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**TO:** GENERAL COMMITTEE

**SUBJECT:** ZONING BY-LAW AMENDMENT APPLICATION - BARRIE WATERFRONT DEVELOPMENTS INC. C/O WESTON CONSULTING INC. - 39-67 DUNLOP STREET WEST AND 35-37 MARY STREET

**WARD:** 2

**PREPARED BY AND KEY CONTACT:** G. DICKSON, RPP  
SENIOR PLANNER, EXT. 4517

**SUBMITTED BY:** M. BANFIELD, RPP  
DIRECTOR OF PLANNING AND BUILDING SERVICES

**GENERAL MANAGER APPROVAL:** A. MILLER, RPP  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

**RECOMMENDED MOTION**

1. That the Zoning By-law Amendment application submitted by Weston Consulting Planning + Urban Design on behalf of Barrie Waterfront Developments Inc. to rezone lands known municipally as 39-67 Dunlop Street West and 35-37 Mary Street in the City of Barrie, legally described as Lots 5, 6, 39, 40, 46 and Part of Lot 41, Registered Plan 115, from Central Area Commercial – 1 ('C1-1') Zone to Central Area Commercial – 1 ('C1-1') Zone, Special Provision No. XXX (SP-XXX), Holding (H-XXX), be approved as shown in Appendix "B" to Staff Report PLN034-19.
2. That the following Special Provisions for the proposed 'C1-1' Zone, Special Provision (SP-XXX), Holding (H-XXX) be referenced in the site-specific amending zoning by-law for the lands known municipally as 39-67 Dunlop Street West and 35-37 Mary Street (Ward 2):
  - a) Increase to maximum permitted building height(s);
  - b) Reduction to minimum required parking, and to permit parking on a lot or building other than for which it is required;
  - c) Increase to maximum permitted Gross Floor Area;
  - d) Reduction to minimum required commercial coverage;
  - e) Reduction to minimum required residential dwelling unit floor area;
  - f) Addition of site-specific definitions as they relate to *'live/work' units; parking stacker; and, arts, crafts and instructional services;*
  - g) Minimum distance separation between towers; and
  - h) Reduction in minimum required continuous landscape buffer.

A Holding (H) Provision has also been proposed to address items such as Phasing, Site Plan Control (and execution of a Site Plan Agreement) and Community Benefits Contribution.

3. That the written and oral submission(s) received relating to the application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application, as amended and identified within Staff Report PLN034-19.
4. That the owner/applicant is required to provide community benefits in accordance with Section 6.8 (Height and Density Bonus) policies of the Official Plan, to be determined in accordance with City process to the satisfaction of the Director of Planning and Building Services.
5. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the By-law. (PLN034-19) (File: D14-1676)

## **PURPOSE & BACKGROUND**

### Report Overview

6. The purpose of this report is to recommend approval of a Zoning By-law Amendment Application submitted by Barrie Waterfront Developments Inc. (c/o Weston Consulting Planning + Urban Design) for lands municipally known as 39-67 Dunlop Street West and 35-37 Mary Street. A location map is included as Appendix "A".

The effect of the application is to amend the zoning by-law on a site-specific basis to facilitate the development, as proposed. The applicant has proposed maintaining the existing Central Area Commercial – 1 ('C1-1') Zone on the property, and to add special provisions related to the specific design (i.e. building height and tower separation, density, parking) and use (i.e. 'live/work units' and total percentage of commercial land uses on the property) contemplated by this proposal.

### Development Proposal

7. The proposal initially includes a phased, mixed-use, high-rise development, consisting of two (2) 32-storey residential towers atop a 7-storey podium (with ground floor retail/commercial uses and 495 parking spaces to be located on Levels 2-6). A total of 1,548.74 m<sup>2</sup> of retail/commercial area is proposed at street level with frontage onto Dunlop Street West. The proposed development contemplates a pedestrian arcade that will connect the Dunlop Street frontage with the existing transportation terminal (site for the relocation of a potential permanent market) and waterfront. A Proposed Site Plan is included as Appendix "C".

A total of 12 Live/Work units are proposed as a complement to the mixed-use proposal. These units are intended to provide flexible living and/or working spaces for their occupants and to provide incubator space for small businesses. The intent is to curate this space to maximize potential for a wide tenant mix. Part of the proposed amendments to the zoning by-law is a site-specific definition for 'live/work unit' that will include an option to utilize the space entirely for commercial purposes or for a variation of a dwelling unit with permitted accessory commercial uses. The live/work units are to be located on the Ground Level to Level 3 of the west podium and Level 2 and Level 3 of the east podium. The residential units are to be comprised of 1-bedroom (98), 1-bedroom + den (95), 2-bedroom (244), 2-bedroom + den (2), and 3-bedroom (56) models. Appendix "D" includes Proposed Building Elevations/Proposed Skyline Rendering and Floor Plans.

The potential for a third phase involving the reconfiguration of space internal to the podium levels from parking to retail floor area and residential dwelling units may add an additional 39 residential units to the podium levels and over 2,000.0 m<sup>2</sup> of retail gross floor area. This would include the removal of 78 parking spaces in Phase 3 and is dependent on market conditions at that time.

The combined gross floor area of the development for Phase 1 and Phase 2 (including residential, commercial and live/work components) is 39,660.90 m<sup>2</sup> (426,906.38 ft<sup>2</sup>), of which 37,351.23 m<sup>2</sup> (402,045.29 ft<sup>2</sup>) is contemplated for residential use and the remaining floor area to include commercial floor space and internal and external (podium rooftop) amenity area.

Vehicular movements onto the site are via two (2) 7.90 metre ingress/egress points from Maple Avenue and Mary Street. These driveways provide two-way vehicular access to residents and visitors to the building and also provide service access for loading/unloading internal to the podium. Elevated bridge structures connecting Buildings 1 and 2 provide access between buildings from the Mezzanine Level to Level 6 of the podium. Retail entrances are provided off of Dunlop Street and from the rear municipal laneway and the primary residential entrances are proposed for Mary Street (Phase I) and Maple Avenue (Phase II).

#### Location

8. The subject lands comprise the majority of a full block of lands situated on the south side of Dunlop Street West; east of Mary Street, and west of Maple Avenue. The lands are generally rectangular in shape with technical frontage of 47.53 metres along Maple Avenue and lot area of 4,348.33 m<sup>2</sup> (0.43 hectares or 1.08 acres). Existing land uses include commercial/retail at-grade with portions of the block containing upper storey dwelling units. Existing building heights range from one to three-storeys and with the exception of small surface parking areas at the northwest and southwest corners of the property, the site is built out to the lot lines.
9. Adjacent and surrounding land uses include the following:
  - North: One and two-storey buildings with ground floor retail/commercial uses with frontage onto Dunlop Street West, zoned Central Area Commercial – 1 ('C1-1') Zone. Land uses located further to the north include low density residential, commercial and converted dwelling uses.
  - South: City-owned lands, including the Barrie Transit Terminal, and commercial (office) land uses. The City of Barrie Marina (North) and waterfront parkland is located further to the south on the south side of Simcoe Street.
  - East: Ground-level retail uses within two and three-storey buildings with frontage onto Dunlop Street West; existing 15-storey, mixed-use building (15 Maple Avenue); Five Points Theatre and proposed development of a 20-storey mixed-use tower at the northwest corner of Dunlop Street West and Bayfield Street (Five Points).
  - West: Ground-level retail uses within two and three-storey buildings with frontage onto Dunlop Street West; converted dwelling commercial uses on west side of Toronto Street; mixed-use development proposal on the south side of Dunlop Street West on the site of the former Barrie Central Collegiate Institute. Access to Highway 400 located further to the west along Dunlop Street.

#### Existing Policy

10. The subject property is designated 'City Centre' to Schedule 'A' (Land Use) of the City of Barrie Official Plan and is zoned Central Area-1 ('C1-1') Zone to Map – North End of Zoning By-law No. 2009-141, as amended.

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### Background Studies

11. In support of the application, the following plans, drawings, reports and studies were submitted and circulated for review by internal departments and external agencies. Copies of these plans, drawings, reports and studies in their entirety may be found at the following link:  
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward2/Pages/39-67-Dunlop-Street-West-%26-35-37-Mary-Street.aspx>.

- Planning Justification Report (April 2019)
- Site Plan & Architectural Drawings (and Skyline Rendering) (October 2019)
- Topographic Survey (February, 2019)
- Urban Design Report (April 2019)
- Preliminary Pedestrian Level Wind Study (March 2019)
- Shadow Study (March 2019)
- Preliminary Stormwater Management & Functional Servicing Report (April 2019)
- Conceptual Site Servicing and Grading Plan (February 2019)
- Preliminary Geotechnical Investigation Report (April 2018)
- Summary of Hydrogeological Investigations (April 2019)
- Foundation Design Letter (April 2019)
- Phase I Environmental Site Assessment (June 2013)
- Phase II Environmental Site Assessment (April 2018)
- Traffic Impact Study (April 2019)
- Transportation Demand Management & Parking Study (April 2019)
- Tree Inventory and Assessment Report (April 2019)
- Tree Inventory & Removals Plan (March 2019)

### Neighbourhood Meeting

12. A Neighbourhood Meeting was held on April 23, 2019 regarding the subject application. Approximately 40 members of the public and the Ward Councillor were in attendance. While there was general support expressed for the architectural/urban design and improved conditions for the downtown, concerns for the proposed development centred on the potential displacement of the Barrie Film Festival (and the demolition of the Uptown Theatre); insufficient parking supply; and, residential unit size/type/tenure.

### Public Meeting

13. A statutory Public Meeting was held on June 26, 2019 to present the subject application to General Committee. The matters raised in both the verbal and written comments reiterated those previously received at the Neighbourhood Meeting as referenced above, however the following additional comments were received:

- Preservation of heritage architecture;

The subject lands are located in the 'Downtown' area as identified in the Historic Neighbourhoods Strategy; an area encompassing a wide spectrum of built form and which is experiencing development activity at various levels. The Downtown area is recognized as a key centre of commerce, entertainment and culture, recreation, open/civic space and education. Growth in this district is contemplated along busy stretches of road and key intersections, including Bayfield Street, Bradford Street and Dunlop Street West and is to be accompanied with good design standards. Preservation or redevelopment (renovations or upgrades) to existing cultural heritage built form as well as the maintenance of quality of life

aspects of this existing neighbourhood (i.e. noise, traffic, impacts on existing physical infrastructure) are some of the overarching goals of the Strategy.

The subject lands do not include 'designated' buildings or structures under Part IV of the Ontario Heritage Act or listed on the City of Barrie Municipal Register. Two (2) properties located within 100 metres to the south of the subject lands (i.e. Dutton House – 30 Mary Street and The John Pearson House – 16-18 Mary Street) are identified as designated heritage properties, pursuant to the Ontario Heritage Act.

Similarly, two (2) properties located on the north side of Dunlop Street West along the street frontage extending between Toronto Street and Maple Avenue, are identified as notable properties of heritage value, but are neither designated nor listed. These include 94 Dunlop Street West and 46 Dunlop Street West.

As part of an ongoing strategy of redevelopment of this Block, the preservation of some of the more prominent cultural heritage elements on the property may be maintained through strategies such as historic signage, renaming/rebranding the proposed pedestrian arcade, integration of film elements (i.e. box ticket office) on the property and public art. Some of these aspects of maintaining the cultural heritage landscape may be secured in the form of community benefit contributions and funded by the developer.

- Proposed height and density;

The development as proposed contemplates two (2) 32-storey residential towers atop a podium structure with a maximum building height of 110.25 metres for each tower. The site-specific zoning by-law amendments include a request to increase the maximum permitted height of buildings within the Central Area Commercial – 1 ('C1-1') Zone.

The proposed residential density of the development is 1,241.86 residential units per hectare or 2,136 persons/jobs per hectare and exceeds the minimum required density provisions of the Official Plan and Growth Plan for an 'Urban Growth Centre'. While the proposed density exceeds the minimum density targets of these Plans on a site-specific basis, the target is anticipated as an area-wide calculation and applied as an average minimum density within the entire 'Urban Growth Centre' boundary. The proposed development is located within an area of the city that anticipates high density development and intensification.

- Availability of existing municipal infrastructure;

The Engineering Department has reviewed the Functional Servicing Report submitted with the application for zoning by-law amendment which demonstrates that adequate services (i.e. water, sanitary, storm, traffic, utilities) are available to facilitate the proposed development and density at this location.

As Site Plan Control will be required prior to the commencement of development, the particulars of the detailed design (i.e. domestic and fire flows, pressure, sanitary servicing, etc.) will be done and will require approval by the Engineering Department.

- Fire prevention and suppression;

Barrie Fire and Emergency Services (BFES) has reviewed this application and has confirmed that the legislative requirements to ensure water flow and access and egress for residents will be reviewed at the time of Site Plan Control. BFES has provided comments with respect to their standard operating procedures for responding to high-rise fires (greater than six storeys).

- Use of universal design techniques;

The proposed development will comply with the Ontario Building Code and all applicable legislation with respect to accessibility of public and private buildings.

- Green Building Design features (i.e. LEED® Gold);

While the particulars of the specific construction of the proposed development are pending the review and finalization of Site Plan Control, the buildings will be required to be designed and constructed to minimum Building Code (including energy efficiency). The City of Barrie Official Plan policies promote the use and implementation of energy efficiency in urban design (including, but not limited to, community/site planning, selection of building materials, building orientation that promotes the use of passive shading and sunlighting) and the use of sustainable building technologies (i.e. solar panels, lighting and green roofs). Some of these elements are proposed to be used in the construction of the buildings.

- Provision of affordable housing and the use of incentives for the supply of rent geared to income units (i.e. minimum percentage of overall unit count);

There are no affordable housing units proposed as part of the development. However, the applicant has proposed 'live/work' units which provide an alternative form of dwelling type/size and will contribute to the range of housing options within the proposed development and will provide a range of housing options in the downtown.

- Timing of construction (i.e. demolition of existing buildings and start of construction).

Planning staff have recommended as part of the analysis of this application and the draft amending zoning by-law, the placement of a Holding ('H') Symbol on the property in conjunction with the proposed zoning. Until such time as the 'H' Symbol is removed based on criteria in the draft amending zoning by-law, the zoning required to facilitate development would not be implemented.

This approach ensures that other aspects related to the proposed development (i.e. Site Plan Control) would be addressed prior to the commencement of development and construction. The Holding ('H') Symbol is intended to reflect the staging plan for the development and to restrict demolition of the existing structures until such time as the proposed development is imminent.

#### Department & Agency Comments

14. The subject application was circulated to staff in several departments and to external agencies for review and comment. While several of the comments received pertained to approvals required upon the submission of a Site Plan Control Application, Planning staff have reviewed the Zoning By-law Amendment Application and have assessed the application based on the following:
15. The applicant was required to submit a Functional Servicing Report that demonstrates that servicing is available for the proposed development, to the satisfaction of the Engineering Department. The Engineering Department confirmed that there are no additional comments related to the Zoning By-law Amendment Application as it relates to available servicing, but that review of engineering design(s) will be conducted at the detailed design stage upon the submission of a Site Plan Control Application.

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The Engineering Department has advised that they can support the zoning by-law amendments on this basis.

16. City of Barrie Water Operations staff reviewed the application and had no comment on the proposed zoning by-law amendment. Detailed comments will be provided regarding proposed water servicing upon the submission and review of a future Site Plan Control Application.
17. Parks Planning reviewed the application and provided comments with respect to the identification of the scope of construction limits (i.e. hording, excavation) that may impact the public streetscape (street lighting and underground services), parking and pedestrian sidewalk movement, as well as the potential removal/preservation of existing street trees and replacement of sidewalk.

Comments related to the enhancement of the podium façade, including clarification of materials/detailing and signage were received from Parks Planning. These comments also noted the requirement for the submission of a streetscape/landscape plan as part of the formal Site Plan Control Application submission, detailing, among other items, the rooftop amenity programming/treatment and rooftop access.

Parks Planning also provided comments with respect to the preservation of the pyramidal Oaks on public lands. This item will be reviewed further upon the submission of a Site Plan Control Application.

18. Environmental Services Department provided several comments with respect to the application as it pertains to Environmental Compliance and Waste Reduction. It is the intent of the Environmental Services Department that these matters will be reviewed and will need to be addressed by the applicant upon the submission of a Site Plan Control Application.
19. The Engineering Department (Risk Management) provided comments with respect to Source Water Protection in review of the South Georgian Bay Lake Simcoe Source Protection Plan. As these comments relate to the detailed design aspects of the building design, and further submission of technical plans/studies/reports will be required upon the submission of a Site Plan Control Approval Application, further comments are to be provided by the Engineering Department at that time. Otherwise, the Engineering Department (Risk Management) has no specific comments as it relates to the proposed zoning by-law amendments.
20. Traffic and Parking Services have reviewed the application and have indicated no concerns with the Traffic Impact Study, as submitted with the application. They have noted in their comments the need for a construction staging plan and the potential impact of roadway illumination during construction, as well as applicable fees for the duration of the closure.

Traffic and Parking Services have also recommended that the applicant review the feasibility of maintaining on-street parking along the east side of Maple Avenue and the feasibility of implementing a bike share program (as identified in the Transportation Demand Management & Parking Study). Staff comments also include clarification on the ownership of the laneway between Mary Street and Maple Avenue.

Staff are satisfied that these comments can be reviewed and addressed at the Site Plan Control Approval stage and be incorporated into future development agreement(s) (i.e. Site Plan Agreement). The existing laneway at the rear (south) of the subject lands is currently owned by the City and is anticipated to remain in public ownership. It is not included as part of the total landholding and does not form part of this application.

21. Transit comments included support for densities near transit hubs and the particular walkway connections proposed for this development (i.e. access to Maple Avenue) where a future downtown

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transfer point is planned. Transit supports the use of transit incentives and bike parking that are proposed on-site. Transit provided a recommendation to permit the purchase of parking spaces for residents who require more than the minimum number of spaces.

22. Barrie Fire and Emergency Services (BFES) reviewed the proposed development and indicated that they would consult with their communications staff to ensure there would be no technical challenges posed by the height/placement of the towers and BFES communications systems.

Items related to meeting legislative requirements, such as water flow and access and egress for residents will be reviewed in more detail upon the submission of a Site Plan Application to ensure that the design of the building adheres to the standard operating procedures of the Fire Department.

23. The Finance Department provided comments with respect to the applicable Development Charges for the residential portion (on a per unit basis) and commercial floor area. The Finance Department confirmed that cash-in-lieu of parkland contribution will be required. These fees are due at the time of building permit issuance.
24. The Building Services Division of the Planning and Building Services Department had no comments as it relates to the Zoning By-law Amendment Application.
25. The City of Barrie Human Resources Department (Accessibility Coordinator) reviewed the proposed development and expressed no comments with respect to matters related to accessibility.
26. Heritage Barrie comments were received and reviewed as part of the overall assessment of this application. Heritage Committee comments identified the proposed scale, bulk and character of the project as inconsistent (i.e. design, materials, character) with the downtown environment and out of character with the City when viewed from the waterfront and from the surrounding neighbourhood. The Committee expressed concern with the lack of preservation of any historic elements or the facades of existing buildings and no recognition of the Uptown Theatre. They indicated that the impact of the proposed development project on the immediate historic area should be considered and evaluated in the context of the entire Dunlop Street environment (to the west and east).

The Committee supported some form of redevelopment of the site and intensification in the downtown. However, the Committee is of the opinion that the proposed development, as with all high density redevelopment projects in the downtown, be reviewed to determine impact on and fit with the historic character of the surrounding neighbourhood. Elements of the Urban Design Report submitted in conjunction with the development proposal is discussed in more detail throughout this report.

27. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that the subject lands are not located within an area governed by Ontario Regulation 179/06 under the *Conservation Authorities Act* and the proposed development will not require a permit from LSRCA prior to the issuance of municipal building permits. The LSRCA confirmed that the development proposal is generally consistent with applicable provincial and local natural hazard and natural heritage policies.

On that basis, LSRCA has no objection to the approval of the Zoning By-law Amendment Application.

28. As the subject lands are located within an area identified as a 'Significant Groundwater Recharge Area', pursuant to the Lake Simcoe Protection Plan, and the proposed development meets the definition of 'Major Development' of the Lake Simcoe Protection Plan and the Lake Simcoe

Phosphorous Offsetting Policy, the LSRCA will be conducting a further review and will provide detailed comments upon the submission of a Site Plan Control Application.

29. Enbridge Gas Inc.; Alectra Utilities; and, Simcoe County District School Board (SCDSB) reviewed the proposed development and have expressed no objection to the approval of the subject application.

## **ANALYSIS**

### **Policy Planning Framework**

30. The following provides a review of the application in accordance with applicable Provincial and Municipal policy documents.

### **Planning Act**

31. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation; sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; 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; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>.
32. The proposed development is consistent with the *Act* in that it is located within the settlement area of Barrie; it is not anticipated to have a negative impact on Lake Simcoe; will utilize existing and available infrastructure (water, sanitary and stormwater management systems) and public service facilities such as transit, library, recreation facilities and schools; provides for a variety of residential forms (high-rise dwelling units and 'live/work' units); provides a compact form of development that minimizes impacts to climate change; and, is designed with a pedestrian-oriented built form with pedestrian connections to the municipal sidewalk, and supports active transportation.

### **Provincial Policy Statement (PPS) (2014)**

33. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the *Planning Act* states that where a municipality is exercising its authority affecting a planning matter, such decisions "shall be consistent with" all policy statements issued under the *Act* and shall conform with the provincial plans that are in effect on that date, or shall not conflict with them. The PPS can be found in its entirety at the following link: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.
34. Provincial policies require municipalities to encourage the development of compact communities with an efficient use of existing infrastructure and public service facilities while maintaining appropriate levels of public health and safety and protecting the natural environment.

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35. Policy 1.1.1 outlines the manner in which healthy, liveable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- i. The intensification of the use of serviced land, within an area designated for this form of development, promotes an efficient development and land use pattern and promotes the efficient use of existing municipal assets (i.e. infrastructure) and financial sustainability;
  - ii. The proposed development includes a mixed-use component, comprising residential, commercial and live/work units as well as enhancements to urban design and public realm with particular focus on the Dunlop Street West exposure. The proposed development is also envisioned to promote further connections to the waterfront and to be integrated into development anticipated into the future (i.e. permanent market);
  - iii. The proposed development is not located directly within an area of influence of natural heritage features of significance or within an area subject to a Lake Simcoe Region Conservation Authority permit;
  - iv. The proposed development contemplates a compact form of high-density, mixed-use land allocation, located within the Urban Growth Centre of Downtown Barrie and contributes to the intensification of people and jobs per hectare as prescribed by provincial policy;
  - v. Comments received from the Engineering Department confirm that municipal servicing is available to facilitate the proposed development in the density and built-form, as contemplated.
36. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation.
- The proposed development is consistent with these policies due to the proximity of existing public service facilities; existence of municipal infrastructure with the capacity to manage the proposed development; and the proposed use of the existing lands for intensification as contemplated for the area, which supports further active transportation (and use of public transit) and contributes to the mitigation of negative impacts on air quality and climate change.
37. Policy 1.1.3.3 prescribes that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. The subject lands have been identified in the City of Barrie Official Plan as 'Urban Growth Centre' (Schedule 'I' – Intensification Areas) and as such are anticipated for the focus of residential intensification with accompanying policies for its implementation.
38. Policy 1.1.3.5 prescribes that minimum targets be established for intensification within the 'built-up area'. The minimum intensification target established for these lands is 150 persons/jobs per hectare due to its location within the 'Urban Growth Centre' and is consistent with the Official Plan policies and other provincial plans (i.e. Growth Plan 2019).
39. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, and by facilitating residential intensification by directing development to locations where appropriate levels of infrastructure and public service facilities can support current and projected needs and most efficiently use land and resources.

The proposal contemplates a high density residential/mixed-use project with a variety of unit sizes and types, including the incorporation of 'live/work' units that may provide a unique form of dwelling unit to the downtown area. The proposed development is located in close proximity to public service facilities and will be serviced with full municipal infrastructure. Its location adjacent to a Major Transit Station (i.e. Barrie Transit Terminal) and accessible to transit routes provides direct access from the development to key areas within the city. The development plan also contemplates that linkage of the built-form to other pedestrian linkages (i.e. municipal sidewalks, laneway and waterfront) through the construction of a pedestrian arcade on the ground level. Bicycle parking/lockers are also proposed on the podium level to encourage active transportation.

40. Policy 1.5.1 encourages healthy, active communities through the planning for public streets, spaces and facilities that are safe and meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The proposed development proposes a pedestrian arcade that is anticipated to provide further linkages to parts of the naturalized waterfront trail and to public parkland in the downtown. This connection is intended to be used in conjunction with linkages that already exist in the vicinity of the proposed development.

41. Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

The proposed development is located within an area identified for intensification and is proposed to be serviced with full municipal services.

42. Policy 1.6.7.2 states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

Traffic and Parking Services have reviewed a Traffic Impact Study that was submitted as part of the application. Transportation demand management strategies proposed for the development have included a car share program. Staff have also recommended the review of the feasibility of a bike share program as well. Bicycle parking facilities and lockers are proposed for the use of residents/visitors to the development. There are several opportunities for the use of public transportation at this location (i.e. Dunlop Street and Barrie Transit Terminal).

43. Policy 1.8.1 identifies the promotion of energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through compact built form, the use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation.

The development as contemplated consists of a compact built form, incorporating a mix of land uses, which is located on an arterial road (i.e. Dunlop Street) and located adjacent to areas where the frequency and opportunities for public transportation use is high and where facilities for recreation and active transportation are enhanced. The proposed development is situated in an area of the city anticipated for residential intensification and provided with multi-modal means of accessing nearby commercial services, public service facilities and open space, thereby reducing greenhouse gas emissions and reliance on private vehicles.

44. Pursuant to Policy 2.1.8, the LSRCA has reviewed the application and have indicated that the proposed development is generally consistent and in conformity with the applicable provincial and local natural hazard and natural heritage policies.

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45. Pursuant to policies of Section 3.1 (Natural Hazards), development shall generally be directed to areas outside of natural hazards. The proposal is consistent with this section as the property is not located within a natural hazard area.
  46. Planning Department staff are of the opinion that the proposed development is consistent with, or does not conflict with, the Provincial Policy Statement (2014).

**Growth Plan for the Greater Golden Horseshoe (2019) ('A Place to Grow')**

47. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect in May 2019. All planning applications are required to conform to the Growth Plan. The Growth Plan provides a framework for implementing the province's vision for building strong and prosperous communities by managing growth in the region and by establishing a long-term framework for its viability. The Growth Plan can be found in its entirety at the following link: <https://files.ontario.ca/mmah-greater-golden-horseshoe-place-to-grow-english-15may2019.pdf>.
48. Downtown Barrie is identified as an 'Urban Growth Centre' pursuant to the policies of the Growth Plan. Accordingly, Urban Growth Centres are to be planned to accommodate significant population and employment growth and to serve important functions as focal points for investment in regional public service facilities and a broad range of diverse land uses. These activities are to be supported by and facilitate the use of transit networks at the local and regional scale.
49. The Growth Plan provides general policy guidance with an emphasis on promoting growth and development (i.e. residential and employment) within the municipal built boundary, with a particular focus on developing complete communities that encompass a diverse range of land uses, a range and mix of employment and housing types, high quality public open spaces and easy access to local stores and services. Development patterns are also to reflect and make use of existing and sustainable infrastructure and direct growth away from areas of natural heritage significance and sensitivity.
50. The Downtown Barrie Urban Growth Centre is to be planned to achieve a minimum density target of 150 residents and jobs combined per hectare by 2031. The proposed development contemplates a density of approximately 2,136 residents and jobs per hectare and exceeds the minimum target on a site-specific basis.

Policy 2.2.1.4 references *complete communities* that feature a diverse mix of land uses (including residential and employment) in a more compact built form, and convenient access to local stores, services and public service facilities (co-located and integrated in community hubs). Complete communities are intended to provide a range of housing and transit options (including active transportation) and provide an appropriate supply of safe, publicly-accessible open spaces, parks, trails and, vibrant public realm, and other recreational facilities, and to promote healthy, local and affordable food options (including urban agriculture). Mitigation and adaptation to climate change impacts (i.e. reduction in greenhouse gas emission) and the integration of green infrastructure and low impact development techniques are all to be included in the incorporation of the complete community concept.

The proposal is a mixed-use high density residential development, including a range of housing types/sizes and ground floor commercial land uses within a compact built form (i.e. two residential towers and podium levels) situated on an arterial road forming a main commercial street in downtown Barrie (Urban Growth Centre). The location of the proposed development is immediately adjacent to a Major Transit Station offering frequent transit service throughout the city as well as within walking/cycling distance to key public service facilities, waterfront trails and recreational opportunities, and commercial/retail/health-related services.

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51. Policy 2.2.2 of the Growth Plan requires that a minimum of 40 per cent of all residential development occurring annually within the City of Barrie will be within the delineated built-up area until such time that the next municipal comprehensive review is approved and in effect. At that time, the minimum intensification target will be increased to 50% annually. This proposal will contribute to this density target.
52. Policy 2.2.3 of the Growth Plan states that Urban Growth Centres will be planned as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural and entertainment uses and to serve as high-density major employment centres while accommodating and supporting transit at the regional scale (and connection point for inter- and intra-regional transit). The Growth Plan states that Urban Growth Centres are to accommodate significant population and employment growth.

Downtown Barrie is identified as an 'Urban Growth Centre' to 'Schedule 2' (A Place to Grow Concept) of the Growth Plan for the Greater Golden Horseshoe. As the principal primary settlement area and the only urban growth centre in the Simcoe Sub-Area of the Growth Plan, Downtown Barrie is anticipated to be a focus for growth and development for the Simcoe Area and Southern Ontario.

53. In accordance with Policy 2.2.4.9, within all major transit station areas, development will be supported, where appropriate by planning for a diverse mix of uses to support existing and planned transit service levels, fostering collaboration between public and private sectors (i.e. joint development projects), providing alternative development standards, such as reduced parking standards; and, prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

The mixed-use development, as contemplated, is proposed at a high residential density that incorporates commercial and 'live/work' units and is intended to provide a critical density that may support existing transit infrastructure. Its location in the downtown core lends to a multi-modal blend of transportation options, including car sharing and active transportation (using existing municipal roads, sidewalks and trails) to nearby services. To reduce the dependency on the automobile and in recognition of available transit options, a reduction in minimum required parking has been requested as part of the proposed zoning by-law amendments.

*Major Transit Station Area* is defined as 'the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.'

The subject lands are located immediately adjacent and to the north of the existing Barrie Transit Terminal which is identified as a Major Transit Station and an area planned for intensification, pursuant to the City of Barrie Official Plan. Proposals to relocate the transit hub from this location to a location adjacent to the Allandale GO Station to develop a Barrie Transit Mobility Hub would not affect the subject lands as being located generally within a Major Transit Station Area. The relocated transit hub would be within walking distance of the proposed development and transit service is proposed to be maintained in the vicinity of the site (i.e. Maple Avenue).

*Transit Supportive Density* relates to 'development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has high level of employment and residential densities.' In this regard, the proposed development is transit supportive.

54. Policy 2.2.6.3 of the Growth Plan aims at supporting complete communities through the use of tools that require multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development contemplates a variety of unit types from 1-bedroom and 1-bedroom + den to 2-bedroom, 2-bedroom + den and 3-bedroom units. 'Live/work' units are also proposed which provide an alternative to the traditional residential dwelling typology.

#### **Lake Simcoe Protection Plan (LSPP)**

55. The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The LSRCA has provided comments noting that the proposed development is generally consistent and in conformity with the applicable provincial and local natural hazard and natural heritage policies. LSRCA has no objection to the approval of this Zoning By-law Amendment Application but will be providing comments relating to Phosphorous Review as part of a future Site Plan Control Application. The Lake Simcoe Protection Plan can be found in its entirety at the following link: <https://www.ontario.ca/page/lake-simcoe-protection-plan>.

#### **City of Barrie Official Plan**

The subject lands are designated 'City Centre' as shown on Schedule 'A' (Land Use) and are located within the 'Urban Growth Centre' as shown on Schedule 'C' (Defined Policy Areas) and Schedule 'I' (Intensification Areas) of the City of Barrie Official Plan. The Official Plan can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.

As an Urban Growth Centre, Downtown Barrie will be the focus for growth and development for the Simcoe Area and is identified as the principal primary settlement area within the Simcoe Sub-Area (and the only 'Urban Growth Centre') in accordance with the Growth Plan for the Greater Golden Horseshoe.

#### **'City Centre Planning Area'**

56. In accordance with the City of Barrie Official Plan, permitted uses within the 'City Centre' designation include commercial uses ranging from local service and retail use to business and administration uses; residential development, including the residential use of upper storeys of commercial buildings; cultural and institutional uses; leisure and recreational uses; major office uses and all levels of government and special purpose agencies. It is also a general policy of the Official Plan to promote the creation of residential units in conjunction with retail and office commercial uses within this area.
57. Lands located within the 'City Centre' designation (i.e. Downtown Barrie Urban Growth Centre) are intended to provide a broad range of land uses (i.e. retail, service, office, institutional, public and residential). Where possible, these land uses should be integrated with residential, community facilities and open space uses. The City Centre includes the Downtown Barrie Urban Growth Centre, which is planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare.
58. Section 4.3.2.2 (c) of the Official Plan encourages a variety of residential housing types at medium and high densities within the City Centre in order to increase the resident population, provide live/work opportunities, ensure the downtown is used after business hours and create a local market for convenience and service goods. The uses proposed are permitted by the Official Plan.

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59. The 'City Centre Planning Area' is comprised of the traditional central business district, historic downtown as well as some of the city's older residential areas. The City Centre and in particular, the downtown are recognized as a strategic priority in terms of focusing community interest and investment to encourage land use, infrastructure and linkages with the waterfront that affect a growing and more geographically extended population (i.e. outside of the downtown area).
60. Section 4.2.2.3 (c) of the Official Plan states that high density development in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment to the Plan has been approved. The proposed development contemplates a residential density of 1,241.86 units per hectare and is located within the City Centre.
61. Section 4.3.2.2 (h) of the Official Plan also encourages visual and pedestrian linkages between commercial and related uses in the City Centre and the open space system along the waterfront. The proposed development includes a pedestrian arcade which is intended to provide an animated ground level commercial environment within the centre of the podiums while also providing a mid-block connection between Dunlop Street West and the rear lot laneway, municipal sidewalks and streets connecting with city parks and open spaces and the waterfront trail network. The pedestrian linkage also provides a visual separation between the two portions of the podium and reduces the visual massing on the Dunlop Street frontage to the south (i.e. waterfront).

#### **'Urban Growth Centre'**

62. Section 3.1.2.3 of the Official Plan states that the City of Barrie Growth Management Strategy identifies that the built-up area can accommodate an additional 13,500 housing units; of which 39% (5,265 units) are planned within the 'Urban Growth Centre' and 61% (8,235 units) are outside of the 'Urban Growth Centre'. The planning horizon extends to 2031 when the Downtown Barrie Urban Growth Centre is planned to achieve a minimum of 150 residents and jobs combined per hectare.

#### **Intensification Policies (Section 4.2.2.6)**

The proposed development was reviewed in concert with the intensification policies of the Official Plan. These policies implement the City of Barrie Intensification Study that was completed in 2009 which encourages residential intensification to be directed to the Urban Growth Centre (UGC), Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas.

63. Section 4.2.2.6 of the Official Plan states that residential intensification shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified by the Official Plan. It is anticipated that intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation and contribute to improving air quality and promoting energy efficiency.

The subject lands are located within the 'Urban Growth Centre' and within a 'Major Transit Station Area' and are planned for intensification. The proposed development is consistent with the intent of these policies and exceeds the minimum target densities anticipated by the Official Plan (i.e. 150 persons and jobs combined per hectare within the 'Urban Growth Centre').

#### **Tall Building and Height Control (Section 6.6)**

64. In January 2014, the City introduced policies for Tall Buildings which were later incorporated into Official Plan policies. These policies are applicable and reviewed for any proposed development in excess of three (3) storeys in height; particularly as it relates to lands located within the Urban

Growth Centre and other Intensification Areas where it is anticipated that the majority of this type of development will occur.

The subject lands are designated as a 'Height Review Study Area' on Schedule 'C' (Defined Policy Areas) of the City of Barrie Official Plan. Accordingly, the submission of technical studies and plans, including but not limited to, an Urban Design Report and Shadow Study were submitted in support of the application. These documents addressed elements such as site context (i.e. adjacent and surrounding buildings, structures and uses); built form; views; wind channeling; urban heat island effect; weather protection; and, shadowing.

65. Section 6.6.3 (a) includes emphasis on innovative architectural design to reduce the visual and physical impact of height on the adjacent pedestrian realm. Suggested design features include tower/podium configurations or other design measures.

The proposed development includes two (2) point towers and podium design with the podium structures proposed adjacent to three (3) municipal streets (i.e. Dunlop Street, Mary Street and Maple Avenue) and adjacent to a municipal laneway (rear) with a total of height of 23.85 metres and minimal lot line setbacks. The proposed height of the podium at street level and from the perspective of the pedestrian realm is generally consistent with 2- and 3-storey buildings adjacent and abutting the subject lands and will appear as a 5-storey structure (4 storeys + mezzanine level) measuring 15.75 metres in height. While the overall height of the podium is 7 storeys, setbacks on Level 5 and Level 7 create a human scale for the podium. The City's Urban Design Planning staff have reviewed the proposal in relation to the City's Intensification Area Urban Design Guidelines and have confirmed it is consistent with the downtown context. Selected building materials on the podium will form part of the Site Plan Control Application review process.

66. Section 6.6.3 (b) focuses on tower design and the use of floor plate sizes that result in slimmer buildings along with innovative design solutions which assist in reducing the visual and physical impact of tall buildings. The use of these design techniques is preferred over slab style building design where important views need to be protected.

The proposed tower design includes the segmentation of each tower into three separate sections that rotate interior to the site, giving the design appearance of separated towers with incremental setbacks as the towers rise in elevation. This approach provides incremental differential in tower design appearance as viewed from the lake and all areas within the downtown. It also contributes to maintaining views to the lake and access to daylight that may otherwise be blocked by utilizing a slab tower design.

The design of the towers and podium have been reviewed by the City's Urban Design Planning staff which are satisfied that the proposed building height will not result in adverse impact to pedestrian comfort or waterfront parks and/or public spaces.

67. Section 6.6.3 (c) identifies that where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance will be provided between towers in order to maintain privacy, access to light, and views of the sky.

The two 32-storey residential towers on the property have been sited on the podium structures with a setback of the west tower (Phase I) from Dunlop Street West to mitigate the visual impact from the street but also to provide for the greatest tower separation distance to the east tower (Phase II). The setback also provides a visual separation allowing light and views of the sky to permeate between the two buildings.

The minimum proposed setback between the two towers is 18.51 metres (located between the second section of the buildings). The applicant has proposed a site-specific zone provision to permit a minimum distance separation between towers of 18.50 metres (with recessed balconies). The maximum distance separation is approximately 27.0 metres. This item has been reviewed by the City's Urban Design Planning staff which have noted that the City of Barrie does not have a policy or guideline for minimum tower separation distances, and that general urban design best practices suggest 25.0 metres or greater from the exterior wall of buildings, excluding balconies.

In review of the particular siting and design of the proposed towers (where the minimum distance separation between the towers increases as the height increases) and the variation in tower setbacks and orientation to increase the perceived and actual separation distance, the City's Urban Design Planning staff are generally satisfied with the proposed separation distances and will further review the design through the Site Plan Control Application.

68. Section 6.6.3 (d) promotes the design of buildings that locate parking areas, site servicing, loading areas and building utilities toward the rear of buildings with appropriate screening. While underground parking is strongly encouraged, where above-ground structured parking is proposed, at least 60 percent of the property frontage and flankage (in the case of corner lots) will consist of residential or commercial uses.

The proposed development contemplates above-ground parking within two podium structures (separated by 6.5 metre wide pedestrian arcade). Limited parking is to be located on the Mezzanine Levels, with the remainder of parking to be located on Parking Levels 2-6. The Ground Floor Level, where the podium structures interface with the public realm, retail/commercial uses along the entire extent of the Dunlop Street frontage at ground level (as well as flankages along Mary Street and Maple Avenue) are proposed. These uses would be complemented by a combination of glazing and other building materials. The upper levels of the podiums have been designed with terracing and layering to promote a consistent pedestrian interface with the podium and public realm. Other building services, including loading, refuse storage/disposal and service lanes have been designed interior to the building.

The City's Urban Design Planning staff have reviewed the parking and podium uses proposed for the development and note that additional clarification with respect to access to the 'live/work' units on Parking Levels 2 and 3 is needed, and recommend that further consideration be given to providing shallow residential or commercial units facing Dunlop Street to minimize the visual impact of the parking structure and to promote 'eyes on the street'. Alterations to the structures can be contemplated at site plan with no impacts to the Zoning By-law Amendment Application.

Urban Design staff have otherwise reviewed the proposal with focus on the City's Intensification Area Urban Design Guidelines and note that the proposed podium generally meets these guidelines.

69. Section 6.6.3 (e) states that tall buildings directly contribute to the look and feel of the City's architectural styles. As a result, tall buildings will be held to a high standard of design excellence using quality urban design, architectural treatments, and building materials in order to promote a visually appealing skyline.

Building elevations and renderings as well as a conceptual skyline perspective were provided for staff review illustrating the overall massing and scale of the proposed development in the context of the existing Barrie waterfront. In addition to incorporating the architectural elements of rotating the tower massing; offsetting the towers on the podiums; use of terracing and layering at vertical intervals of the towers and podiums, the applicant has also described the focus of design on the pedestrian scale.

According to the submission materials, the applicant intends to use a variety of high-quality and durable building materials such as glazing (to provide visual connections between the interior of retail units and residential lobbies and the public realm), pre-cast concrete, brick veneer panels, metal/concrete pre-cast panels, modulated glass walls, glass balcony rails, and concrete bands around window surrounds, as well as architectural accents including signage and canopies to articulate the street level. Urban Design Planning staff have reviewed the submission and are of the opinion that the proposed building materials and design elements conform to the City's Intensification Area Urban Design Guidelines, and that the review of the specific building materials and design elements will be further reviewed upon the submission of a Site Plan Control Application.

#### **Urban Design Guidelines (Section 6.5)**

70. Policy 6.5.2.2 (a)(iii) states that the building and siting of development with large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed wall exist, screening through landscaping should be encouraged.

The proposed concept design seeks to create engaging street wall on all four sides. However, Urban Design Planning staff have identified a blank wall condition on the south elevation of the proposed development (due to the irregular shape of the development parcel abutting the municipal laneway at the rear (south) of the block). Urban Design Planning staff will require the submission of creative and engaging architectural treatment for that elevation at the Site Plan Control stage to provide for an attractive transition from the proposed development to the proposed future home of the potential permanent market and waterfront area to the south.

71. Policy 6.5.2.2 (g) encourages energy efficiency through a compact built form that encourages the use of transit, active transportation, and focusing major development along transit routes. The proposal conforms to this policy by providing a compact built form whose population supports transit use, sidewalk connections and proximity of commercial and public services that promote active transportation, and available transit routes.

#### **City Centre Guidelines (Section 6.5.2.3)**

72. Policy 6.5.2.3 (a-k) identifies guidelines for the City Centre focusing on high quality building and public space and streetscape design, pedestrian-oriented development, consideration of viewsheds to the lake, enhancing visual and physical connectivity to the waterfront. Planning staff are of the opinion that the proposed zoning by-law amendment generally conforms to these high level guidelines, and that they can be achieved through detail design review at the submission of site plan.

The application for zoning by-law amendment included the preparation and submission of technical studies and reports in support of the proposed development. These included a Preliminary Pedestrian Level Wind Study and Urban Design Report that reviewed the micro-climatic impacts (i.e. wind channeling, shadowing, weather protection and urban heat island effect). These analyses provided a central focus to pedestrian comfort and the design conditions at street level.

The conclusions of the Preliminary Pedestrian Level Wind Study state that the prevailing pedestrian comfort conditions (post-development) are predicted to remain comfortable and are better than those required to suit an urban context, based upon qualitative analysis. The exception is the proposed pedestrian arcade which is anticipated for occasional windy conditions. The Study has recommended design mitigation measures be implemented to ensure pedestrian comfort for the pedestrian arcade and rooftop amenity areas. Other design elements to control pedestrian comfort include a second level (mezzanine level) roof overhang extending the front of the podium level to protect the public realm from the elements and inclement weather.

The Urban Design Report indicates that the shadowing of the proposed buildings will not overshadow the waterfront and with the exception of short periods (particularly in winter months) will not affect nearby parks and open spaces. Dunlop Street will be impacted by shadowing for specific periods of the day but in short duration. The Urban Design Report notes that the design of the towers (i.e. point design) mitigate some of these impacts relative to other nearby buildings.

Strategies to reduce the urban heat island effect have been noted in the Urban Design Report, including measures to include urban greening (landscape treatment) within the public realm and also the potential for green roofs of the podium levels. Additional details will be reviewed upon the submission of a Site Plan Control Application.

#### **Affordable Housing (Section 3.3.2.2)**

73. Section 3.3.2.2 identifies the goal to achieve a minimum target of 10% of all new housing units to be affordable. The criteria for affordable housing is identified as the least expensive of:
- i. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
  - ii. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

In the case of rental housing, the least expensive of:

- iii. A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or,
  - iv. A unit for which the rent is at or below the average market rent of a unit in the regional market area.
74. The applicant has indicated that the development will not incorporate affordable housing units (as defined), however the applicant intends that the proposed 'live/work' units will provide flexibility to ensure an increased extent of affordability and provide a unique housing type. Additionally, with the overall unit count proposed, there is an increased opportunity for the provision of market rental accommodation. An increase in the supply of this form of housing in the downtown may also assist with overall affordability.

The provision of affordable housing or the contribution of a community benefit toward the investment and delivery of affordable units may form part of the required Community Benefit Contribution Agreement in accordance with Section 6.8 (Height and Density Bonusing) policies of the Official Plan.

#### **Groundwater Protection (Section 3.5.2.3.3)**

75. Section 3.5.2.3.3 of the Official Plan and Schedule 'G' (Drinking Water System Vulnerable Areas) identifies where the variety of permitted land uses may be limited in order to protect groundwater resources.

The City may require a risk assessment and/or hydrogeology analysis where there is potential for a proposed development to pose a significant risk to a vulnerable aquifer located in one of the well head protection areas.

The risk assessment shall be completed to the satisfaction of the Ministry of Environment, Conservation and Parks and in consultation with the respective Conservation Authorities, where appropriate, and the City shall address the following:

- i) Existing groundwater quality and local hydrogeological setting;
- ii) Nature of any predicted adverse impacts;
- iii) The ability to eliminate or effectively mitigate these impacts; and,
- iv) The proposed mitigation measures.

The proposed development has been reviewed by Engineering Department and Risk Management staff with respect to conformity with these policies and staff have advised that these items are to be reviewed upon the submission of a Site Plan Control Application. The City's Risk Management staff and the Lake Simcoe Region Conservation Authority (LSRCA) have also identified the property as being located within a Significant Groundwater Recharge Area, pursuant to the South Georgian Bay Lake Simcoe Source Protection Plan and Lake Simcoe Protection Plan, respectively.

#### **Drinking Water Protection (Section 3.5.2.3.5)**

76. Section 3.5.2.3.5 of the Official Plan prohibits development, site alteration and land uses that involve the storage or manufacture of pathogens, chemicals or dense aqueous phase liquids in IPZs, as identified on Schedule 'G', where they would constitute a significant drinking water threat.

The proposed development has been reviewed by Engineering Department and Risk Management staff with respect to conformity with these policies and staff have advised that these items are to be reviewed upon the submission of a Site Plan Control Application.

#### **Energy Conservation and Renewable Energy Systems (Section 3.7.2)**

77. Section 3.7.2.1 promotes a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. The proposed development conforms to this policy as it provides a compact, mixed-use development form and provides opportunities for future residents and occupants to support active transportation with sidewalk connectivity to adjacent (and on-site) commercial uses, and transit use. The compact built form supports energy conservation. Further sustainable design and development strategies will be reviewed upon the submission of a Site Plan Control Application.

#### **Natural Heritage Resources (Section 3.5.2.4)**

78. Section 3.5.2.4 (d) of the Official Plan states that notwithstanding the land use limitations applicable to the properties identified as Level 1, where an existing designation permits other forms of development, such development may proceed subject to the policies of Level 2. The subject lands are located within 120 metres of a Level 1 feature as indicated on Schedule 'H' (Natural Heritage Resources).

Level 2 policies state that where features and functions of these areas should be retained, there is potential for development if no negative impact can be demonstrated or mitigated. The proposed development is permitted within the 'City Centre' designation of the Official Plan. Further, the LSRCA was circulated the application for zoning by-law amendment and have indicated that the proposed development is generally consistent and in conformity with the applicable provincial and local natural hazard and natural heritage policies.

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### Height and Density Bonusing (Community Benefit Contribution)

Recent enactment of provincial legislation has changed the manner in which municipalities are authorized to collect funds for community benefits as a result of land use approvals during the planning process. These changes have resulted in the replacement of Section 37 of the *Planning Act* in place of a Community Benefits Charge policy. The draft Regulations to implement the Community Benefits Charge policy have not been finalized, but are anticipated soon.

It is generally understood that municipalities will be required to pass community benefits by-laws, which, among other items, would require municipalities to report on the community benefits being charged/collected and to which community benefits the funds are allocated. The deadline for this transition is anticipated as January 1, 2021.

79. In the meantime, Section 6.8 of the Official Plan permits the City to negotiate community benefits when considering passing an amending zoning by-law to increase the height and/or density of a development beyond what is currently permitted. The proposed development exceeds the maximum building height provisions of the zoning by-law, and therefore, the Bonusing Policies contained with the Official Plan are applicable.
80. In accordance with the Height and Density Bonusing Policy, staff shall recommend for the provision of community benefits, provided that:
- a) The development constitutes good planning and is consistent with the goals, objectives and policies of the Official Plan;
  - b) The community benefit provided bears a reasonable planning relationship to the increase in height and/or density of the proposed development having an appropriate geographic relationship to the development; and,
  - c) Adequate infrastructure exists or will be provided by the developer to support the proposed development.

The Height and Density Bonusing Policy sets out several community benefits that may be secured. These include, but are not limited to the provision of affordable housing units; arts and cultural facilities; public art; streetscape improvements; local improvements to transit facilities; parks facilities and equipment; enhanced on-site tree planting or landscaping; and, amenities for active transportation such as pedestrian or cycling facilities.

The applicant has advised of some of the proposed community benefits anticipated for the development, however, no determination of the extent of these has been made. The mechanism by which to implement and process the community benefit will be determined by the province once the draft regulations are finalized and are in force and effect and/or through other agreement(s) between the developer and the City prior to the removal of the Holding (H) Symbol contemplated as part of the proposed zoning.

### Site Plan Control (Section 6.3)

81. Pursuant to City of Barrie By-law No. 99-312 (Site Plan Control Areas) and under the authority of Section 41 of the *Planning Act*, the proposed development will be subject to Site Plan Control. Matters of site plan approval that will be reviewed include site design matters related to parking and site access, lighting, landscape and tree preservation, acoustic/vibration, site servicing, grading/drainage and urban/architectural design.

82. An executed Site Plan Agreement between the City and the applicant will be required prior to the commencement of construction or site works.

### **Holding Provisions (Section 6.7)**

Pursuant to Section 36 of the Planning Act and in accordance with the City of Barrie Official Plan policies, a Holding (H) Symbol is to be applied to the property as a component of the zoning by-law amendment. The Holding (H) Symbol would be removed at such time as the appropriate conditions related to the proposed development are fulfilled. These include:

#### Phasing of Development

The initial development of Phase I involves the demolition of the western portion of the block (55-67 Dunlop Street West and 35-37 Mary Street) and the construction of the first 32-storey residential tower and the west podium. This tower is proposed for 248 residential dwelling units and six (6) live/work units (upon the completion of Phase II) and ground floor retail/commercial space. Two (2) of the live/work units in Phase I are proposed on the Ground Floor Level with exposure to the existing Barrie Transit Terminal (potential permanent market) across the rear laneway. In the interim, access to the tower podium for parking will be provided by internal drive aisles which are later proposed to be converted to the live/work units. Upon the completion of Phase II, it is anticipated that parking access will be facilitated through the cross-connections to each tower by the proposed overpass/bridge structures connecting each tower and podium.

Phase II anticipates the demolition of the remaining buildings on the eastern portion of the block (39-49 Dunlop Street West) and the construction of the second 32-storey residential tower and east podium. This tower is proposed for 247 residential dwelling units and six (6) live/work units. These live/work units are proposed to face internal to the proposed pedestrian arcade with four units overlooking Dunlop Street West on Levels 2 and 3.

The applicant has proposed a future Phase III that has been accommodated in the design and site-specific zone provisions that may convert some of the proposed parking on Levels 2-6 and would involve the removal of 78 parking spaces in the podiums and repurposing the space, otherwise occupied with those parking spaces, with an additional 2,260.0 m<sup>2</sup> of retail gross floor area and 39 residential dwelling units (for a total of 534 dwelling units). The applicant has proposed building in flexibility to proceed to Phase III based on market conditions; which include conditions that permit greater transit usage and availability and an overall reduction in reliance on the private automobile.

This proposal is market-dependant but has been included in the site-specific zoning being contemplated as the conversion of the parking would require a reduction to the minimum required parking spaces required for the development (495 to 372). Strategies to offset the loss of parking with the decrease in parking demand with the implementation of car-share and bike-share programs may be implemented at Site Plan Control and may also be included as part of a community benefit contribution.

The implementation of a Holding ('H') Symbol provides an opportunity to further define the limits of Phase I and Phase II. The applicant has proposed the submission of an application to sever the lands subject of Phase I and Phase II into two separately conveyable parcels and to proceed in two distinct stages. The use of a Holding ('H') Symbol may also be used as a mechanism to define the timing of the demolition of existing buildings. The phasing plan that would be required at the time of application removal of the Holding ('H') Symbol should clearly delineate the extent of buildings subject of demolition and those to remain. This tool is proposed as a means to assist in the prevention of the premature demolition of the existing buildings until the development concept is completed and the applicant is prepared to commence construction.

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### Site Plan Control

Site Plan Control and the execution of a Site Plan Agreement will be required as a pre-condition to the removal of the Holding (H) Symbol. As part of the Site Plan Control process, the applicant will be required to address all aspects of the detailed design engineering of the development. Site Plan Control will also involve defining the aesthetic (i.e. architectural design, materials, colour, etc.) of the buildings and proposed public/private spaces and amenities (i.e. landscape design and street treatments).

### Height and Density Bonusing (Community Benefits Contribution)

The removal of the Holding (H) Symbol on the lands, as stipulated in the draft amending zoning by-law, will require the acceptance of a Community Benefits Contribution Agreement, to the satisfaction of the City of Barrie. The basis of the Agreement will be the policies contained in the Official Plan with respect to height and density bonusing or emerging Provincial legislation that establishes the authority to levy Community Benefits Charges and accompanying Regulations (yet to be determined by the Province).

Until such time as those key elements of the development are established, the Holding (H) Symbol will remain on the lands. The issuance of a building permit to commence construction will not be permitted until the Holding (H) Symbol is removed. Application to remove the Holding ('H') Symbol may proceed on a per phase basis or for the site in its totality.

### City of Barrie Intensification Area Urban Design Guidelines

83. In June of 2013, Council received the Urban Design Guidelines for the Intensification Areas as prepared by Brook McIlroy, October 2012. These guidelines are intended to ensure that new development is compatible with the existing built fabric while creating an attractive and safe public realm that supports alternative modes of transportation and is environmentally sustainable. One of the consistent themes throughout these guidelines is to create higher density, mixed-use, pedestrian friendly streetscapes throughout the intensification areas. In this regard, buildings should be positioned to frame abutting streets, main entrances should be directly accessible from public sidewalks and the front street wall of buildings should be built to the front property line. The Guidelines further suggest that development on prominent streets should meet a high standard of design.

As noted in the analysis above, the City's Urban Design Planning staff have reviewed the proposal in relation to the City's Intensification Area Urban Design Guidelines and have confirmed it is consistent with the downtown context.

### Historic Neighbourhoods Strategy (June 2010)

The subject lands are located adjacent to, however, are not located within the Historic Neighbourhood Defined Policy Area as identified on Schedule 'C' (Defined Policy Areas) of the Official Plan. This area was established pursuant to the approval of Official Plan Amendment No. 54 (OPA No. 54) by By-law No. 2016-058 and generally includes the area highlighted by the Historic Neighbourhood Strategy (June 2010); excluding the areas consistent with the location of the 'Urban Growth Centre' identified in the Places to Grow Growth Plan.

The review of the application for zoning by-law amendment had regard to the policies and goals of the Historic Neighbourhoods Strategy (June 2010) insofar as the proposed development contemplates a pedestrian-scale orientation to the public realm and envisions high quality urban design and architecture with a mix of materials, texture, height, setbacks and form; particularly as it pertains to the podium structures and the pedestrian arcade at ground level.

**Zoning By-law No. 2009-141**

The subject lands are currently zoned Central Area Commercial – 1 ('C1-1') Zone on 'Map – North End' of Zoning By-law No. 2009-141, as amended. A site-specific Central Area Commercial – 1 ('C1-1') Zone, Special Provision No. XXX (SP-XXX), Holding (H-XXX) is proposed to facilitate the development concept. Residential dwelling units in conjunction with a wide variety of commercial uses are permitted in the C1-1 Zone.

Zoning By-law No. 2009-141 can be found in its entirety at the following link:  
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Zoning-Bylaw/ZONING%20BY-LAW%202009-141%20CONSOLIDATION%202018-12-31.pdf>.

The zoning by-law amendments as contemplated by this application include an increase to maximum permitted building height; a reduction in minimum required coverage for commercial uses; an increase in maximum permitted gross floor area; a reduction in minimum required parking (on a site-wide basis); a reduction in minimum required dwelling unit floor area (for a 'live/work' unit); and, reduction in minimum required landscape buffer. A site-specific definition of 'live/work' unit and front lot line is proposed as part of the overall amendments.

84. The Table below illustrates the required zone provisions and the proposed zone provisions as it relates to the proposed development.

Zone Provision	Required C1-1 Zone	Proposed C1-1 Zone, SP
Maximum Permitted Building Height	10.0 metres within 5.0 metres of the front lot line and the lot flankage, 30.0 metres beyond 5.0 metres of the front lot line and lot flankage	110.25 metres within and beyond 5.0 metres of the front lot line (Dunlop Street West) and the lot flankages (Mary Street, Maple Avenue and rear municipal laneway) <b>(Phase 1 and 2 Towers)</b>  24.0 metres, within and beyond 5.0 metres of the front lot line (Dunlop Street West) and the lot flankages (Mary Street, Maple Avenue and rear municipal laneway) <b>(Phase 1 and 2 Podiums)</b>
Gross Floor Area (max. % of lot area)	600%	970%
Minimum Coverage for Commercial Uses (% of lot area)	50%	35%
Minimum Required Parking (for residential dwellings located within the Urban Centre)	1 space per dwelling unit(s)  534 parking spaces	<b>Phase 1 Tower</b> 253 parking spaces provided at 1.02 spaces per unit (248 units)  <b>Phase 2 Tower</b>

		242 parking spaces provided at 0.98 spaces per unit (247 units)  Total Site (including potential Phase III) 372 parking spaces provided at 0.69 spaces per unit (534 units)
Minimum Required Parking (for proposed live/work units)	N/A	0 parking spaces required
Landscape Buffer Areas	Continuous landscaped buffer area of a minimum width of 3.0 metres shall be provided along the side and rear lot lines.	No landscaped buffer proposed
Dwelling Unit Floor Area (min.)	35.0 m <sup>2</sup> /dwelling unit + 10.0 m <sup>2</sup> /bedroom	26.50 m <sup>2</sup> for live/work units (Unit Nos. 2 & 3 on Podium Levels 2 and 3)

Maximum Permitted Building Height (Section 6.3.2)

85. In order to achieve the proposed design and built form, the applicant has proposed an increase to the maximum permitted building height in the site-specific zoning. The height currently permitted in the applicable zoning is 10.0 metres within 5.0 metres of the front lot line and the lot flankage and 30.0 metres beyond 5.0 metres of the front lot line and lot flankage. The proposed maximum permitted building height is proposed to increase to:
- 110.25 metres within and beyond 5.0 metres of the front lot line (Dunlop Street West) and the lot flankages (Mary Street, Maple Avenue, and rear municipal laneway)(Phase I & Phase II Towers); and,
  - 24.0 metres within and beyond 5.0 metres of the front lot line (Dunlop Street West) and the lot flankages (Mary Street, Maple Avenue, and rear municipal laneway)(Phase I & Phase II Podiums).
86. Staff note that additional height and density is contemplated by the City's Official Plan and is generally in keeping with other high-rise buildings and high-rise proposals in the immediate area within the downtown area. The proposed height and design of the proposed towers and podiums will provide an opportunity to provide visual interest to the skyline of the city of Barrie, and will conform to the Tall Building Guidelines of the Official Plan.
87. As noted throughout the Analysis section of this report, Urban Design Planning staff are satisfied that the proposed increase in height is appropriate in the downtown context. As highlighted in the analysis and findings in the applicant's Urban Design Brief, Shadow Impact Analysis and Preliminary Pedestrian Level Wind Study, Urban Design Planning staff are of the opinion that the proposed building height will not have negative impacts on pedestrian comfort or waterfront parks

and/or public spaces. The proposed setbacks also create a built form condition that respects existing and planned development in the area.

Minimum Required Coverage for Commercial Uses (Section 6.3.2)

88. The zoning by-law requires a minimum of 50% lot coverage for commercial uses. As the lot area is 4,348.33 m<sup>2</sup>, the minimum required lot area for commercial use within the current zoning is 2,174.16 m<sup>2</sup>.

The proposed development contemplates 1,548.74 m<sup>2</sup> of ground floor retail (with frontage onto Dunlop Street) which represents approximately 35% of overall lot area. The proposed commercial uses will provide services for the residents of the proposed development and the surrounding area and will be compatible with the existing retail/commercial landscape of downtown and the pedestrian-oriented design of the development plan. Planning Department staff also note that including the 'non-residential floor area' dedicated to future 'live/work' units and amenity areas, the proportion of non-residential floor area to residential floor area may increase over time.

Maximum Permitted Gross Floor Area (Section 6.3.1 & Table 6.3)

89. The zoning by-law permits a maximum Gross Floor Area of 600% relative to the lot area of the proposed development parcel. As the lot area is 4,348.33 m<sup>2</sup>, the maximum Gross Floor Area permitted within the current zoning is 26,089.98 m<sup>2</sup>.

The proposed development contemplates a total Gross Floor Area of 39,647.55 m<sup>2</sup> for Phases 1 and 2, which represents an approximate ratio of 912%. With the inclusion of development potential for Phase 3, the total proposed Gross Floor Area is 970% relative to lot area.

Gross Floor Area is defined as 'the total of all floors in a building, excepting a basement in a residential building, measured from the outside face of the exterior walls, but exclusive of any part of a building which is used for the storage or parking of motor vehicles...'

The proposed floor area of the development is to be contained within two residential towers and podium structures and is a function of the building heights. The applicant has proposed an increase to maximum permitted height for the buildings to accommodate the increased density of a relatively small site in a vertical form as opposed to horizontal form requiring additional land to achieve the same density. The proposed development represents a full utilization of the site within an urban context.

Minimum Required Parking (Section 4.6.1 & Table 4.6)

90. The zoning by-law requires a minimum of 1.0 parking space per dwelling unit for residential dwellings within the Urban Growth Centre. Parking is not required for commercial uses within the Central Area Commercial ('C1') Zone. The proposed 'live/work' units would not require parking as part of the site-specific zoning proposed as they are to be treated as a commercial land use.

The proposed development complies with the zoning by-law with respect to overall parking for Phases I and II as there are 495 residential dwelling units proposed with a total of 495 parking spaces proposed for the two phases combined. Phase I is proposed to deliver a surplus of parking of 5 parking spaces.

A reduction in overall parking supply is anticipated to 0.69 parking spaces based on the proposed reduction in parking related to Phase III. This phase would involve the removal of parking in the podium and replacing them with residential dwelling units. The applicant has proposed building in

flexibility to proceed to Phase III based on market conditions; which include conditions that permit greater transit usage and availability and an overall reduction in reliance on the private automobile.

The applicant has also proposed as part of the amending zoning by-law, a provision that would permit a parking space to be provided on a lot or building other than for which it is required. This would permit the applicant to construct Phase II in the event that phasing of the project requires the prior severance of the Block into multiple parts, as Phase II as a separate lot would be deficient for parking.

The reduction in required parking is intended to further develop the 'Urban Growth Centre' in a manner that includes and promotes alternate modes of transport and which is serviced with transit and active transportation infrastructure.

#### Minimum Required Dwelling Unit Floor Area (Section 5.3.1 & Table 5.3)

91. The zoning by-law does not regulate the minimum required unit size for residential dwellings within a Commercial Zone. The minimum required residential dwelling unit size within a Residential Zone for a 'multiple dwelling' is 35.0 m<sup>2</sup>/dwelling unit + 10.0 m<sup>2</sup>/additional bedroom.

The applicant has requested the inclusion of this Special Provision to provide 'live/work' units; particularly as it applies to proposed 'live/work' Unit Nos. 2 & 3 on Levels 2 and 3 to provide a form of transition uses between commercial and residential within the neighbourhood. The dwelling unit areas will be further reviewed by the Building Department upon application of a building permit and prior to the issuance of building permits, in accordance with the Ontario Building Code.

#### Minimum Required Landscape Buffer Area (Section 6.3.7)

92. The minimum required landscaped buffer area width for an apartment dwelling in the Central Area Commercial ('C1') Zone is 3.0 metres. The proposed development contemplates on-site landscape area but due to the limitation in the shape and lot area of the proposed development parcel, a landscape buffer area of NIL is proposed along the lot flankages (Mary Street and Maple Avenue) and rear lot (laneway). The proposed development will maintain a continuous streetwall and provide an urban streetscape that will enhance the public realm. On-site landscape treatments and street planting are proposed as part of the overall plan and will be reviewed in additional detail upon the submission of a Site Plan Control Application.

93. Front Lot Line

The 'Front Lot Line' is defined as "the lot line that divides a lot front the street, provided that in the case of a corner lot, the shorter lot line that abuts a street shall be deemed to be the front lot line, and longer lot line that so abuts shall be deemed to be a side lot line of the lot'.

The technical front lot line for the subject lands is along Maple Avenue. The applicant has proposed a site-specific zone provision to establish Dunlop Street as the lot frontage (and Mary Street and Maple Avenue as lot flankages) for the purposes of establishing setbacks, due to the orientation of the building design toward the Dunlop Street exposure.

94. Definitions (Section 3.0)

The draft amending zoning by-law provides site-specific definitions for *Parking Stacker*, *'Live/Work Unit'*, *'Arts, Crafts and Instructional Services'*. These definitions provide further clarity and definition to the nature of the proposed land uses on the property.

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Summary

95. Planning Department staff have reviewed the comments received and considered the proposed Zoning By-law Amendment Application, having regard to applicable Provincial Policy and the City of Barrie Official Plan. It is the opinion of Planning Department staff that the proposed development is consistent with and conforms to these policies and recommends approval to the application and accompanying amending zoning by-law.

**ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

96. There are no anticipated environmental matters related to the recommendation, however, it should be noted that the Engineering Department and Risk Management Office have advised that further review and comments of the specific site conditions and proposed development will occur upon the submission of a Site Plan Control Application and prior to development.

**FINANCIAL**

97. Current development charges for apartment units range between \$20,770.00 per unit for bachelor and 1-bedroom units and \$29,048.00 for 2+ bedroom units. Development Charges are calculated and paid at the time of issuance of the building permit and are subject to an annual inflationary adjustment on January 1 of each year.

Pursuant to the new Development Charges By-law that was passed in June 2019, there may be redevelopment Development Charges credits available for any residential units that are demolished if the building permit is issued within 60 months of the last date of occupancy. The onus will be on the applicant to provide proof of the number and types of residential units that are to be demolished in order to receive the redevelopment credits towards the future residential.

As this development is located within the City Centre Planning Area, Development Charges are exempted for the commercial component of the building.

98. The education levy for residential uses is currently \$2,059.00 per unit and \$0.49 per square foot.
99. Cash in Lieu of Parkland is currently calculated at \$5,150 per unit (subject to an annual inflationary adjustment on January 1<sup>st</sup> of each year). 2% of the appraised land value for the ground floor commercial will also be calculated. Cash in lieu of parkland will be calculated and collected at the issuance of the building permit. The City's Cash in Lieu of Parkland fees will be re-assessed in the Fall of 2019.
100. Finance Department Administration fees are charged at a fee of \$75.00 per residential unit and \$150.00 per non-residential buildings.
101. As the proposed development will be subject to Site Plan Approval and the future ownership/land division is contemplated as Condominium, all costs associated with the approval and development of the site would be the owner's responsibility. The developer would be responsible for all capital costs for any new infrastructure, or improvements required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the developer/future condominium corporation.

102. The City will also incur minimal additional operating costs associated with increased demand for municipal services outside of the development limits. However, the impacts of the additional units are anticipated to be minimal and are all normal growth-related expenses that are actively planned throughout the City's Capital Plan and Forecasting Plan.

**LINKAGE TO 2018-2022 COUNCIL STRATEGIC PLAN**

103. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:

- Building Strong Neighbourhoods
  - (a) Building walkable, diverse neighbourhoods that encourage community connections
  - (b) Grow responsibly
- Improving the Ability to Get Around
  - (a) Make connections
  - (b) Create safer streets
- Fostering a Safe & Healthy City
  - (a) Get more affordable housing built
  - (b) Build a greener Barrie while mitigating and adapting to climate change

In accordance with Council's goals, the proposed development would provide for a compact form of development that will increase the use of the subject lands (i.e. intensification, mixed-use); promote the use of existing municipal services (i.e. public service facilities) and infrastructure (i.e. water, wastewater; transit service); facilitate community connections; and, support diverse and safe neighbourhoods and active transportation.

- Attachments: Appendix "A" – Location Map.  
Appendix "B" – Draft Amending Zoning By-law.  
Appendix "C" – Proposed Site Plan.  
Appendix "D" – Proposed Building Elevations/Skyline Rendering & Floor Plans.

APPENDIX "A"  
Location Map



39 - 67 Dunlop Street West  
& 35 - 37 Mary Street  
Zoning By-law Amendment

Location Map



Barrie Waterfront Developments Inc.

File Number: D14-1676  
Date: October 23, 2019



**APPENDIX "B"**  
**Draft Amending Zoning By-law**



**BY-LAW NUMBER 2019-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 the lands legally described as Lots 5, 6, 39, 40, 46 and Part of Lot 41, Registered Plan 115, and municipally known as 39-67 Dunlop Street West and 35-37 Mary Street, shown on Schedule 'A' to this By-law from Central Area Commercial ('C1-1') Zone to Central Area Commercial ('C1-1') Zone, Special Provision (SP-XXX), Holding (H-XXX) to permit a mixed-use development;

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted motion 19-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 land located at 39-67 Dunlop Street West and 35-37 Mary Street from Central Area Commercial ('C1-1') Zone to Central Area Commercial ('C1-1') Zone, Special Provision (SP-XXX) and Central Area Commercial ('C1-1') Zone, Special Provision (SP-XXX), Holding (H-XXX) in accordance with Schedule 'A' attached to this By-law being a portion of this zoning map.
2. **THAT** notwithstanding the definition for *Front Lot Line* set out in Section 3.0 of By-law 2009-141, for the purpose of this By-law, *Front Lot Line* shall be defined as the lot line that divides the lands from Dunlop Street West, and the *Lot Flankage* shall be defined as the lot line(s) that divide the lands from Mary Street and/or Maple Avenue.
3. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, for the purpose of this By-law, Phase 1 shall be defined as the western portion of the proposed development, comprised of a 110.25 metre, mixed-use residential building; Phase 2 shall be defined as the eastern portion of the proposed development, comprised of a 110.25 metre, mixed-use residential development; and, Phase 3 shall be defined as the future conversion of the above ground parking levels, or portions thereof, to habitable space.
4. **THAT** notwithstanding the provision set out in Section 4.6.2.1 of By-law 2009-141, a parking space shall be permitted to be provided on a lot or building other than for which it is required.
5. **THAT** notwithstanding the provisions set out in Section 4.6.1 (Table 4.6) of By-law 2009-141, a minimum of 0.69 parking spaces per dwelling unit shall be required in the Central Area Commercial (C1-1) Zone, Special Provision (SP-XXX), Holding (H-XXX).
6. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, for the purpose of this By-law, a *Parking Stacker* shall be defined as a mechanical elevating device that provides for the storage, lifting and lowering of vehicles within a parking space.
7. **THAT** notwithstanding the provisions set out in Section 4.6.2 of By-law 2009-141, a *Parking Stacker* shall be permitted in the Central Area Commercial (C1-1) Zone, Special Provision (SP-XXX), Holding (H-XXX), provided that it is accessory to a parking space and is located within the interior of a building.
8. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, for the purpose of this By-law, *Arts, Crafts and Instructional Services* shall be defined as uses which include photographers, arts and crafts services, artists, artisans workshop, ceramics workshop, clothing designer, sculptors, wood crafts, music instructors, tutors, furniture makers, graphic designers, jewelers, composers, and sign makers.
9. **THAT** in addition to uses permitted pursuant to Section 6.2 (Table 6.2) in the Central Area Commercial ('C1-1') Zone of By-law 2009-141, a maximum of 12 *Live/Work Units* shall be permitted within the Central Area Commercial ('C1-1') Zone, Special Provision (SP-XXX), Holding (H-XXX).
10. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, for the purpose of this By-law, a *Live/Work Unit* shall be defined as a unit that can be used for residential, retail and/or commercial uses in accordance with the uses set out in Section 6.2 (Table 6.2) for the Central Area

Commercial ('C1) Zone of Zoning By-law No. 2009-141, and shall include *Arts, Crafts and Instructional Services* uses. In a *Live/Work Unit*, any of the permitted uses can utilize up to 100% of the total floor area of the unit, or any combination thereof.

11. **THAT** notwithstanding the provisions set out in Section 4.6.3.1 of By-law 2009-141, the Live/Work Units shall not be required to provide parking in the Central Area Commercial (C1-1) Zone, Special Provision (SP-XXX), Holding (H-XXX).
12. **THAT** notwithstanding the provisions set out in Section 5.3.1 (Table 5.3) of By-law No. 2009-141, the minimum required dwelling unit floor area shall be 26.67 m<sup>2</sup> for Unit Nos. 2 & 3 on Levels 2 and 3.
13. **THAT** notwithstanding the provisions set out in Section 6.3.1 (Table 6.3) of By-law 2009-141, a maximum Gross Floor Area of 970% of the lot area shall be permitted in the Central Area Commercial (C1-1) Zone, Special Provision (SP-XXX), Holding (H-XXX).
14. **THAT** notwithstanding the provisions set out in Section 6.3.2 of By-law 2009-141, a maximum building height for the proposed residential towers (Levels 7 and above) of 110.25 metres, excluding mechanical penthouse, within and beyond 5.0 metres of the *Front Lot Line* (Dunlop Street West) and the *Lot Flankages* (Maple Avenue, Mary Street and rear municipal laneway), shall be permitted in the Central Area Commercial (C1-1) Zone, Special Provision (SP-XXX), Holding (H-XXX).
15. **THAT** notwithstanding the provisions set out in Section 6.3.2 of By-law 2009-141, a maximum building height for the proposed podium structures of 24.0 metres, excluding mechanical penthouse, within and beyond 5.0 metres of the *Front Lot Line* (Dunlop Street West) and the *Lot Flankages* (Maple Avenue, Mary Street and rear municipal laneway) shall be permitted in the Central Area Commercial (C1-1) Zone, Special Provision (SP-XXX), Holding (H-XXX).
16. **THAT** notwithstanding the provisions set out in Section 6.3.2 of By-law 2009-141, a minimum commercial coverage of 35% of the lot area shall be permitted in the Central Area Commercial (C1-1) Zone, Special Provision (SP-XXX), Holding (H-XXX).
17. **THAT** notwithstanding the provisions set out in Section 6.3.7.1 of By-law 2009-141, no continuous landscape buffer along the *Lot Flankages* (Mary Street and Maple Avenue) and rear lot lines will be required in the Central Area Commercial (C1-1) Zone, Special Provision (SP-XXX), Holding (H-XXX).
18. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, *Tower Separation* shall be defined as the minimum distance between building faces above the 6<sup>th</sup> Floor. The minimum *Tower Separation* shall be 18.50 metres. Balconies shall not be permitted to encroach into the minimum *Tower Separation*.
19. **THAT** the Holding (H) Symbol (H-XXX) as shown on Schedule "A" shall not be removed, pursuant to Section 36 of the Planning Act, R.S.O. 1990, c. P. 13, from all or portion of the lands until such time as:
  - 1) a Phasing Plan is completed and submitted, establishing the extent of demolition of existing buildings on the property;
  - 2) approval of a Site Plan Control Approval Application and execution of a Site Plan Agreement; and,
  - 3) acceptance of a Community Benefits Contribution Agreement to the satisfaction of the City of Barrie.
20. **THAT** the owner/applicant is required to provide community benefits in accordance with Section 6.8 (Height and Density Bonus) policies of the Official Plan, to be determined in accordance with City process to the satisfaction of the Director of Planning and Building Services.
21. **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.
22. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

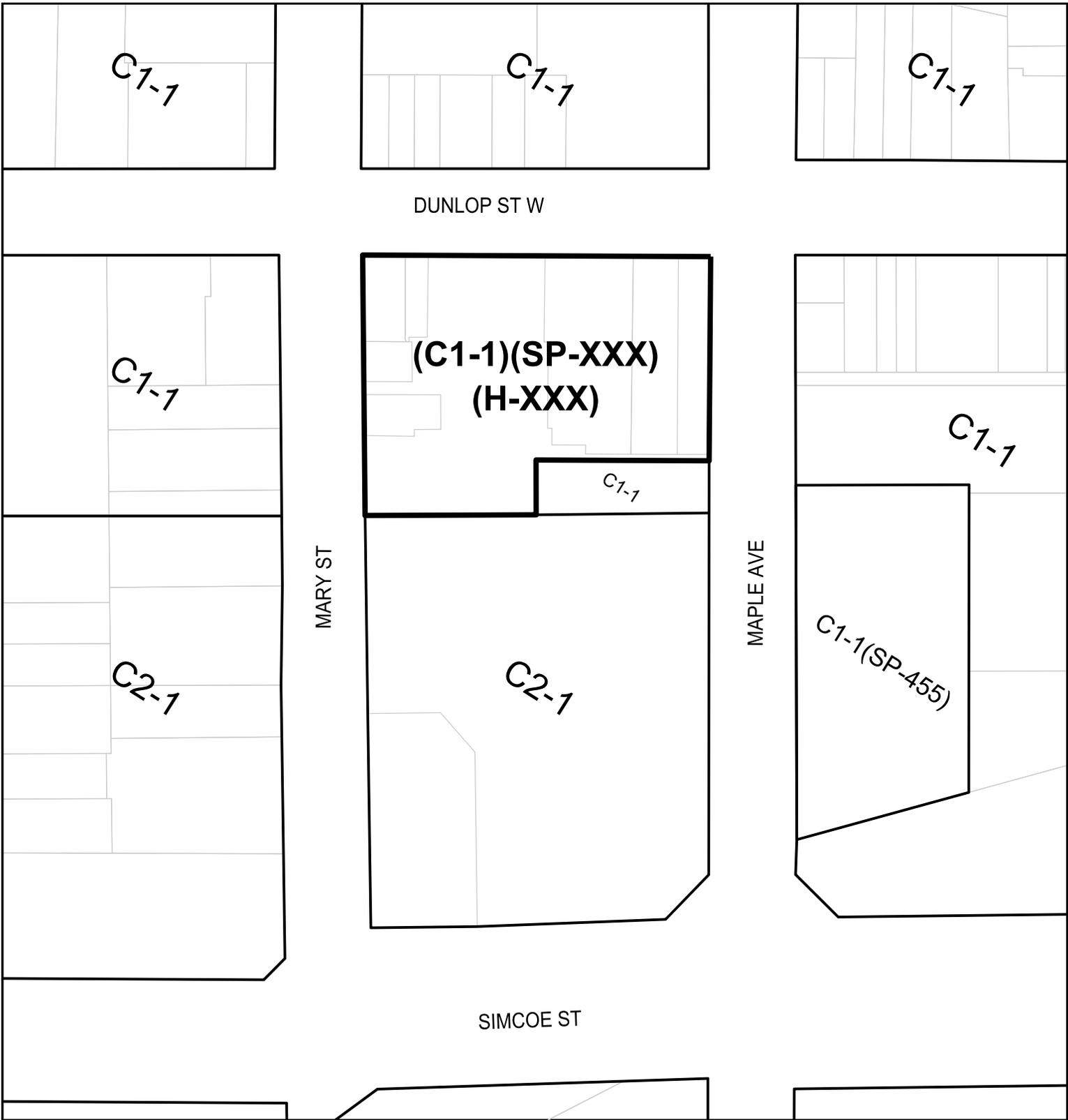
**READ** a first and second time this \_\_\_ day of \_\_\_\_\_, 2019.

**READ** a third time and finally passed this \_\_\_ day of \_\_\_\_\_, 2019

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**MAYOR – J.R. LEHMAN**

\_\_\_\_\_  
**CITY CLERK – WENDY COOKE**



**Proposed New Zone  
(C1-1)(SP-XXX)(H-XXX)  
39-67 Dunlop St W &  
35-37 Mary St**

**Schedule "A" to attached By-law 2019-\_\_\_\_\_**

-  Lands to be rezoned from C1-1 to (C1-1)(SP-XXX)(H-XXX)
-  Zoning By-law 2009-141
-  Parcels

\_\_\_\_\_  
MAYOR - J.R. LEHMAN

\_\_\_\_\_  
CITY CLERK - WENDY COOKE



**Summary to By-Law No. 2019-XXX**

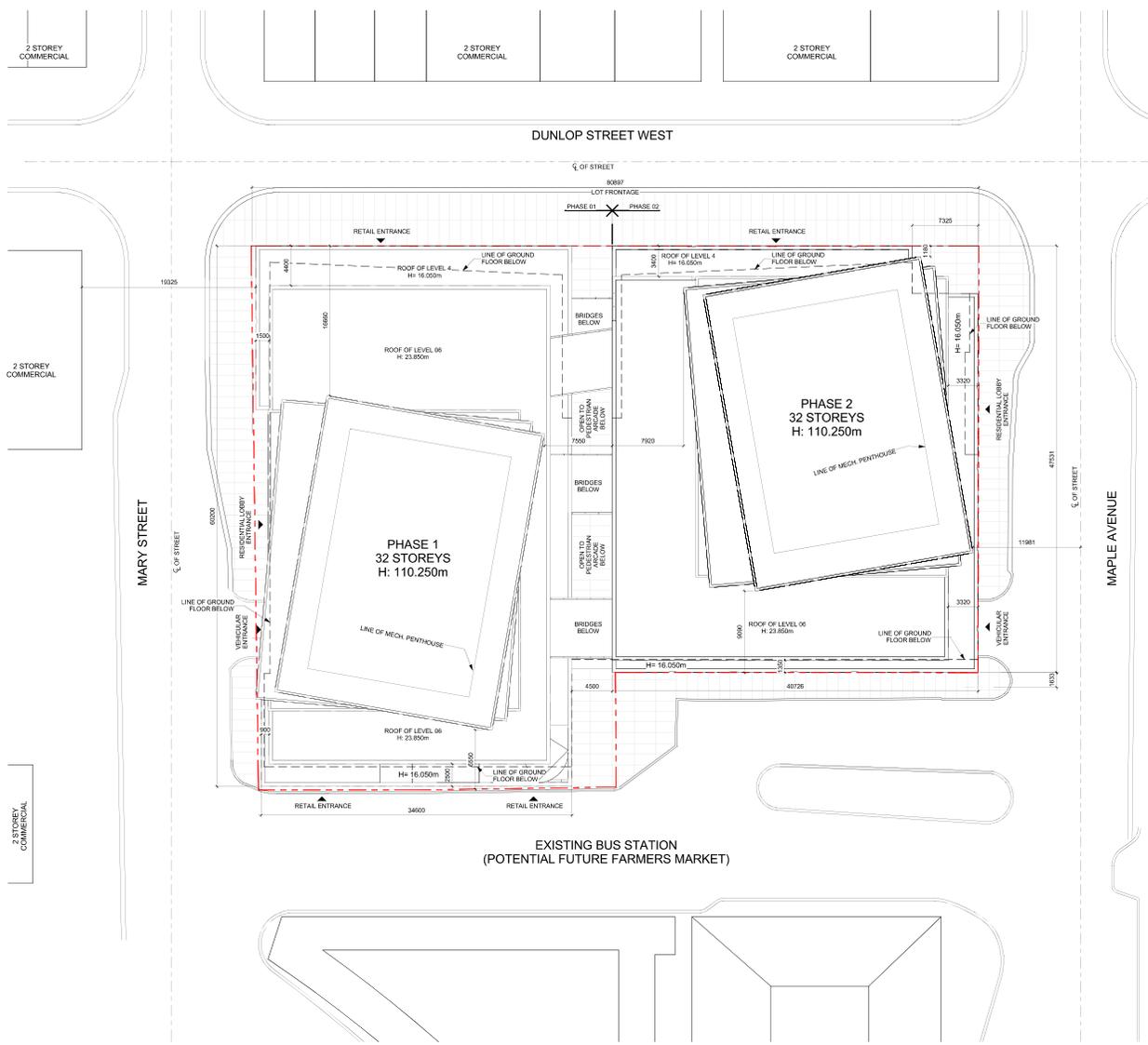
The lands subject to this Amendment are located on the south side of Dunlop Street West; east of Mary Street, and west of Maple Avenue, and are known municipally as 39 – 67 Dunlop Street West and 35 – 37 Mary Street on Lots 5, 6, 39, 40, 46 and Part of Lot 41, Registered Plan 115.

The purpose of the Zoning By-law Amendment Application is to rezone the subject lands from Central Area Commercial (C1-1) Zone to Central Area Commercial ('C1-1') Zone, Special Provision (SP-XXX), Holding (H-XXX) to facilitate the redevelopment of the property for a mixed-use, residential and commercial development, comprised of two (2) residential towers, totalling 534 residential dwellings with 1,850.81 m<sup>2</sup> of Commercial Gross Floor Area and 12 'Live/Work' Units.

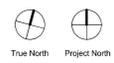
DRAFT



**APPENDIX "C"**  
**Proposed Site Plan**



- General Notes
1. ALL DIMENSIONS IN MILLIMETRES
  2. VERIFY ALL DIMENSIONS
  3. DO NOT SCALE DRAWINGS
  4. CHECK DIMENSIONS AGAINST SPECIFICATIONS
  5. USE THE LATEST REVISED DRAWINGS ONLY
  6. REPORT ANY DISCREPANCIES, DISCOVERED ERRORS OR OMISSIONS TO THE ARCHITECT BEFORE PROCEEDING
  7. DRAWING AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED WITHIN QUARTER OF WORK.



Zoning Matrix	Permitted	Proposed
Zoning Category	Central Area Commercial C1-1	Central Area Commercial C1-1
Lot Area	4,362.93 sq.m	4,362.93 sq.m
Use	Commercial Residential	Commercial Residential
Building Height	40m	West Tower (Phase 01) 110.250m East Tower (Phase 02) 110.250m
Lot Coverage	-	40%
Total Unit Count	-	495
Live / Work Units	-	495
Street Addressable Unit Size	35 m <sup>2</sup> + 10 m <sup>2</sup> /bedroom	47.54 m <sup>2</sup>
Parking Requirements	1 Parking space/Residential unit not required for Commercial use	1 Parking space/Residential unit Residential Parking Provided: 495 Non-Res. Parking Provided: 0
Gross Floor Area (Total)	600% Lot Area	Total Building Provided: 495 Residential TZA: 37,357.88 sq. m Live / Work TZA: 740.83 sq. m Comm-Related TZA: 1,548.74 sq. m
# S.I.	8.0m	8.12m
Landscaping Buffer Requirements	continuous, min. width of 3m	Urban streetscape
Landscaping Spacing	1	4
Lot Lot Frontage	80.88 m	80.88 m
Setbacks	Phase 01	Phase 02
Minimum Front Yard Setback to Tower	18.90 m	1.88 m
Minimum Interior Side Yard Setback	7.65 m	7.65 m
Minimum Rear Yard Setback to Tower	8.65 m	8.65 m

- | No. | Issue                       | Date         |
|-----|-----------------------------|--------------|
| 7   | Re-issued for Reasoning     | Oct. 09/2019 |
| 6   | Re-issued for Reasoning     | Oct. 07/2019 |
| 5   | Re-issued for Reasoning     | Oct. 02/2019 |
| 4   | Re-issued for Reasoning     | 10/2019      |
| 3   | Re-issued for Reasoning     | 05/2019      |
| 2   | Issued for Reasoning        | Apr. 30/2019 |
| 1   | Preconsultation Application | Oct.17/2018  |

Oleson Worland  
architect

SCOTT  
shields  
ARCH

BARRIE WATERFRONT  
DEVELOPMENTS

Address  
55 Dunlop St. W.

Drawing  
SITE PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

**A0.2**

Scale



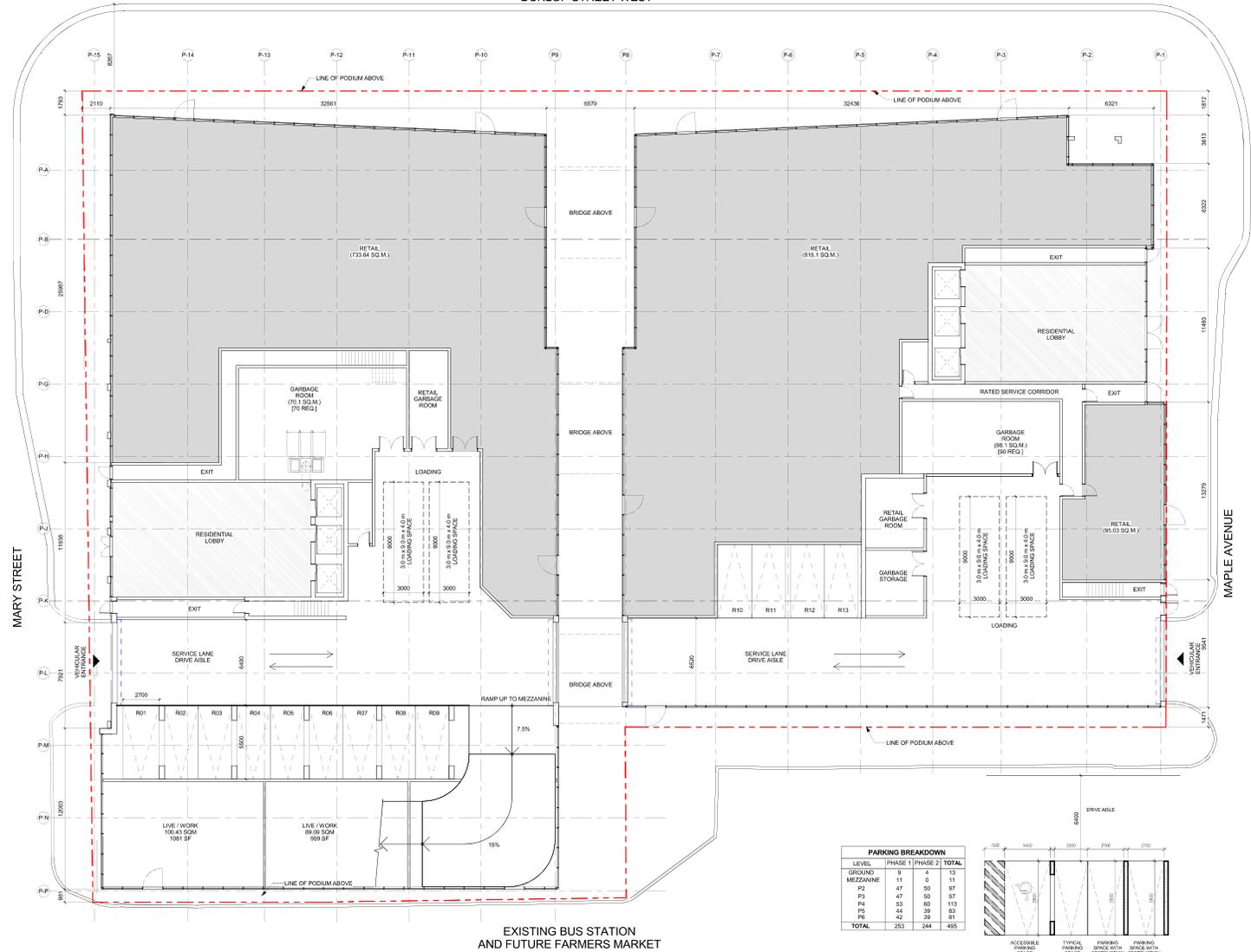
**APPENDIX "D"**  
**Proposed Building Elevations/Skyline**  
**Rendering & Floor Plans**



**Dated: September 2019**

*Proposal revised on October 10, 2019 to include two 32-storey towers*

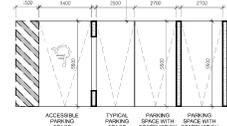
DUNLOP STREET WEST



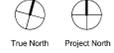
EXISTING BUS STATION AND FUTURE FARMERS MARKET

PARKING BREAKDOWN

LEVEL	PHASE 1	PHASE 2	TOTAL
GROUND	9	4	13
MEZZANINE	11	0	11
P1	47	50	97
P2	47	50	97
P3	53	60	113
P4	44	39	83
P5	42	39	81
<b>TOTAL</b>	<b>253</b>	<b>244</b>	<b>495</b>



- General Notes
1. ALL DIMENSIONS IN MILLIMETRES
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  5. USE THE LATEST REVISED DRAWINGS ONLY
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| 5 | Re-issued for Reasoning     | Oct. 02/2019 |
| 4 | Re-issued for Reasoning     | Sep. 10/2019 |
| 3 | Re-issued for Reasoning     | Sep. 05/2019 |
| 2 | Re-issued for Reasoning     | Apr. 30/2019 |
| 1 | Preconsultation Application | Oct. 17/2018 |

No. Issue Date

Oleson Worland  
architect

SCOTT SHIELDS ARCHITECTS INC.  
34 MILLIKEN STREET  
TORONTO, ON  
M5S 1R3  
416-924-2177  
416-924-7358

BARRIE WATERFRONT DEVELOPMENTS

Address  
55 Dunlop St. W.

Drawing  
GROUND FLOOR PLAN

Project number 24601

Date Apr. 30, 2019

Drawn by Author

Checked by Checker

A1.0

Scale

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| 5 | Re-Issued for Rezonning | Oct. 02/2019  |
| 4 | Re-Issued for Rezonning | Sept. 16/2019 |
| 3 | Re-Issued for Rezonning | Sept. 05/2019 |

No. Issue Date

Oleson Worland  
architect

SCOTT  
shields  
ARCH

SCOTT SHIELDS  
Architects Inc.  
30 Melicon Street  
Toronto, ON  
M5S 1V1 P3  
T: 416.924.2177  
F: 416.924.7358

BARRIE WATERFRONT  
DEVELOPMENTS

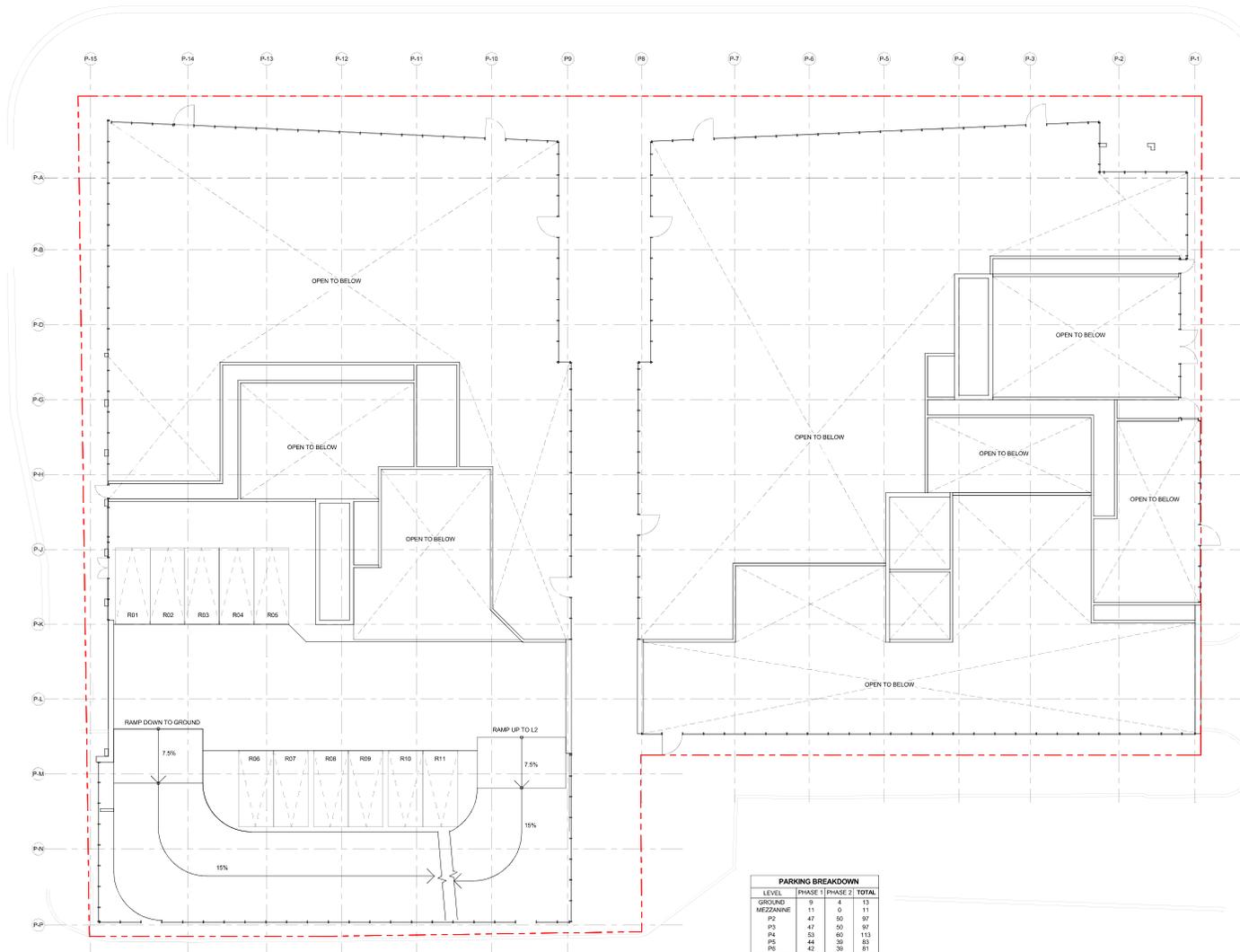
Address  
55 Dunlop St. W.

Drawing  
PARKING MEZZANINE  
PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

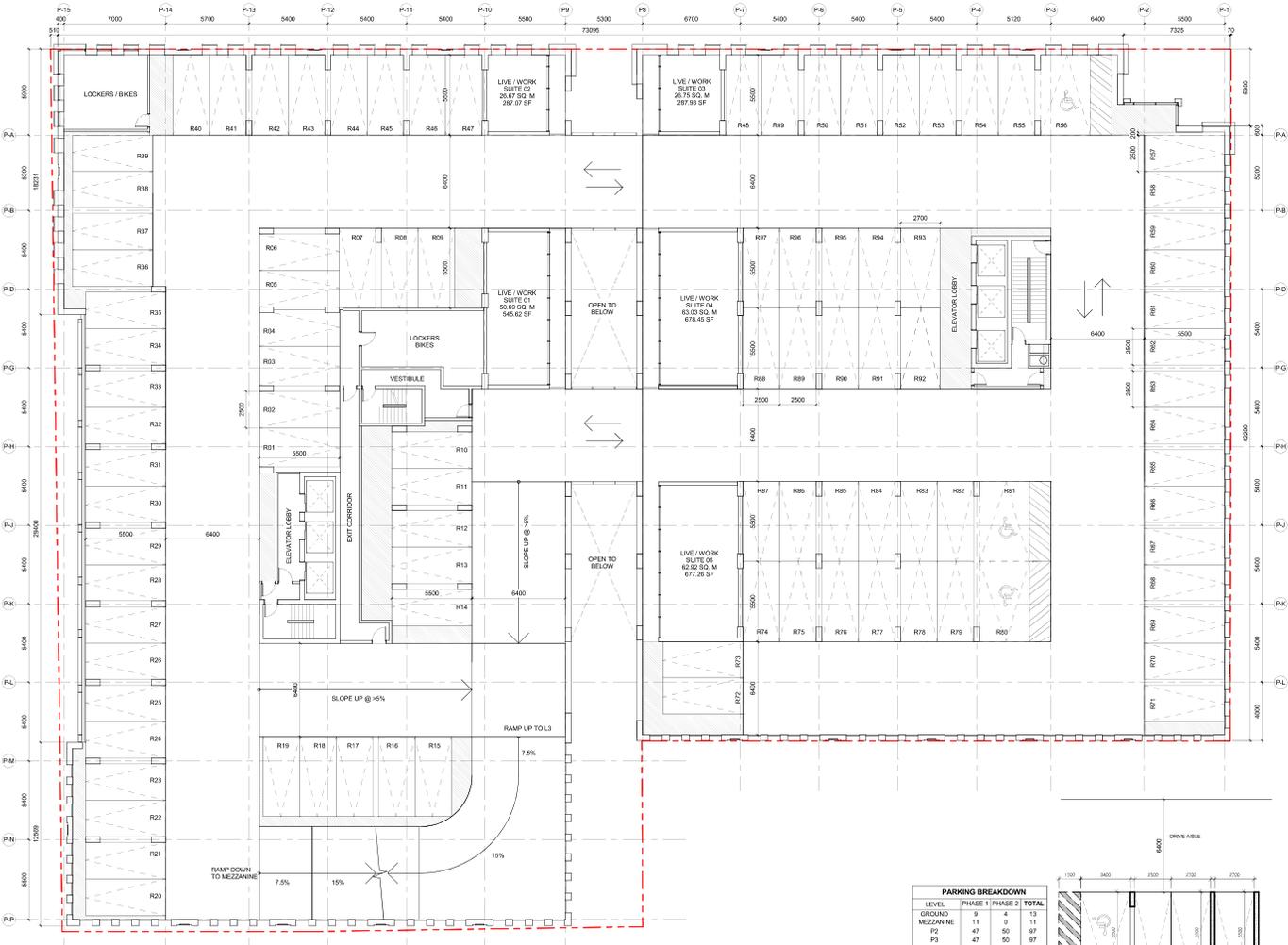
A1.1

Scale



LEVEL	PHASE 1	PHASE 2	TOTAL
GROUND	9	4	13
MEZZANINE	11	0	11
P2	47	50	97
P3	47	50	97
P4	53	40	113
P5	44	39	83
P6	42	39	81
TOTAL	253	264	485

PHASE 01 \* PHASE 02



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| 3 | Re-issued for Reasoning | Sept. 05/2019 |
| 2 | Issued for Reasoning    | Apr. 30/2019  |

No. Issue Date

**Oleson Worland**  
architect

**SCOTT SHIELDS ARCH**  
SCOTT SHIELDS ARCHITECTS INC.  
34 MILLIKEN SQUARE  
TORONTO, ON  
M3S 1V1 P 3  
T 416-924-2177  
F 416-924-7358

**BARRIE WATERFRONT DEVELOPMENTS**

Address  
55 Dunlop St. W.

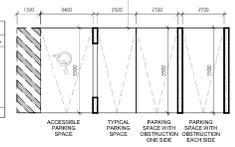
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**PARKING LEVEL 2 PLAN**

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

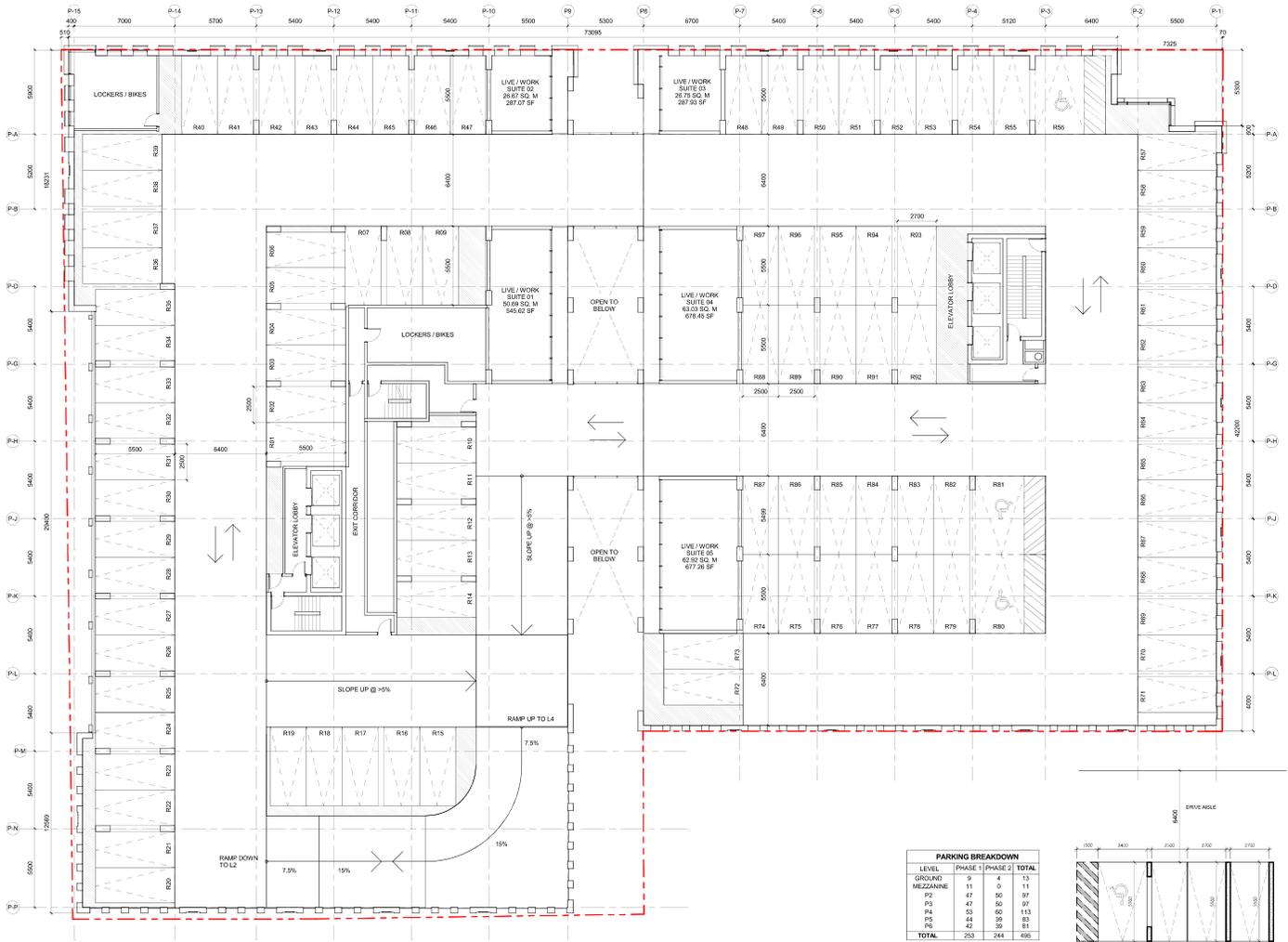
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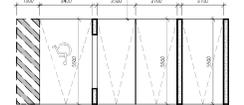
LEVEL	PHASE 1	PHASE 2	TOTAL
GROUND	9	4	13
MEZZANINE	11	0	11
P1	47	50	97
P2	47	50	97
P3	44	38	82
P4	53	60	113
P5	44	38	82
P6	42	39	81
TOTAL	263	244	507



PHASE 01 PHASE 02



LEVEL	PHASE 1	PHASE 2	TOTAL
GROUND	9	4	13
MEZZANINE	11	0	11
P2	47	50	97
P3	47	50	97
P4	53	60	113
P5	44	39	83
P6	42	39	81
<b>TOTAL</b>	<b>253</b>	<b>244</b>	<b>497</b>



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| 3 | Re-issued for Reasoning | Sept. 05/2019 |
| 2 | Issued for Reasoning    | Apr. 30/2019  |
- No. Issue Date

**Oleson Worland**  
architect

**SCOTT SHIELDS ARCH**  
30115 21<sup>st</sup> Street  
Architects Inc.  
34 Market Street  
Toronto, ON  
M5S 1V1 P 415-924-2177  
F 416-924-7358

**BARRIE WATERFRONT DEVELOPMENTS**  
Address  
55 Dunlop St. W.

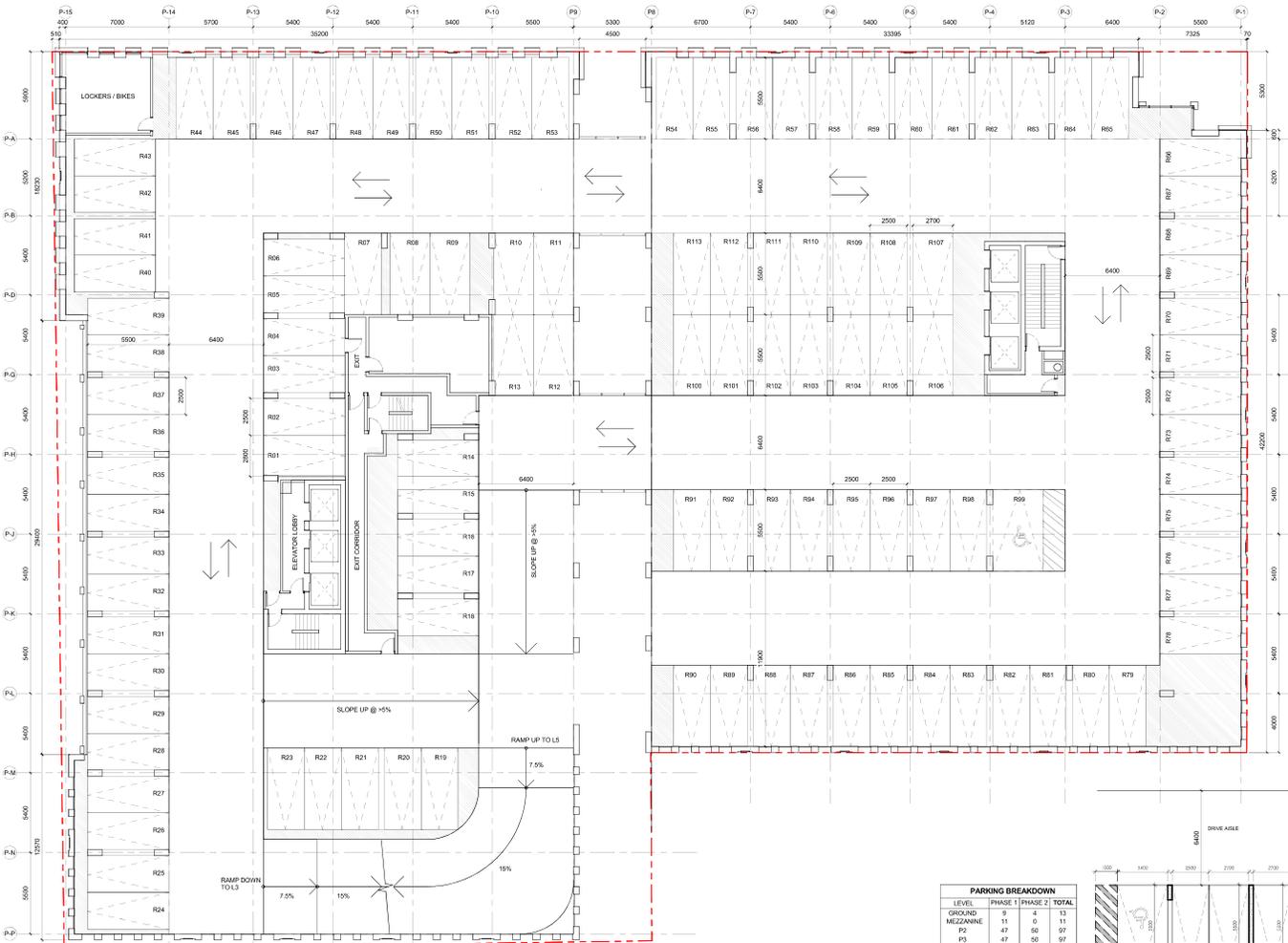
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**PARKING LEVEL 3 PLAN**

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

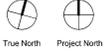
**A1.3**

Scale

PHASE 01 \* PHASE 02



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| 3 | Re-issued for Reasoning     | Sept. 05/2019 |
| 2 | Issued for Reasoning        | Apr. 30/2019  |
| 1 | Preconsultation Application | Oct. 17/2018  |

No. Issue Date

Oleson Worland  
architect

SCOTT SHIELDS ARCHITECTS INC.  
44 MERRICK STREET  
TORONTO, ON  
M5S 1R3  
T: 416.924.2177  
F: 416.924.7358

BARRIE WATERFRONT DEVELOPMENTS

Address  
55 Dunlop St. W.

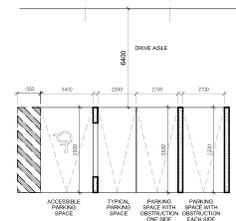
Drawing  
PARKING LEVEL 4 PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

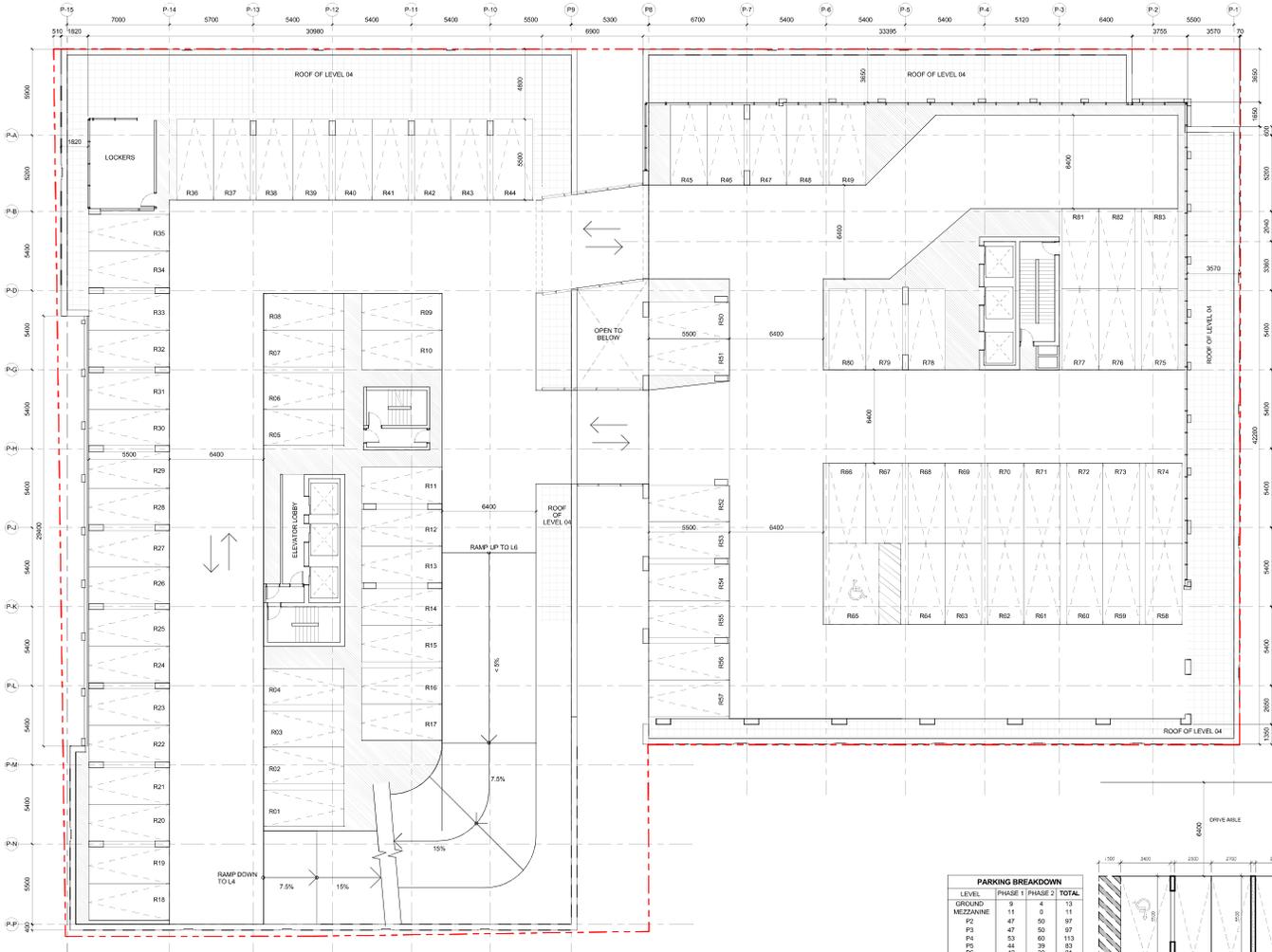
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Scale

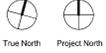
LEVEL	PHASE 1	PHASE 2	TOTAL
GROUND	9	4	13
MEZZANINE	11	0	11
P2	47	50	97
P3	47	50	97
P4	53	60	113
P5	44	39	83
P6	42	39	81
<b>TOTAL</b>	<b>253</b>	<b>244</b>	<b>497</b>



PHASE 01 \* PHASE 02



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| 2 | Issued for Reasoning        | Apr. 30/2019  |
| 1 | Preconsultation Application | Oct. 17/2018  |

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SCOTT SHIELDS ARCHITECTS INC.  
44 MERRICK STREET  
TORONTO, ON  
M5S 1V1 P 3  
T 416.924.2177  
F 416.924.7358

BARRIE WATERFRONT DEVELOPMENTS

Address  
55 Dunlop St. W.

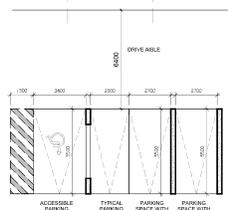
Drawing  
PARKING LEVEL 5  
PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

A1.5

Scale

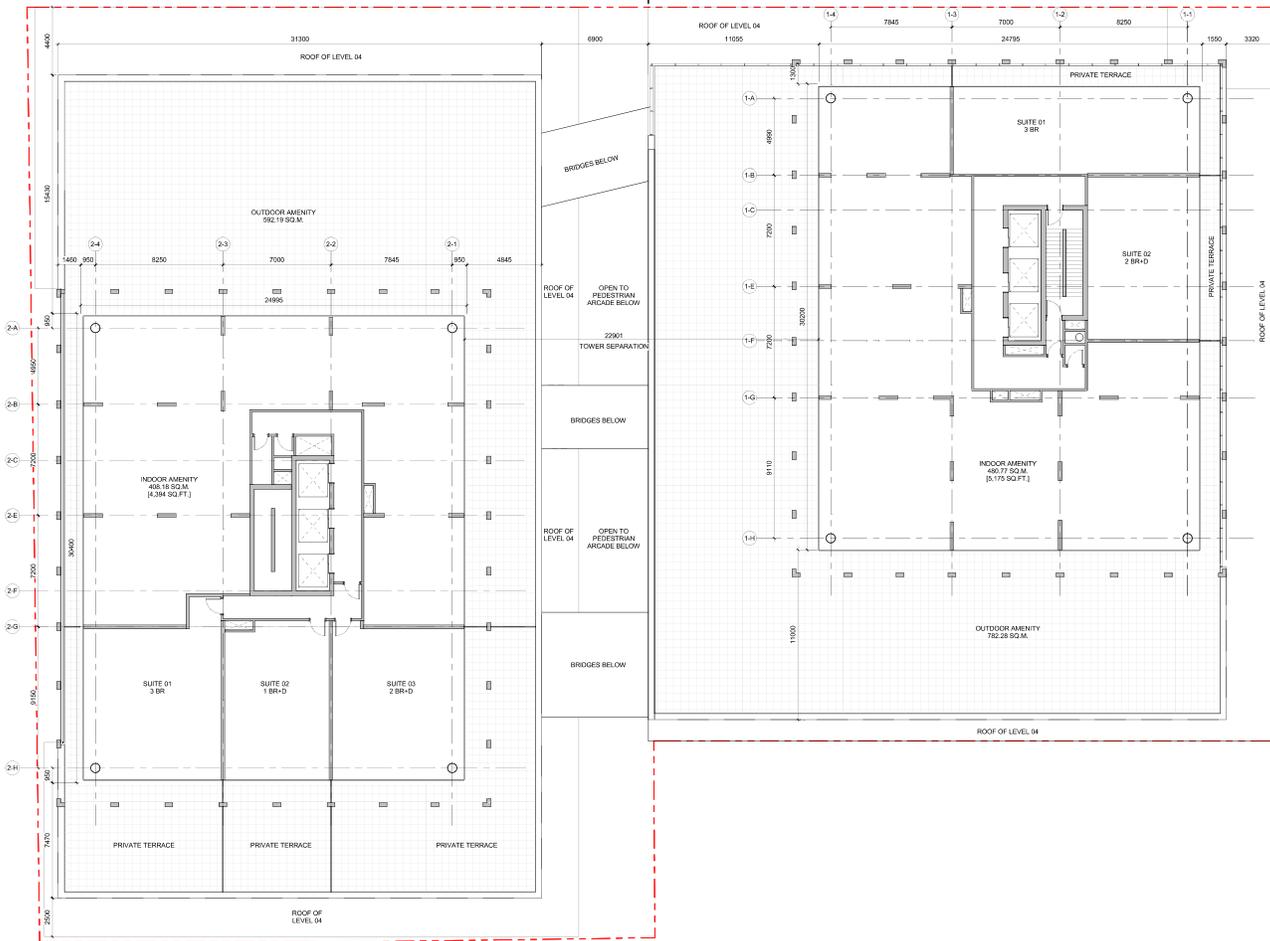
LEVEL	PHASE 1	PHASE 2	TOTAL
GROUND	9	4	13
MEZZANINE	11	0	11
P2	47	50	97
P3	47	50	97
P4	53	60	113
P5	44	39	83
P6	42	39	81
<b>TOTAL</b>	<b>253</b>	<b>244</b>	<b>497</b>



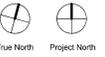
ACCESSIBLE PARKING SPACE  
TYPICAL PARKING SPACE  
PREFERRED PARKING SPACE WITH DEVIATION ONE SIDE  
PREFERRED PARKING SPACE WITH DEVIATION BOTH SIDES



PHASE 01 PHASE 02



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| 4 | Re-Issued for Rezonning     | Sep. 16/2019 |
| 3 | Re-Issued for Rezonning     | Sep. 05/2019 |
| 1 | Preconsultation Application | Oct.17/2018  |

No. Issue Date

Oleson Worland  
architect

SCOTT SHIELDS ARCHITECTS INC.  
34 MILLIKEN SQUARE  
TORONTO, ON  
M3S 1V1  
T: 416-924-2177  
F: 416-924-7358

BARRIE WATERFRONT DEVELOPMENTS

Address  
55 Dunlop St. W.

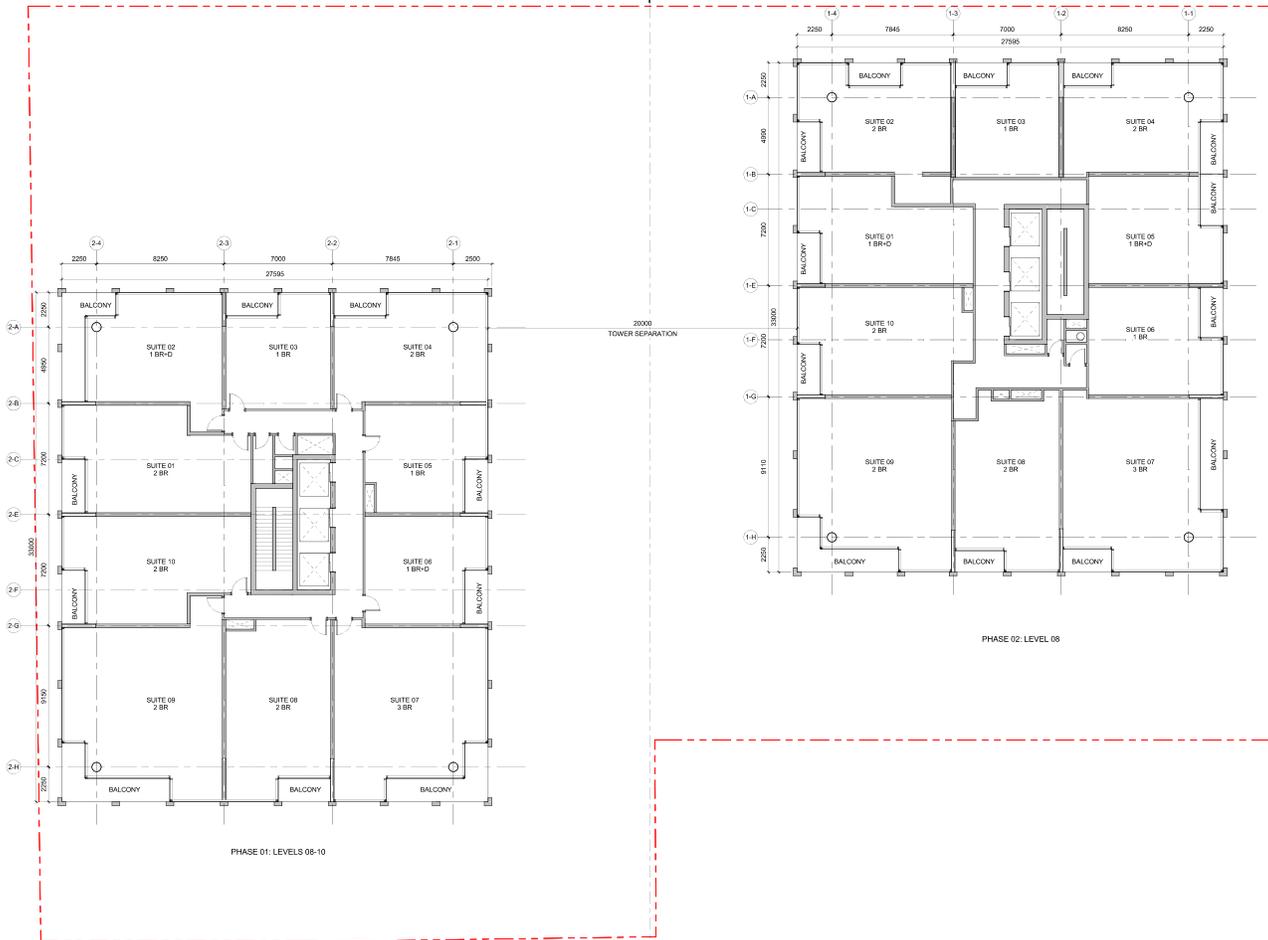
Drawing  
LEVEL 7 PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
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A1.7

Scale

PHASE 01 \* PHASE 02



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-  True North
  Project North

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1	Preconsultation Application	Oct. 17/2018

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Oleson Worland  
architect

SCOTT  
shields  
ARCH

SCOTT SHIELDS  
Architects Inc.  
44 MILLIKEN STREET  
TORONTO, ON  
M5S 1V1  
T: 416-924-2177  
F: 416-924-7358

BARRIE WATERFRONT  
DEVELOPMENTS

Address  
55 Dunlop St. W.

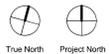
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LEVEL 8 PLAN

Project number	24601
Date	Apr. 30, 2019
Drawn by	Author
Checked by	Checker

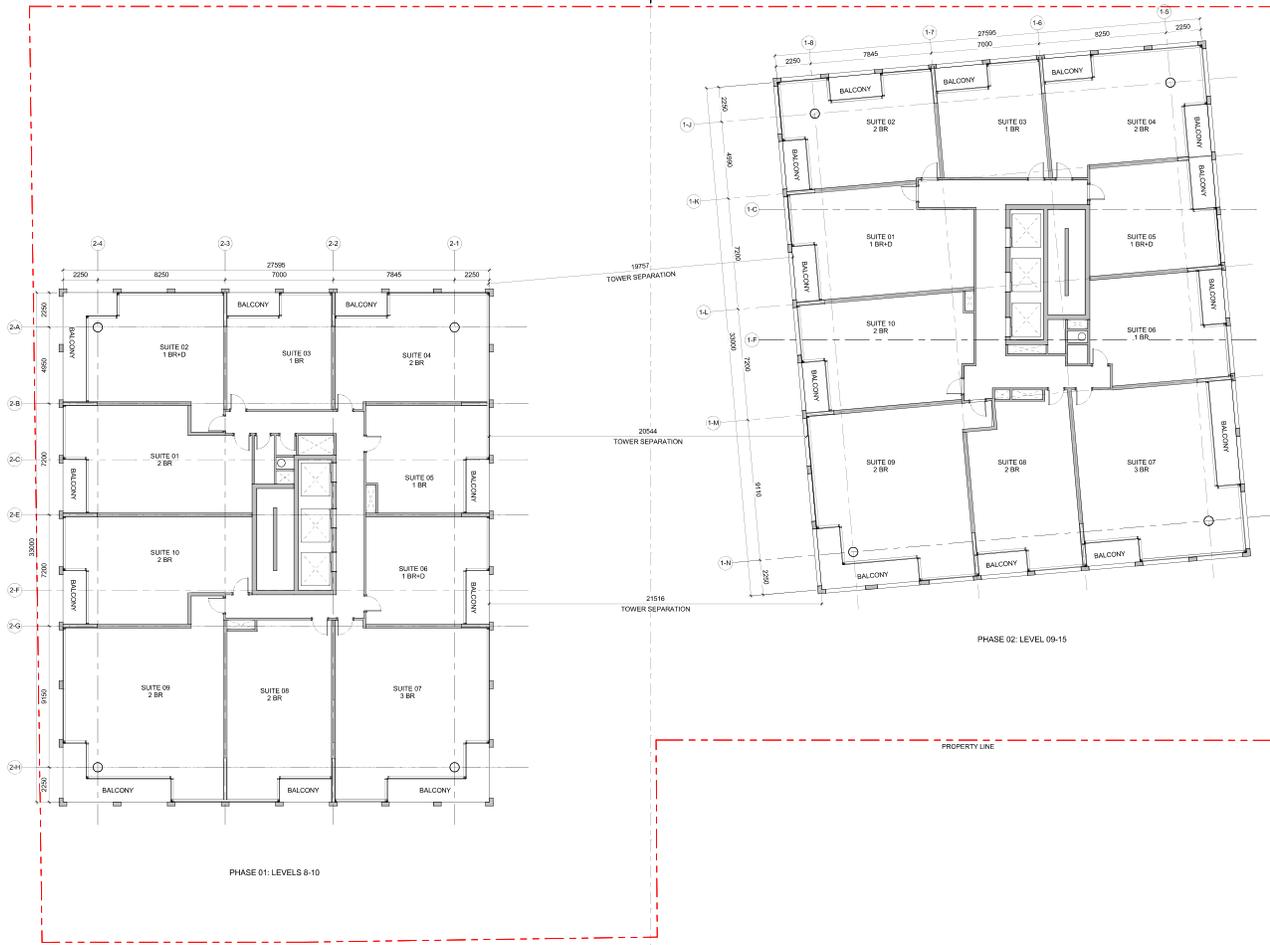
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Scale

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| 1 | Preconsultation Application | Oct. 17/2018  |

No. Issue Date

Oleson Worland  
architect

SCOTT SHIELDS ARCHITECTS INC.  
36 MARION STREET  
TORONTO, ON  
M5S 1V1  
T: 416-924-2177  
F: 416-924-7338

BARRIE WATERFRONT DEVELOPMENTS

Address  
55 Dunlop St. W.

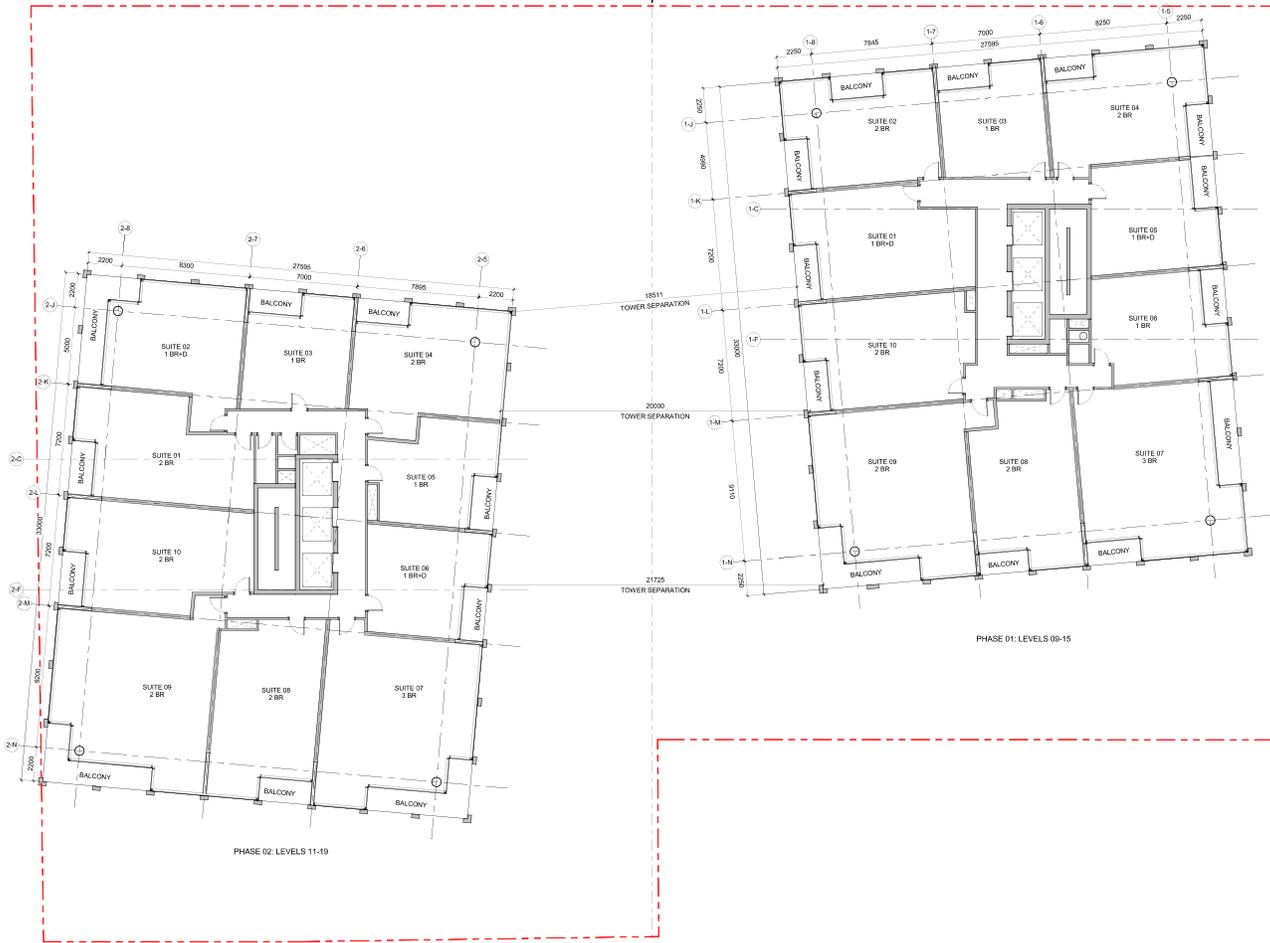
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LEVEL 9-10 PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

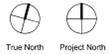
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Scale

PHASE 01 | PHASE 02



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| 1 | Preconsultation Application | Oct. 17/2018 |

No. Issue Date

Oleson Worland  
architect

SCOTT  
shields  
ARCH

30111 211th St  
Architects Inc.  
24 Market Street  
Toronto, ON  
M 5V 1R 3  
T 416.924.2177  
F 416.924.7338

BARRIE WATERFRONT  
DEVELOPMENTS

Address  
55 Dunlop St. W.

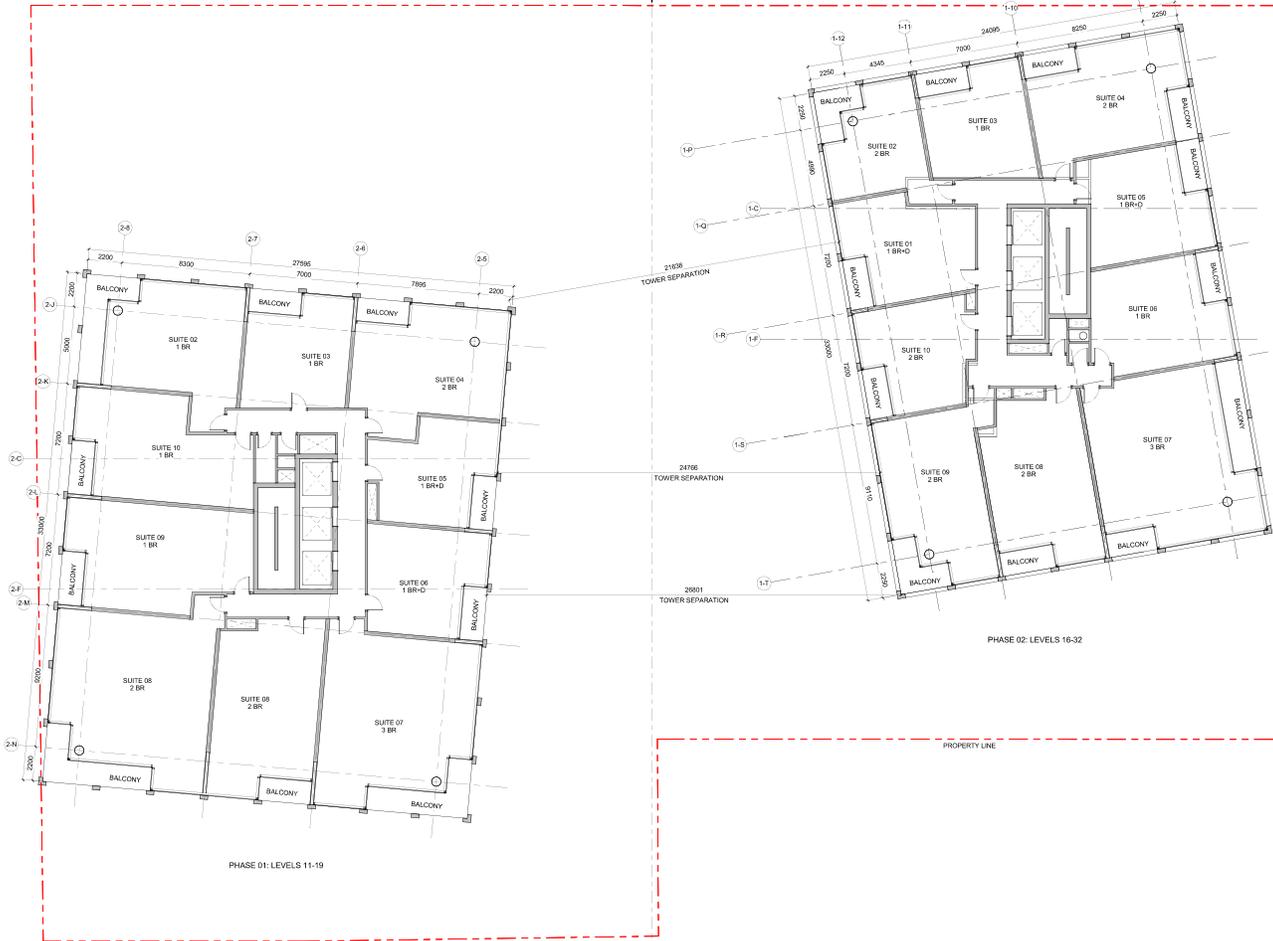
Drawing  
LEVEL 11-15 PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

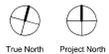
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Scale

PHASE 01 PHASE 02



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No. Issue Date

Oleson Worland  
architect

SCOTT SHIELDS ARCHITECTS INC.  
36 MILLIKEN SQUARE  
TORONTO, ON  
M3J 1P3  
T: 416.924.2177  
F: 416.924.7358

BARRIE WATERFRONT DEVELOPMENTS

Address  
55 Dunlop St. W.

Drawing  
LEVEL 16-19 PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

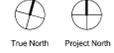
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Scale

PHASE 01 PHASE 02



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| 4 | Re-Issued for Reasoning     | Sep. 10/2019 |
| 3 | Re-Issued for Reasoning     | Sep. 05/2019 |
| 2 | Issued for Reasoning        | Apr. 30/2019 |
| 1 | Preconsultation Application | Oct. 17/2018 |

No. Issue Date

Oleson Worland  
architect

SCOTT SHIELDS ARCHITECTS INC.  
34 MILLIKEN STREET  
TORONTO, ON  
M 5S 1R 3  
T 416.924.2177  
F 416.924.7358

BARRIE WATERFRONT DEVELOPMENTS

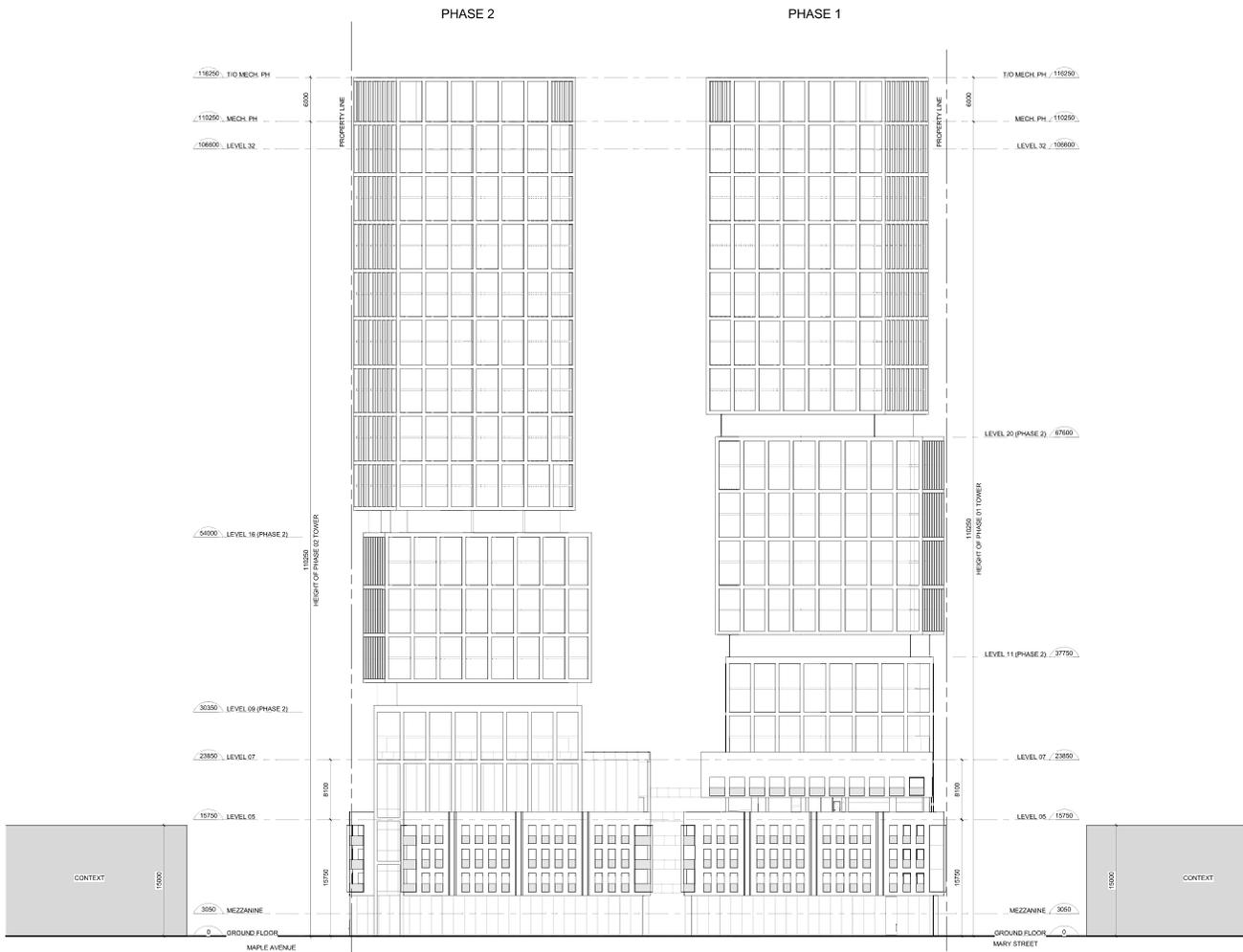
Address  
55 Dunlop St. W.

Drawing  
LEVEL 20-32 PLAN

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

A1.16

Scale



- General Notes
1. ALL DIMENSIONS IN MILLIMETRES
  2. VERIFY ALL DIMENSIONS
  3. DO NOT SCALE DRAWINGS
  4. CHECK DRAWINGS AGAINST SPECIFICATIONS
  5. USE THE LATEST REVISED DRAWINGS ONLY
  6. REPORT ANY DISCREPANCIES, DISCOVERED BEFORE PROCEEDING
  7. DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED UPON COMPLETION OF WORK.

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Oleson Worland  
architect

SCOTT  
shields  
ARCH

30011 Dundas Street East  
Architects Inc.  
44 Market Street  
Toronto, ON  
M5S 1V1  
T: 416.924.2177  
F: 416.924.7388

BARRIE WATERFRONT  
DEVELOPMENTS

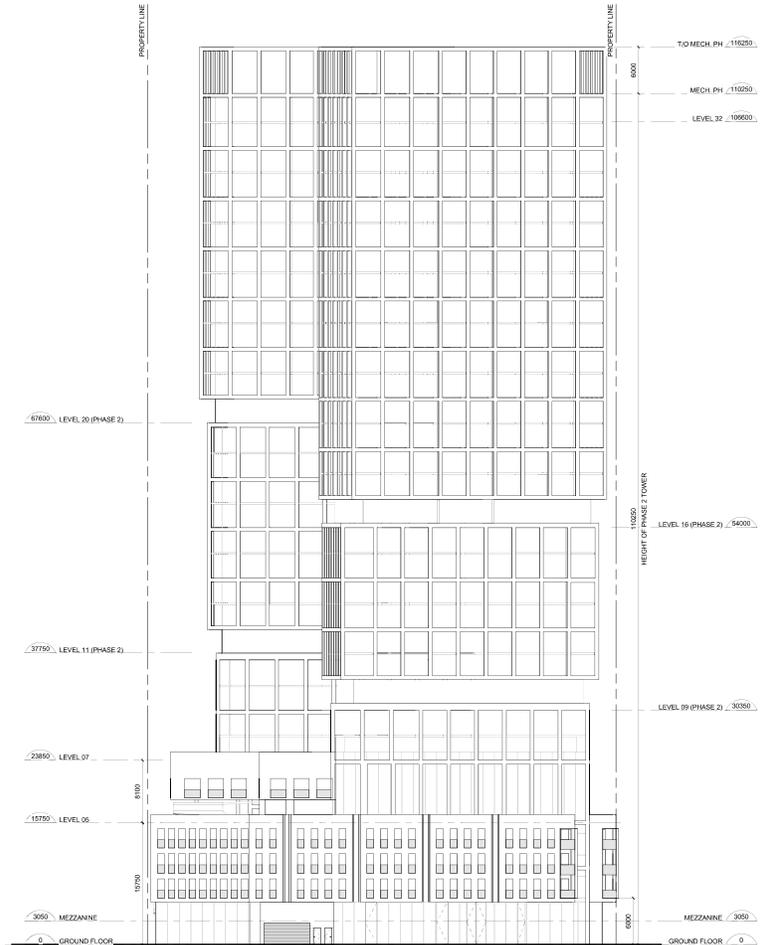
Address  
55 Dunlop St. W.

Drawing  
NORTH ELEVATION

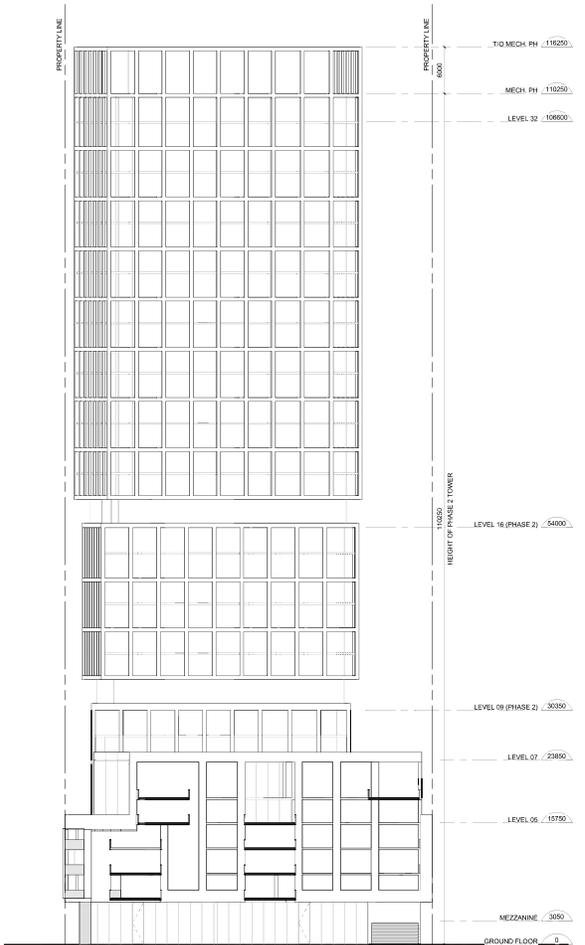
Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

A2.0

Scale



1 EAST ELEVATION (MAPLE AVENUE)  
PHASE 2  
1:250



2 EAST TOWER, WEST ELEVATION  
1:250

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Oleson Worland  
architect

SCOTT  
shields  
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BARRIE WATERFRONT  
DEVELOPMENTS

Address  
55 Dunlop St. W.

Drawing  
EAST ELEVATION

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

A2.1

Scale

PHASE 1

PHASE 2



- General Notes
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Oleson Worland  
architect

SCOTT SHIELDS ARCHITECTS INC.  
34 MILLIKEN SQUARE  
TORONTO, ON  
M3S 1V1  
T: 416.924.2177  
F: 416.924.7398

BARRIE WATERFRONT DEVELOPMENTS

Address  
55 Dunlop St. W.

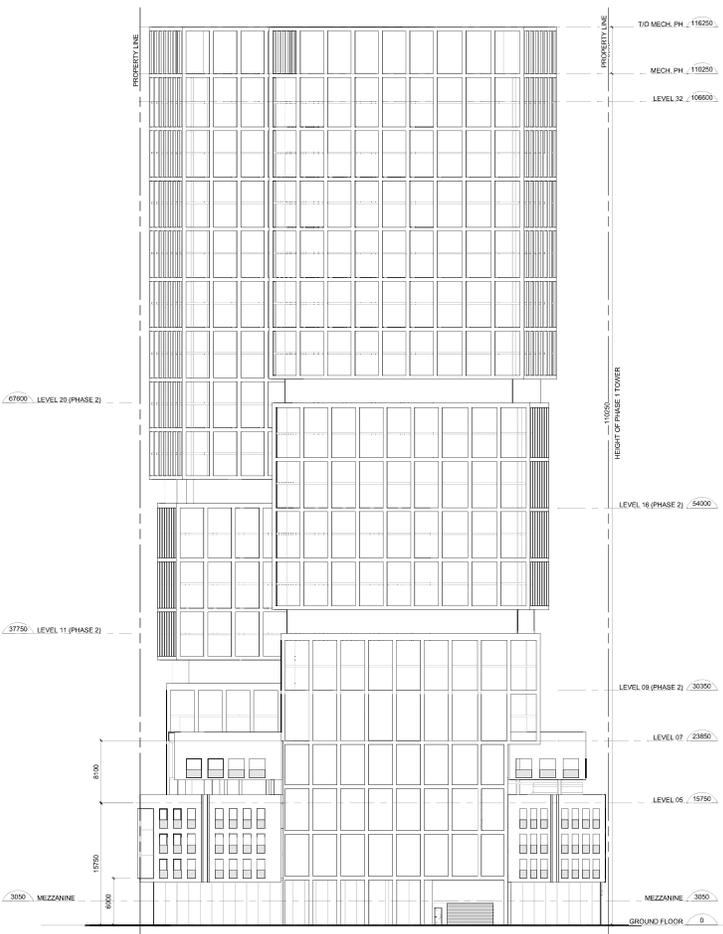
Drawing  
SOUTH ELEVATION

Project number 24601  
Date Apr. 30, 2019

Drawn by Author  
Checked by Checker

A2.2

Scale



1 WEST ELEVATION (MARY STREET)  
PHASE 2  
1 : 200



2 WEST TOWER, EAST ELEVATION  
1 : 200

- General Notes
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Oleson Worland  
architect

SCOTT  
shields  
ARCH

ALVIN SHIMODA  
Architects Inc.  
34 Market Street  
Toronto, ON  
M5S 1V1 P3  
T: 416.924.2177  
F: 416.924.7358

BARRIE WATERFRONT  
DEVELOPMENTS

Address  
55 Dunlop St. W.

Drawing  
WEST ELEVATION

Project number 24601  
Date Apr. 30, 2019  
Drawn by Author  
Checked by Checker

A2.3

Scale