the analysis presented in this Report, it is submitted that the proposed ZBA to rezone the lands to the Mixed Use Node Exception (MU1-X) Zone is in the public interest and represents good planning for the following reasons:

1. The application is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe;
2. The application conforms with the City of Barrie Official Plan;
3. The proposed Zoning By-law Amendment is in keeping with the approaches used in the City of Barrie Zoning By-law; and,
4. The proposed development is generally aligned with the current 2nd draft City of Barrie Official Plan.

Respectfully submitted,

MHBC



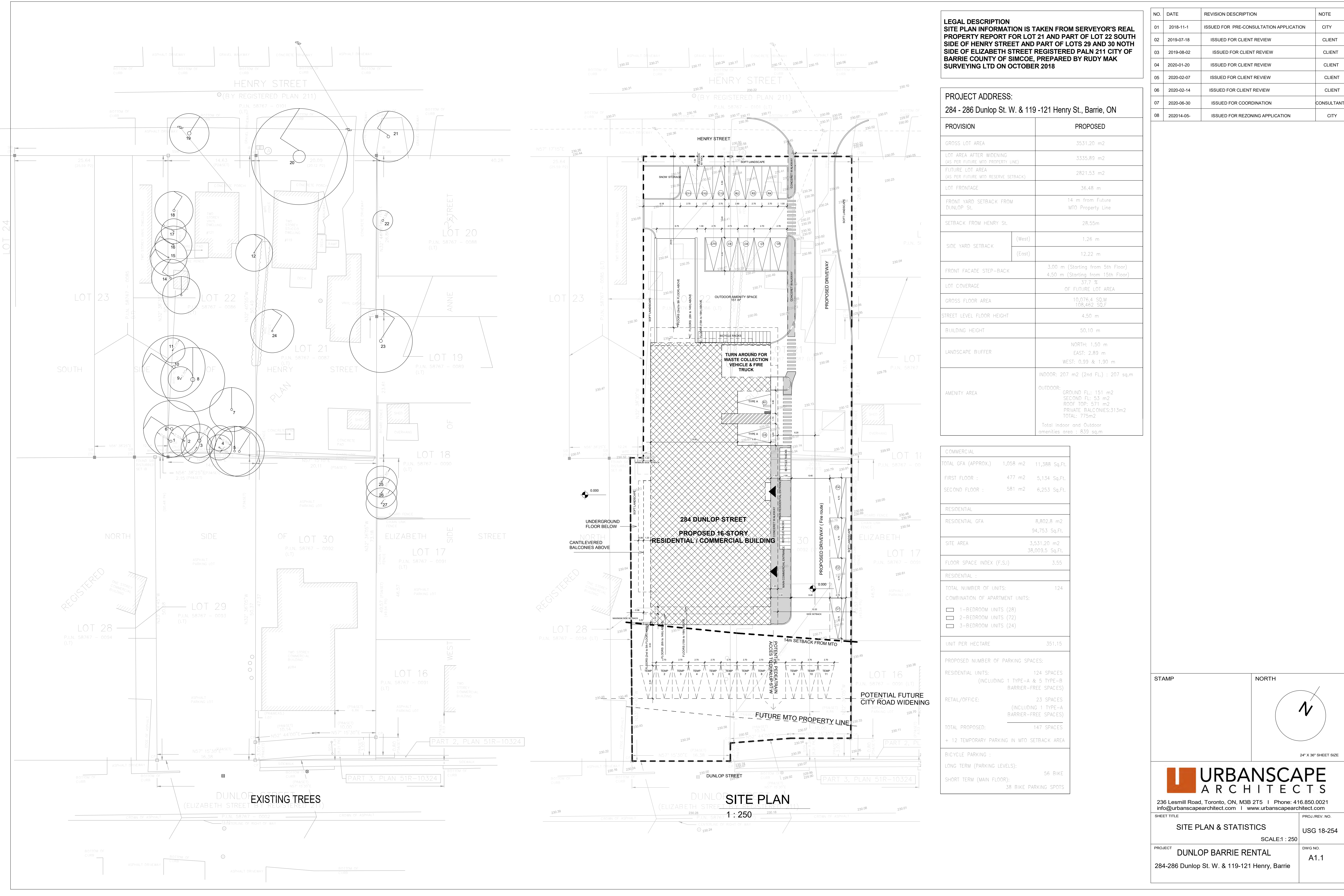
Kory Chisholm, BES, M.Sc., MCIP, RPP
Partner



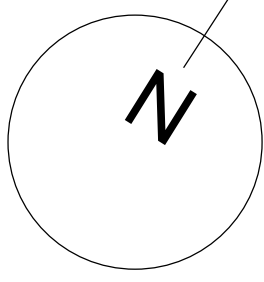
Andrew Edwards, BES
Planner

Appendices

Appendix **A**



LEGAL DESCRIPTION			
SITE PLAN INFORMATION IS TAKEN FROM SERVEYOR'S REAL PROPERTY REPORT FOR LOT 21 AND PART OF LOT 22 SOUTH SIDE OF HENRY STREET AND PART OF LOTS 29 AND 30 NOTH SIDE OF ELIZABETH STREET REGISTERED PALN 211 CITY OF BARRIE COUNTY OF SIMCOE, PREPARED BY RUDY MAK SURVEYING LTD ON OCTOBER 2018			
PROJECT ADDRESS:			
284 - 286 Dunlop St. W. & 119 -121 Henry St., Barrie, ON			
PROVISION		PROPOSED	
GROSS LOT AREA		3531.20 m2	
LOT AREA AFTER WIDENING (AS PER FUTURE MTO PROPERTY LINE)		3335.89 m2	
FUTURE LOT AREA (AS PER FUTURE MTO RESERVE SETBACK)		2821.53 m2	
LOT FRONTAGE		36.48 m	
FRONT YARD SETBACK FROM DUNLOP ST.		14 m from Future MTO Property Line	
SETBACK FROM HENRY ST.		28.55m	
SIDE YARD SETBACK	(West)	1.26 m	
	(East)	12.22 m	
FRONT FACADE STEP-BACK		3.00 m (Starting from 5th Floor) 4.50 m (Starting from 15th Floor)	
LOT COVERAGE		37.7 % OF FUTURE LOT AREA	
GROSS FLOOR AREA		10,076.4 SQ.M 108,462 SQ.F	
STREET LEVEL FLOOR HEIGHT		4.50 m	
BUILDING HEIGHT		50.10 m	
LANDSCAPE BUFFER		NORTH: 1.50 m EAST: 2.89 m WEST: 0.99 & 1.90 m	
AMENITY AREA	INDOOR:	207 m2 (2nd FL.) : 207 sq.m	
	OUTDOOR:	GROUND FL.: 151 m2 SECOND FL.: 53 m2 ROOF TOP: 571 m2 PRIVATE BALCONIES:313m2 TOTAL: 775m2 Total indoor and Outdoor amenities area : 839 sq.m	
COMMERCIAL			
TOTAL GFA (APPROX.)		1,058 m2	11,388 Sq.Ft.
FIRST FLOOR :		477 m2	5,134 Sq.Ft.
SECOND FLOOR :		581 m2	6,253 Sq.Ft.
RESIDENTIAL			
RESIDENTIAL GFA		8,802.8 m2	94,753 Sq.Ft.
SITE AREA		3,531.20 m2	38,009.5 Sq.Ft.
FLOOR SPACE INDEX (F.S.I.)		3.55	
RESIDENTIAL :			
TOTAL NUMBER OF UNITS:		124	
COMBINATION OF APARTMENT UNITS:			
☐ 1-BEDROOM UNITS (28)			
☐ 2-BEDROOM UNITS (72)			
☐ 3-BEDROOM UNITS (24)			
UNIT PER HECTARE		351.15	
PROPOSED NUMBER OF PARKING SPACES:			
RESIDENTIAL UNITS:		124 SPACES (INCLUDING 1 TYPE-A & 5 TYPE-B BARRIER-FREE SPACES)	
RETAIL/OFFICE:		23 SPACES (INCLUDING 1 TYPE-A BARRIER-FREE SPACES)	
TOTAL PROPOSED:		147 SPACES	
+ 12 TEMPORARY PARKING IN MTO SETBACK AREA			
BICYCLE PARKING :			
LONG TERM (PARKING LEVELS):		56 BIKE	
SHORT TERM (MAIN FLOOR):		38 BIKE PARKING SPOTS	

NO.	DATE	REVISION DESCRIPTION	NOTE
01	2018-11-1	ISSUED FOR PRE-CONSULTATION APPLICATION	CITY
02	2019-07-18	ISSUED FOR CLIENT REVIEW	CLIENT
03	2019-08-02	ISSUED FOR CLIENT REVIEW	CLIENT
04	2020-01-20	ISSUED FOR CLIENT REVIEW	CLIENT
05	2020-02-07	ISSUED FOR CLIENT REVIEW	CLIENT
06	2020-02-14	ISSUED FOR CLIENT REVIEW	CLIENT
07	2020-06-30	ISSUED FOR COORDINATION	CONSULTANT
08	2020-14-05-	ISSUED FOR REZONING APPLICATION	CITY
STAMP		NORTH	
			
		24" X 36" SHEET SIZE	
 URBANSCAPE ARCHITECTS 236 Lesmill Road, Toronto, ON, M3B 2T5 Phone: 416.850.0021 info@urbanscapearchitect.com www.urbanscapearchitect.com			
SHEET TITLE		PROJ./REV. NO.	
SITE PLAN & STATISTICS		USG 18-254	
SCALE:1 : 250			
PROJECT	DUNLOP BARRIE RENTAL		DWIG NO.
284-286 Dunlop St. W. & 119-121 Henry, Barrie		A1.1	

Appendix **B**

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2021-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 119 Henry Street, 121 Henry Street, 284 Dunlop Street West, and 286 Dunlop Street West as shown in hatching on Schedule "A" to this By-law, from the General Commercial (C4) and Residential Multiple Dwelling First Density (RM1) Zones to the Mixed Use Node (MU1-XXX) SP XXX Zone.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 21-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning of 119 Henry Street, 121 Henry Street, 284 Dunlop Street West, and 286 Dunlop Street West from the General Commercial (C4) and Residential Multiple Dwelling First Density (RM1) Zones to the Mixed Use Node (MU1) Exception Zone, as shown in hatching on Schedule "A" which is attached to this By-law being a portion of the Zoning Map Schedule.
2. **THAT** the following additions shall be made to the Mixed Use Node (MU1-XXX) SP XXX Zone:
 - a. A minimum landscaped buffer of 1.2 metres shall be permitted;
 - b. A maximum height of 51 metres shall be permitted;
 - c. A minimum of 1 parking space per 50m² GFA of commercial/office space shall be permitted;
 - d. A minimum of 845 metres squared of unconsolidated outdoor amenity space shall be permitted;
3. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this By-law shall apply to the said lands except as varied by this By-law.
4. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2021.

READ a third time and finally passed this **date** day of **month**, 2021.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

DRAFT

Schedule “A” to Attached By-law 2021-XXX

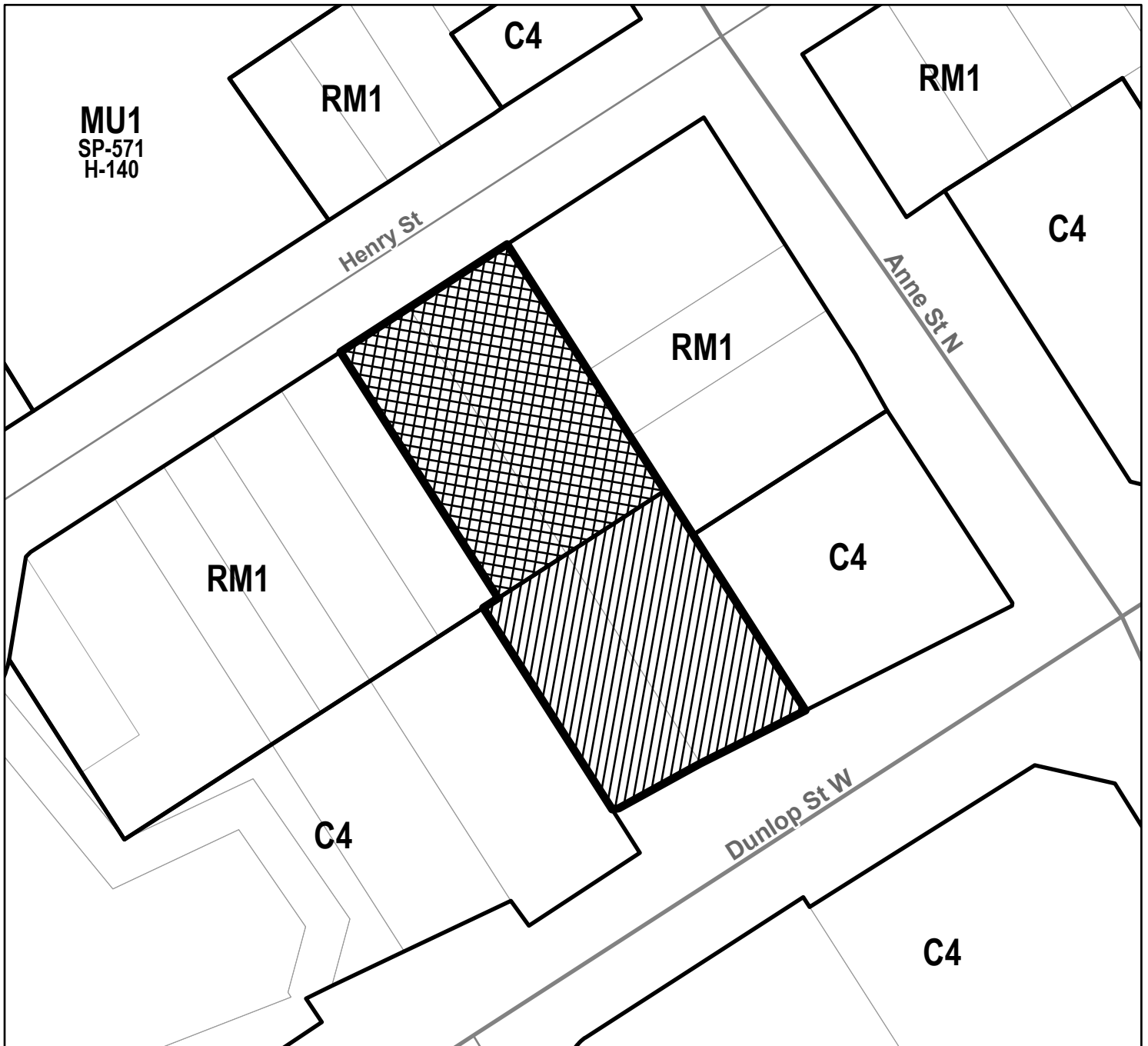
TO INSERT

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule 'A1'

Part of Lot 24, Concession 6
City of Barrie
County of Simcoe



 Lands to be rezoned from General Commercial (C4) Zone
to Mixed Use Node (MU1-XXX) SP XXX Zone

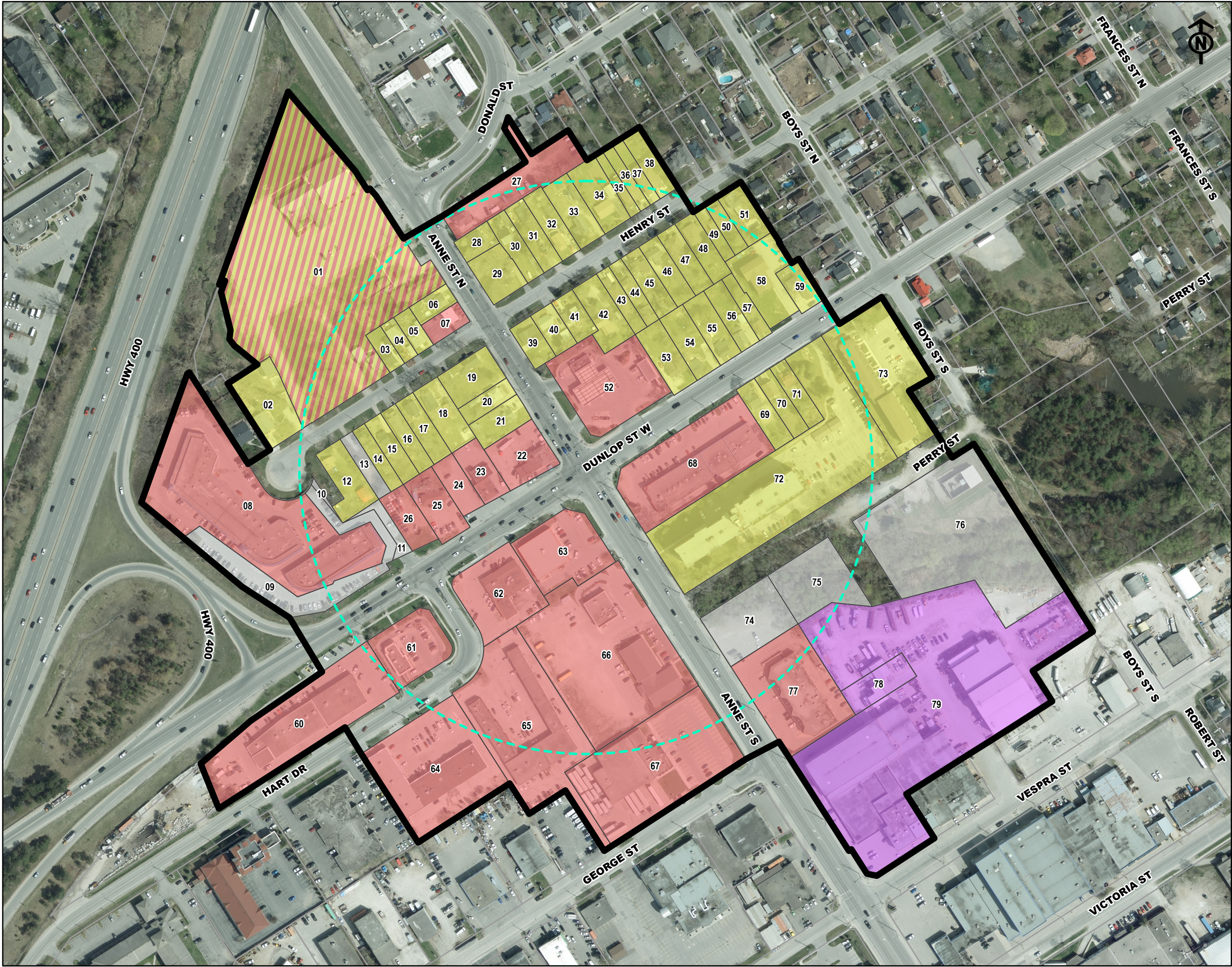
 Lands to be rezoned from Residential Multiple Dwelling First Density (RM1) Zone
to Mixed Use Node (MU1-XXX) SP XXX Zone

This is Schedule 'A1' to Zoning By-law 2009-141
Passed this ____ day of _____, 2021

Mayor

Clerk

Appendix C



DENSITY ANALYSIS

284 Dunlop Street West
Part of Lot 24, Concession 6
City of Barrie
County of Simcoe

LEGEND

-  Study Area
-  Intensification Node
-  Commercial Use
-  Industrial Use
-  Residential Use
-  Residential / Commercial Use
-  Vacant Use

DATE November 20, 2020

SOURCES County of Simcoe
City of Barrie
Land Information Ontario

0 10 20 30 40 50
Metres

N:\Barrie\20296A\Drawings

SiteNo	Area_m2	Area_ha	Use	Units	UPH
1	18,903.10	1.89	Residential / Commercial	1	0.5
2	1,733.00	0.17	Residential	1	5.8
3	379.4	0.04	Residential	1	26.4
4	341.9	0.03	Residential	1	29.2
5	403.8	0.04	Residential	1	24.8
6	457.3	0.05	Residential	1	21.9
7	489.7	0.05	Commercial	0	0
8	10,160.90	1.02	Commercial	0	0
9	2,927.90	0.29	Vacant	0	0
10	73.2	0.01	Vacant	0	0
11	366.3	0.04	Vacant	0	0
12	1,147.90	0.11	Residential	1	8.7
13	500.6	0.05	Vacant	0	0
14	505.8	0.05	Residential	1	19.8
15	677.3	0.07	Residential	1	14.8
16	615.3	0.06	Residential	1	16.3
17	739.9	0.07	Residential	1	13.5
18	1,014.30	0.1	Residential	1	9.9
19	1,077.10	0.11	Residential	1	9.3
20	543.6	0.05	Residential	1	18.4
21	805.6	0.08	Residential	1	12.4
22	1,415.70	0.14	Commercial	1	7.1
23	874.6	0.09	Commercial	0	0
24	724.6	0.07	Commercial	0	0
25	1,153.30	0.12	Commercial	0	0
26	883.8	0.09	Commercial	0	0
27	2,463.10	0.25	Commercial	0	0
28	470.8	0.05	Residential	1	21.2
29	966.6	0.1	Residential	1	10.3
30	733.5	0.07	Residential	1	13.6
31	792	0.08	Residential	1	12.6
32	793.1	0.08	Residential	1	12.6
33	1,012.20	0.1	Residential	1	9.9
34	1,115.30	0.11	Residential	1	9
35	363	0.04	Residential	1	27.6
36	402.1	0.04	Residential	1	24.9
37	402	0.04	Residential	1	24.9
38	739.2	0.07	Residential	1	13.5
39	575.8	0.06	Residential	1	17.4
40	580.6	0.06	Residential	1	17.2
41	585.5	0.06	Residential	1	17.1
42	1,096.50	0.11	Residential	1	9.1
43	501.7	0.05	Residential	1	19.9
44	516	0.05	Residential	1	19.4
45	748.5	0.07	Residential	1	13.4
46	749	0.07	Residential	1	13.4
47	749	0.07	Residential	1	13.4
48	761.9	0.08	Residential	1	13.1

49	364	0.04 Residential	1	27.5
50	433.8	0.04 Residential	1	23.1
51	828.4	0.08 Residential	1	12.1
52	3,655.40	0.37 Commercial	0	0
53	979.9	0.1 Residential	1	10.2
54	977.7	0.1 Residential	1	10.2
55	873.7	0.09 Residential	1	11.4
56	749.5	0.07 Residential	1	13.3
57	481.9	0.05 Residential	1	20.8
58	1,759.90	0.18 Residential	8	45.5
59	632.5	0.06 Residential	1	15.8
60	5,785.80	0.58 Commercial	0	0
61	1,946.20	0.19 Commercial	0	0
62	2,653.80	0.27 Commercial	0	0
63	2,566.00	0.26 Commercial	0	0
64	5,582.60	0.56 Commercial	0	0
65	6,845.40	0.68 Commercial	0	0
66	9,008.00	0.9 Commercial	0	0
67	6,778.10	0.68 Commercial	0	0
68	5,053.70	0.51 Commercial	0	0
69	769.4	0.08 Residential	1	13
70	637.3	0.06 Residential	1	15.7
71	622.4	0.06 Residential	1	16.1
72	10,432.90	1.04 Residential	145	139
73	4,417.70	0.44 Residential	56	126.8
74	2,226.70	0.22 Vacant	0	0
75	2,197.60	0.22 Vacant	0	0
76	9,703.50	0.97 Vacant	0	0
77	4,170.20	0.42 Commercial	0	0
78	977.2	0.1 Industrial	0	0
79	21,096.50	2.11 Industrial	0	0

Figures

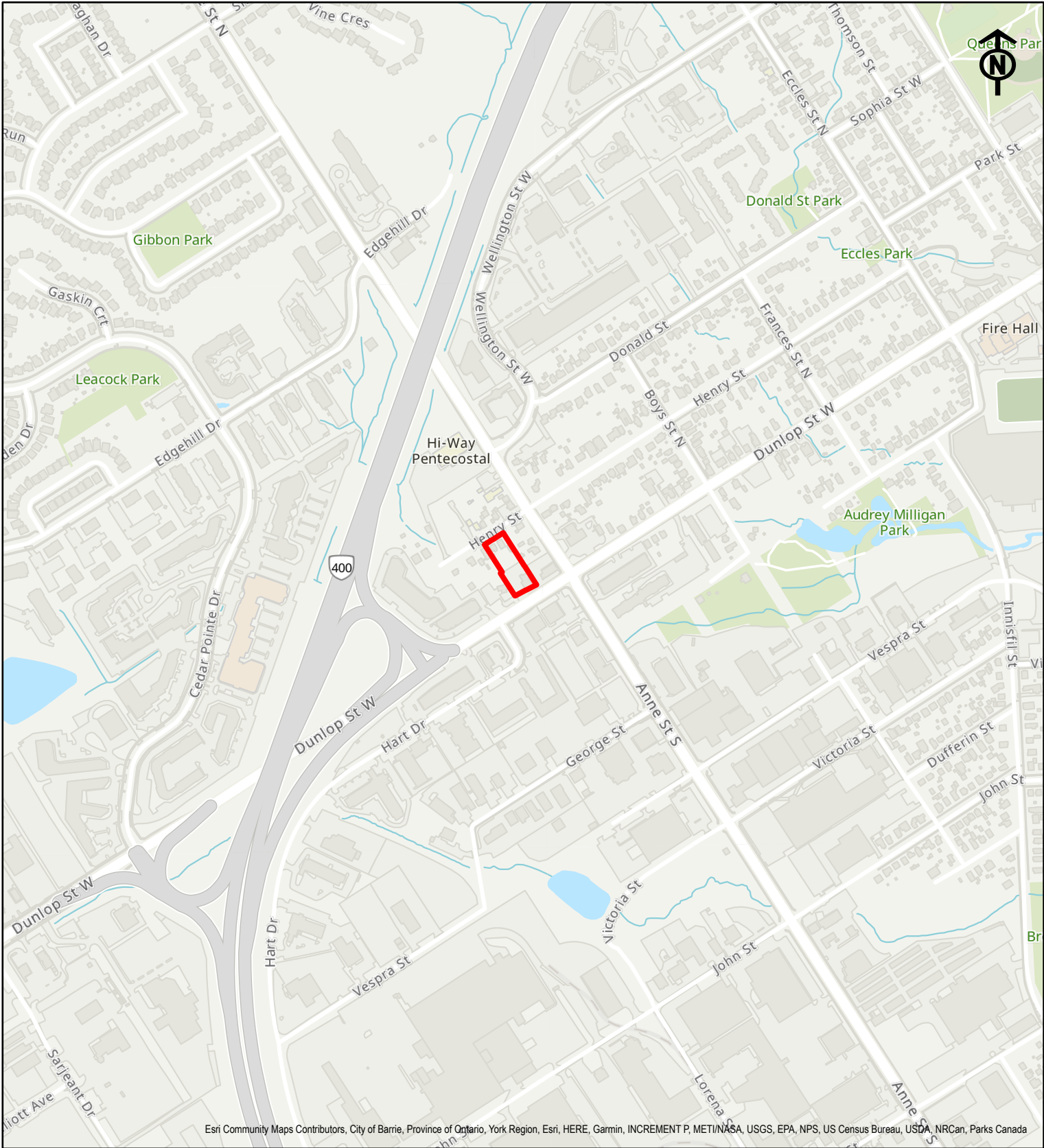
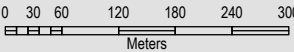


FIGURE 1
LOCATION

284 Dunlop Street West
Part of Lot 24, Concession 6
City of Barrie
County of Simcoe

LEGEND

 Site Area

DATE	Feb. 4, 2021
SOURCES	City of Barrie ESRI
	
20296A - Report Figures	

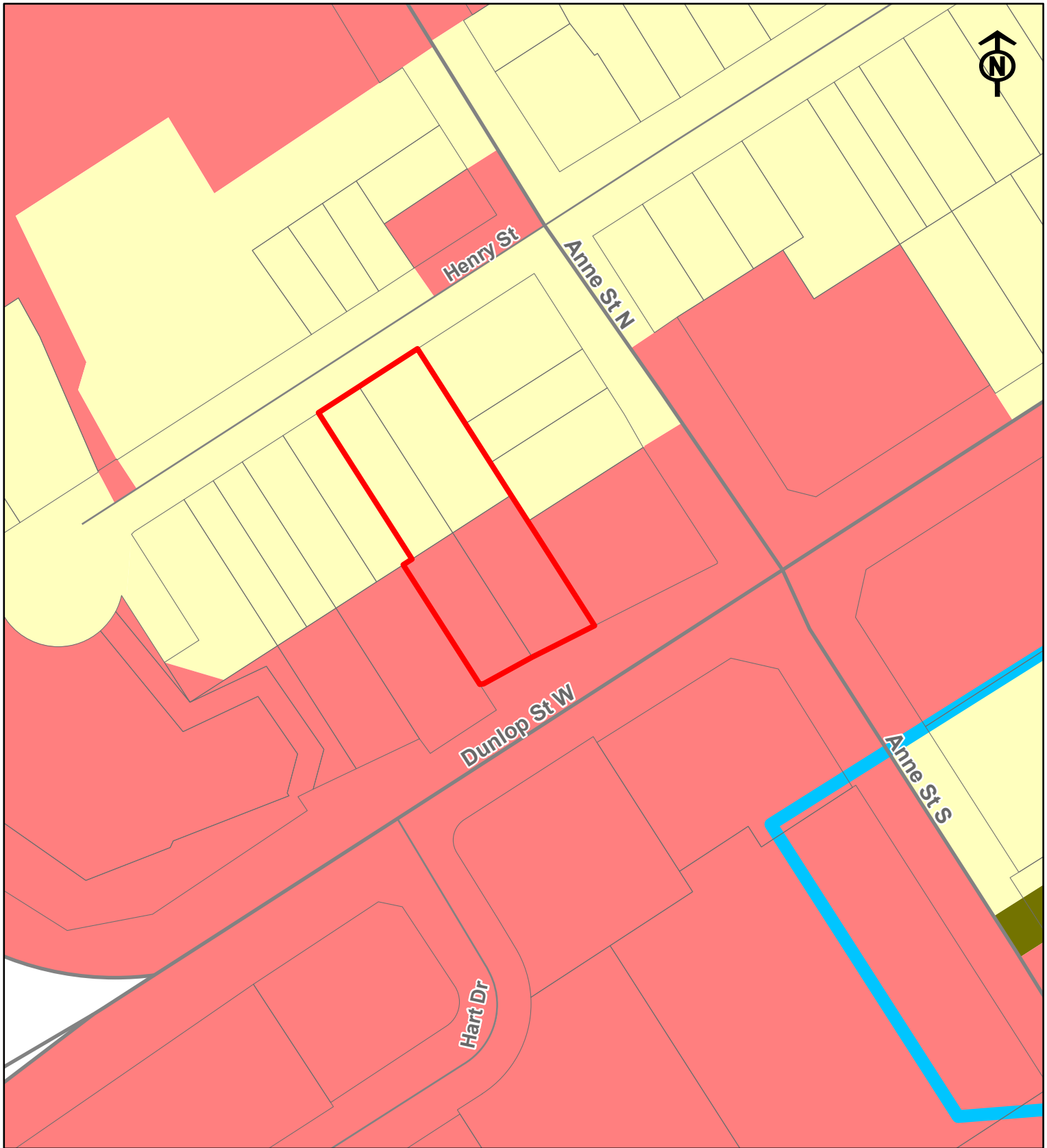


FIGURE 2
LAND USE
 CITY OF BARRIE
 OFFICIAL PLAN - SCHEDULE A

284 Dunlop Street West
 Part of Lot 24, Concession 6
 City of Barrie
 County of Simcoe

- LEGEND**
- Site Area
 - Residential
 - General Commercial
 - Environmental Protection Area
 - Waste Disposal Assessment Area

DATE	Feb. 4, 2021
SOURCES	City of Barrie
0 5 10 20 30 40 50 Meters	
20296A - Report Figures	
MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE	

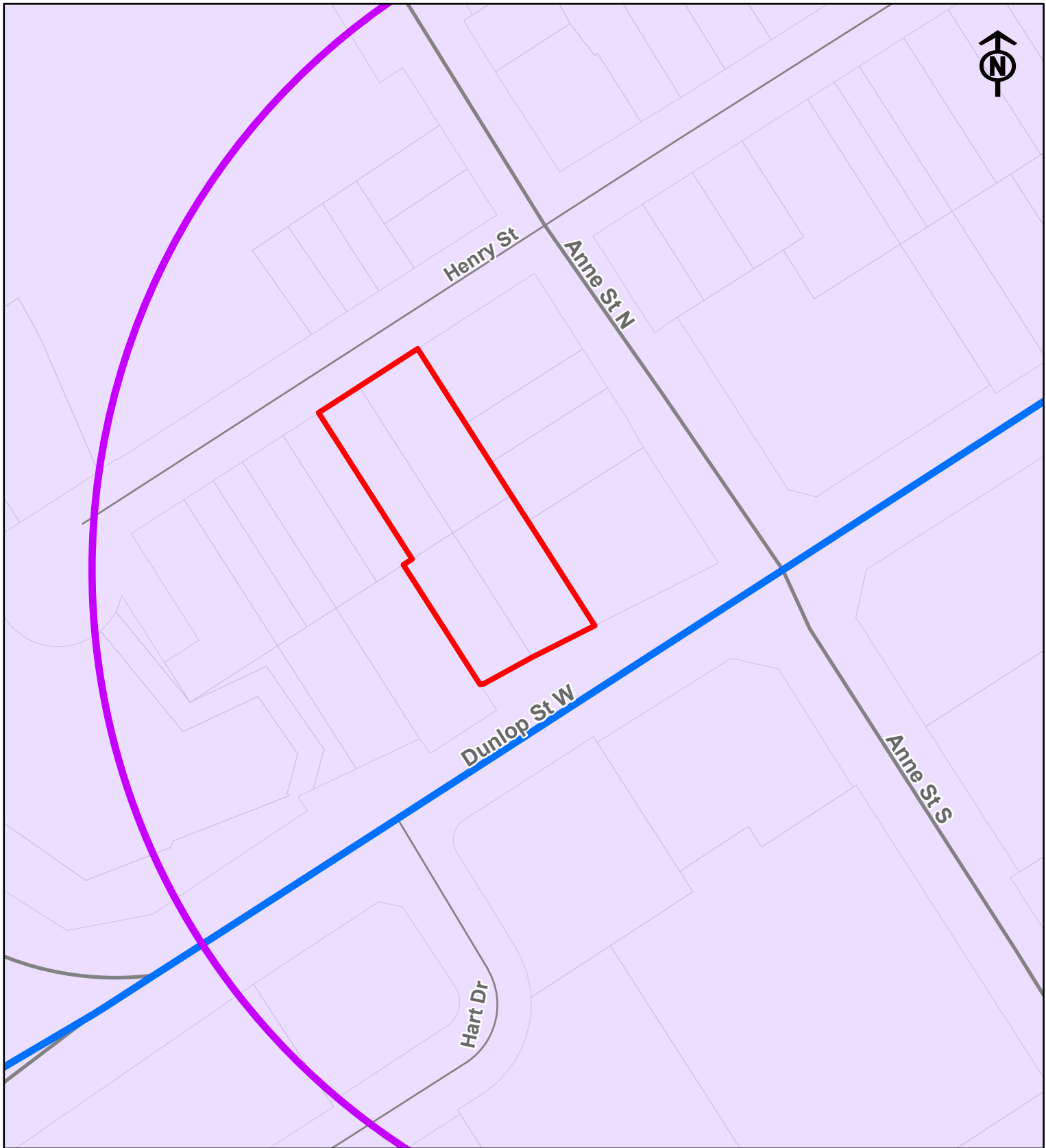


FIGURE 3
INTENSIFICATION
AREAS
 CITY OF BARRIE
 OFFICIAL PLAN - SCHEDULE I
284 Dunlop Street West
 Part of Lot 24, Concession 6
 City of Barrie
 County of Simcoe

- LEGEND**
- Site Area
 - Primary Corridor
 - Primary Node/Major Transit Node (50-120 Units per ha)
 - Built-up Area

DATE	Feb. 4, 2021
SOURCES	City of Barrie
0 5 10 20 30 40 50 Meters	
20296A - Report Figures	
MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE	

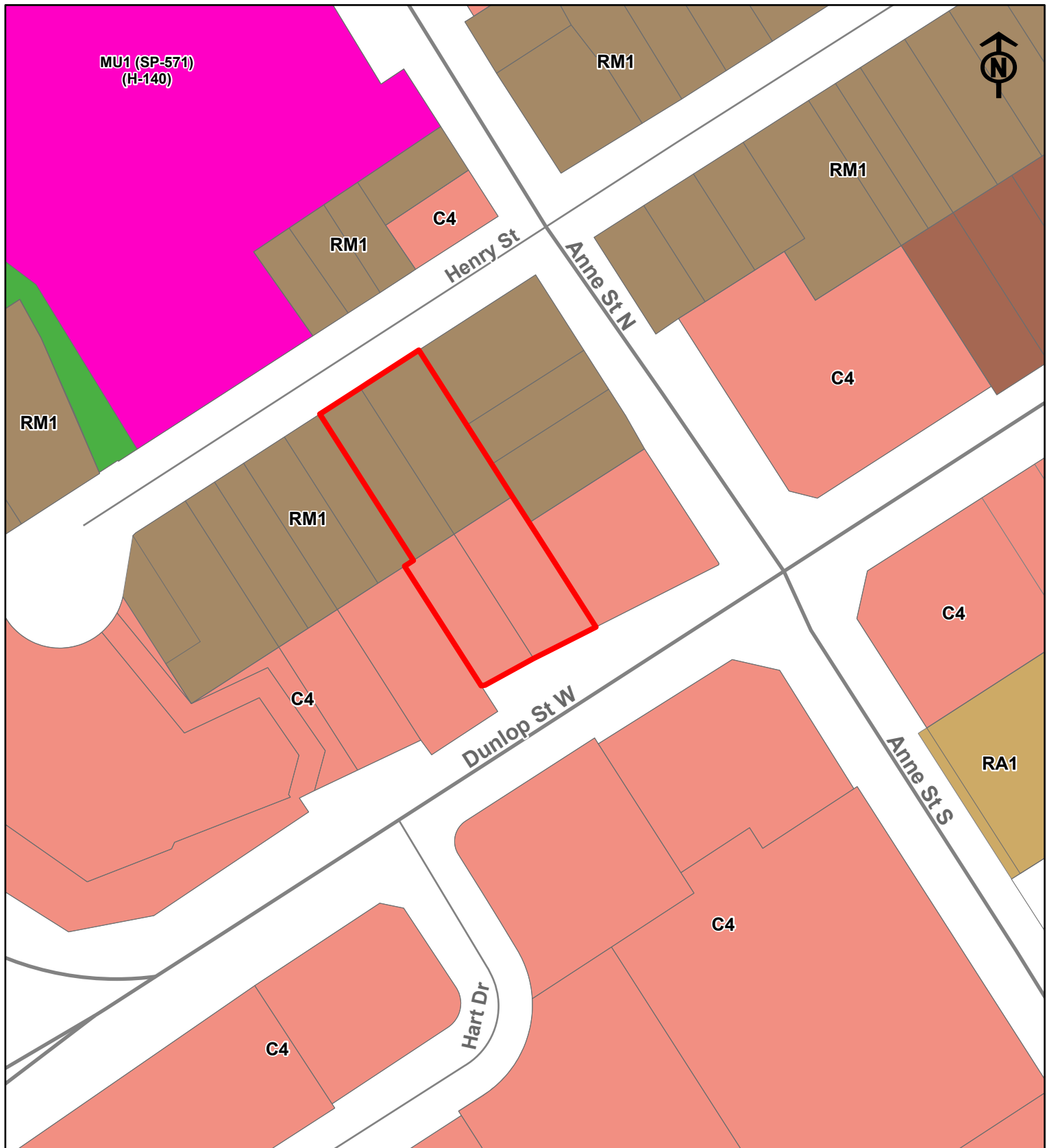


FIGURE 4 ZONING

CITY OF BARRIE
ZONING BY-LAW 2009-141 MAP
NORTH SECTION

284 Dunlop Street West

Part of Lot 24, Concession 6
City of Barrie
County of Simcoe

LEGEND

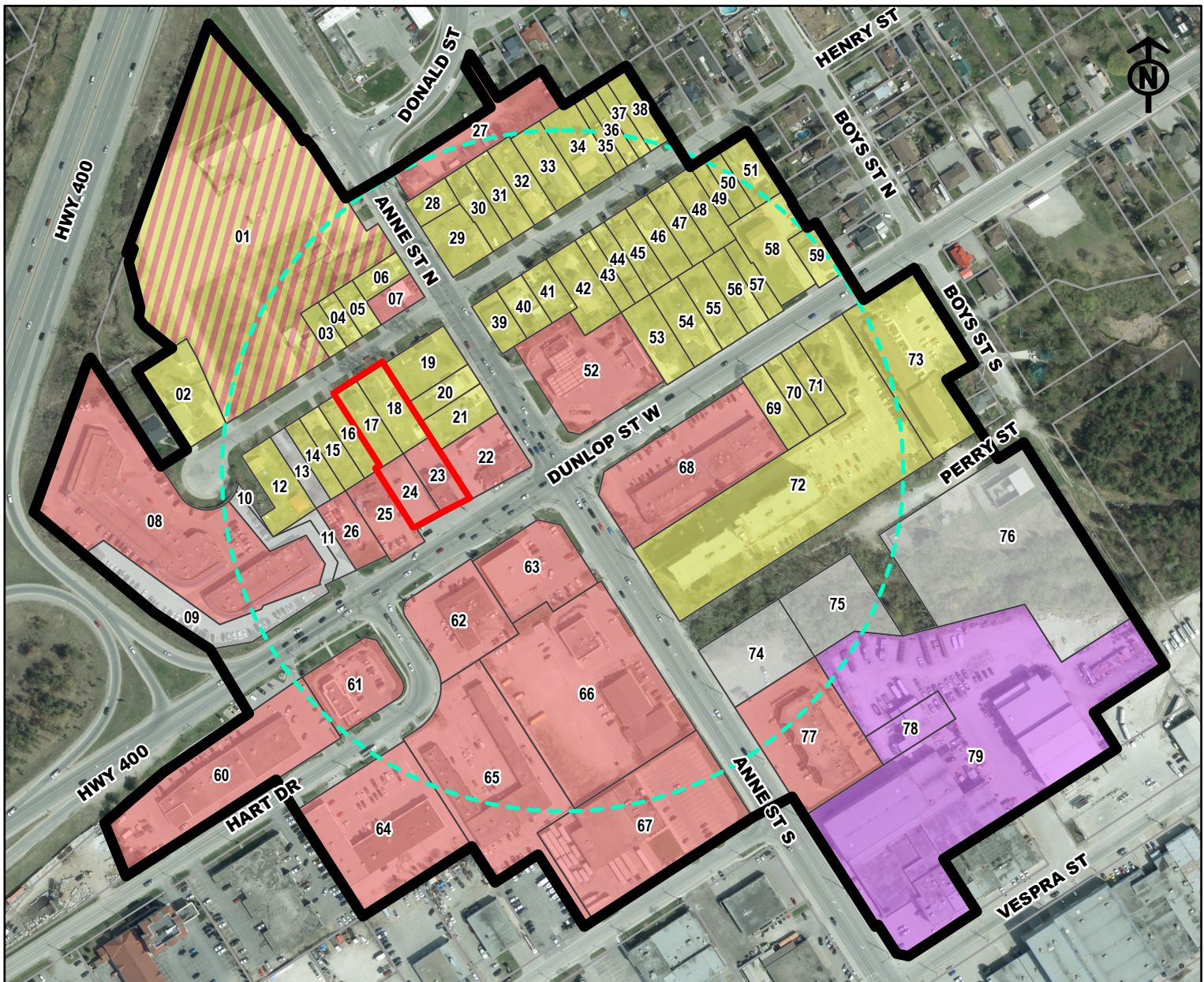
- Site Area
- General Commercial (C4)
- Mixed Use Node (MU1)
- Residential Apartment Dwelling First Density (RA1, RA1-1, RA1-2, RA1-3)
- Residential Multiple Dwelling First Density (RM1, RM1-SS, RM1-WS)
- Residential Multiple Dwelling Second Density (RM2, RM2-TH, RM2-TH WS)
- Environmental Protection Area (EP)

DATE Feb. 4, 2021

SOURCES
City of Barrie

0 5 10 20 30 40 50
Meters

20296A - Report Figures



Site No.	Area (ha)	Units	UPH
01	1.89	1	0.5
02	0.17	1	5.8
03	0.04	1	26.4
04	0.03	1	29.2
05	0.04	1	24.8
06	0.05	1	21.9
07	0.05	0	0
08	1.02	0	0
09	0.29	0	0
10	0.01	0	0
11	0.04	0	0
12	0.11	1	8.7
13	0.05	0	0
14	0.05	1	19.8

Site No.	Area (ha)	Units	UPH
15	0.07	1	14.8
16	0.06	1	16.3
17	0.07	1	13.5
18	0.10	1	9.9
19	0.11	1	9.3
20	0.05	1	18.4
21	0.08	1	12.4
22	0.14	1	7.1
23	0.09	0	0
24	0.07	0	0
25	0.12	0	0
26	0.09	0	0
27	0.25	0	0
28	0.05	1	21.2

Site No.	Area (ha)	Units	UPH
29	0.10	1	10.3
30	0.07	1	13.6
31	0.08	1	12.6
32	0.08	1	12.6
33	0.10	1	9.9
34	0.11	1	9
35	0.04	1	27.6
36	0.04	1	24.9
37	0.04	1	24.9
38	0.07	1	13.5
39	0.06	1	17.4
40	0.06	1	17.2
41	0.06	1	17.1
42	0.11	1	9.1

Site No.	Area (ha)	Units	UPH
43	0.05	1	19.9
44	0.05	1	19.4
45	0.07	1	13.4
46	0.07	1	13.4
47	0.07	1	13.4
48	0.08	1	13.1
49	0.04	1	27.5
50	0.04	1	23.1
51	0.08	1	12.1
52	0.37	0	0
53	0.10	1	10.2
54	0.10	1	10.2
55	0.09	1	11.4
56	0.07	1	13.3

Site No.	Area (ha)	Units	UPH
57	0.05	1	20.8
58	0.18	8	45.5
59	0.06	1	15.8
60	0.58	0	0
61	0.19	0	0
62	0.27	0	0
63	0.26	0	0
64	0.56	0	0
65	0.68	0	0
66	0.90	0	0
67	0.68	0	0
68	0.51	0	0
69	0.08	1	13
70	0.06	1	15.7

Site No.	Area (ha)	Units	UPH
71	0.06	1	16.1
72	1.04	145	139
73	0.44	56	126.8
74	0.22	0	0
75	0.22	0	0
76	0.97	0	0
77	0.42	0	0
78	0.10	0	0
79	2.11	0	0

FIGURE 5
DENSITY ANALYSIS

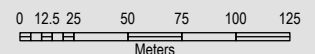
284 Dunlop Street West
Part of Lot 24, Concession 6
City of Barrie
County of Simcoe

LEGEND

- Site Area
- Study Area
- Intensification Node
- Commercial Use
- Residential Use
- Industrial Use
- Vacant Use
- Residential / Commercial Use

DATE Feb. 4, 2021

SOURCES
City of Barrie
County of Simcoe
Land Information Ontario



20296A - Report Figures

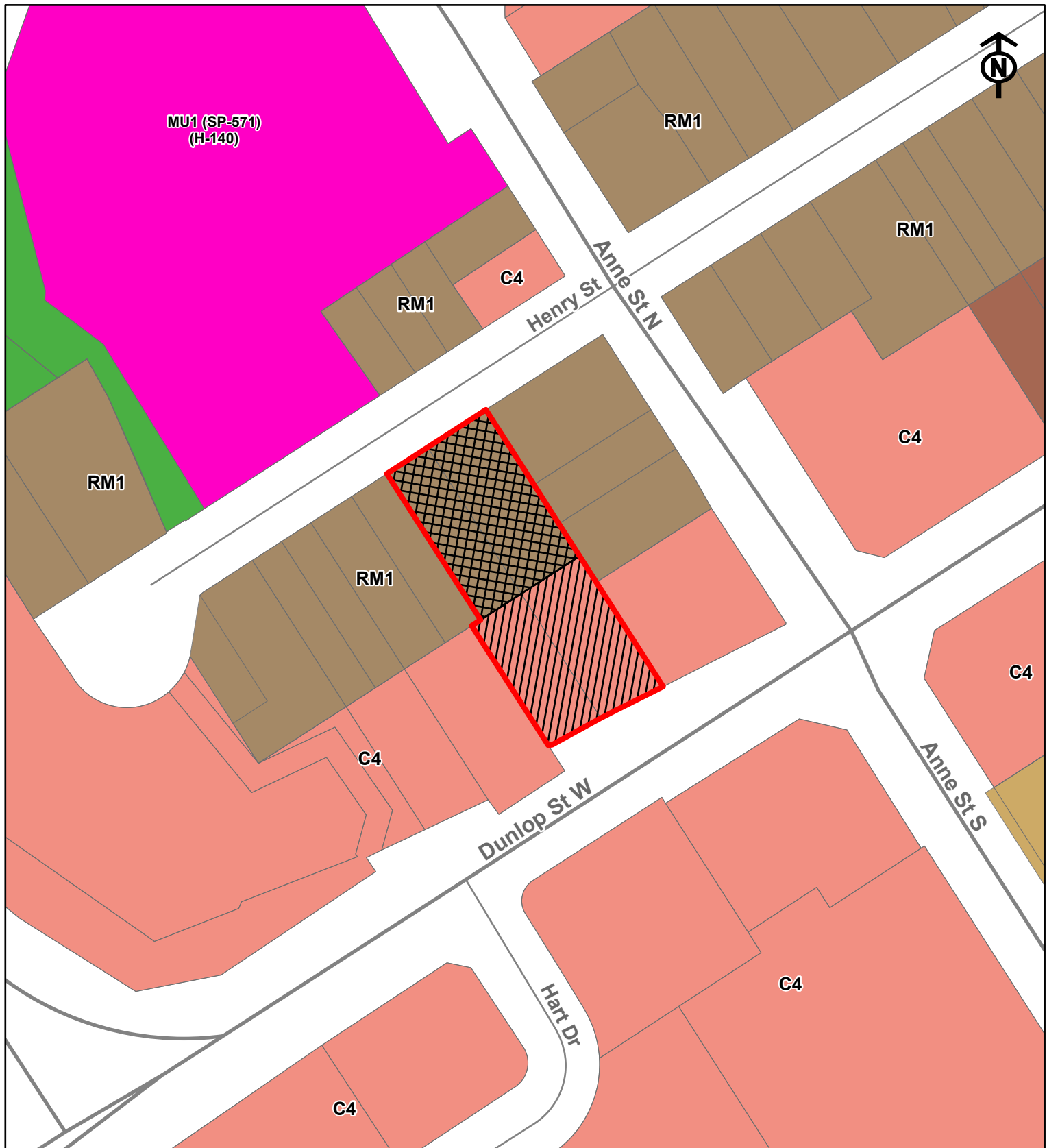


FIGURE 6 REZONING

CITY OF BARRIE
ZONING BY-LAW 2009-141 MAP
NORTH SECTION

284 Dunlop Street West

Part of Lot 24, Concession 6
City of Barrie
County of Simcoe

LEGEND



Site Area



Lands to be rezoned from General Commercial (C4) Zone
to Mixed Use Node (MU1) Zone



Lands to be rezoned from Residential Multiple Dwelling First Density (RM1) Zone
to Mixed Use Node (MU1) Zone

DATE Feb. 4, 2021

SOURCES City of Barrie

0 5 10 20 30 40 50
Meters

20296A - Report Figures