

Staff Report



To	General Committee
Subject	Zoning By-law Amendment – 149, 151 and 153 Dunlop Street East and 5 Mulcaster Street
Date	September 10, 2025
Ward	2
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV035-25

Recommendations:

1. That the Zoning By-law Amendment application submitted by Blackthorn Development Corporation, on behalf of Dunlop Developments (Barrie) Incorporated, to rezone lands municipally known as 149, 151 & 153 Dunlop Street East and 5 Mulcaster Street from 'Central Area Commercial-1' (C1-1) to 'Central Area Commercial-1 with Special Provisions, Hold' (C1-1)(SP-XXX)(H-YYY) be approved, as attached to Staff Report DEV035-25 as Appendix A.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a) Permit a minimum parking ratio of 0.85 parking space per dwelling unit, whereas 1.5 parking spaces per dwelling unit are required;
 - b) Permit a maximum gross floor area of 1000% of lot area, whereas a maximum gross floor area of 600% is permitted;
 - c) Permit a maximum building height of 80 metres, whereas a maximum building height of 10 metres within 5 metres of the front lot line and the lot flankage, 30 metres beyond 5 metres of the front lot line and the lot flankage is permitted;
 - d) That the requirement for a landscaped buffer area along the side and rear lot lines shall not apply, whereas a minimum continuous landscaped buffer area of 3 metres is required; and,
 - e) That the lands shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B" to the implementing Zoning By-law, as it relates to building height, placement and setbacks, as well as

the location and configuration of landscape areas, amenity spaces and parking areas.

3. **THAT** the Holding Provision (H-YYY) be removed from the site-specific zoning on the subject lands, when the following technical requirements have been addressed to the satisfaction of the Executive Director of Development Services and/or others as specified below:
 - a) That the owner/applicant undertake and agree to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition accepted by the Ministry of Environment, Conservation and Parks (MECP) under the *Environmental Protection Act* prior to any site works or issuance of a Building Permit.
 - b) That the owner/applicant demonstrate that no interference and no adverse impacts on the municipal production wells due to known shallow and deep aquifer connections and the presence of known VOCs to the satisfaction of the Waste Management and Environmental Sustainability Department (Environmental Risk Management and Compliance Branch).
 - c) The execution of a Site Plan Agreement which includes matters relating, but not limited to, the following:
 - i. the replacement of eight (8) municipal parking spaces to the satisfaction of the Transit and Parking Department;
 - ii. confirmation of an easement over the City of Barrie lands to maintain access to Mulcaster Street;
 - iii. demonstration of conformity to the affordable housing policies of the Official Plan; and,
 - iv. demonstration that the overall design will not exceed 205 masl (metres above sea level) to the satisfaction of the Waste Management and Environmental Sustainability Department (Environmental Risk Management and Compliance Branch).
 4. That the written and oral submissions received relating to this 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, including matters raised in those submissions and identified within Staff Report DEV035-25.
 5. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.
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Executive Summary:

The purpose of this report is to recommend approval of an application for a Zoning By-law Amendment for lands known municipally as 149, 151 and 153 Dunlop Street East and 5 Mulcaster Street to facilitate the development of a 25 storey, mixed use building with a total of 160 residential units and 822.22 square metres of commercial space on the subject lands. The draft Zoning By-law Amendment is attached as Appendix A to Staff Report DEV035-25. This report provides an analysis of the application based on conformity to relevant planning policies, as well as an overview of comments received through the technical review and public engagement processes.

The Planning Analysis with respect to the submitted amendment to the Zoning By-law is attached as Appendix B. A Conceptual Site Plan is included for reference as Appendix C, Elevations in Appendix D, a Residential Density Analysis in Appendix E and a List of Submission Materials in Appendix F.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject application and are of the opinion that the proposal is consistent with the Provincial Planning Statement (2024) and with the City of Barrie Official Plan (2024). Staff have considered the comments received through the technical review and public consultation process, which included a Neighbourhood Meeting on March 4, 2024 and a Public Meeting on February 26, 2025 and are of the opinion that the requested special provisions are considered desirable for the appropriate development and use of the land. Further justification is required as part of a future site plan control application to ensure that the Official Plan's affordable housing policies are addressed. Staff are of the opinion that the proposed amendment to the Zoning By-law is considered appropriate for the future use of the subject lands.

Financial Implications:

The proposed development will be subject to development charges, cash in lieu for parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits as local roads are not Development Charge Credit eligible.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 - General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'Central Area Commercial-1' (C1-1) zoning without any special provisions over the subject property.

This alternative is not recommended as the proposed development is consistent with relevant planning policies as noted throughout this report and is considered an appropriate use of the subject lands.

Alternative #2 - General Committee could propose an alternative amendment to the zoning on the subject property to permit different special provision(s).

This alternative is not recommended. The applicant has revised the application based on comments received through the planning process to ensure an appropriate design. The proposed development is consistent with planning policies and respects adjacent lands uses while facilitating an efficient development that maximizes the number and range of residential units and provides ground floor commercial uses in the Urban Growth Centre.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for an urban form of development that will utilize existing services and infrastructure, provide additional dwelling units with a range of unit sizes and support the local and regional transit network.
Community Safety		
Thriving Community	X	The proposed development will include ground floor commercial uses to contribute to a complete community and provide additional services in the downtown Urban Core.
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Site Description and Location

The subject lands are located on the southeast corner of Dunlop Street East and Mulcaster Street, north of Simcoe Street and adjacent to Sam Cancilla Park to the immediate east. The lands are 0.15 ha in size and have a frontage of 39.3 metres on Dunlop Street East and flankage of 37.4 metres on Mulcaster Street. The site is occupied by a two (2) storey commercial building.

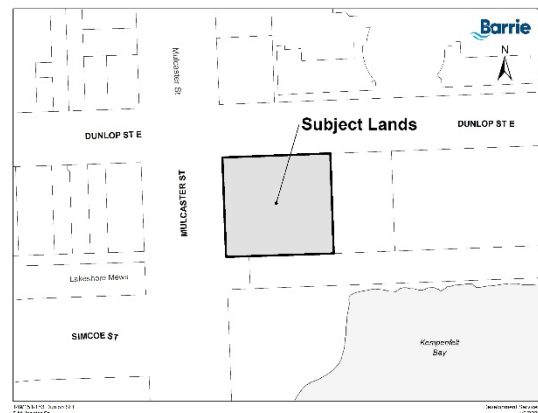
Surrounding land uses include the following:

North Mix of commercial and residential uses ranging in height from three to fifteen storeys including a residential apartment building (Bayshore Landing) to the immediate north.

East Sam Cancilla Park, Barrie North Shore Trail and a ten storey condominium development (Lakhouse Lakefront Residences).

South Municipal parking lot, Barrie North Shore Trail and Heritage Park.

West Commercial uses and parking spaces along Lakeshore Mews.



Existing Policy

The subject lands are identified as being within the Urban Growth Centre and are designated 'High Density', in the City's Official Plan (2024), and are zoned 'Central Area Commercial-1' (C1-1) in Comprehensive Zoning By-law 2009-141.

Submission Materials

In support of the application, plans, reports and studies were submitted. A list of the Submission Materials are provided in Appendix F and copies of the materials are available on the City's Development Projects website under [Ward 2 – 149, 151 & 153 Dunlop Street East](#).

Department and Agency Comments

The subject application was circulated to staff in various departments and external agencies for review and comment with most departments and external agencies identifying no comments or concerns with the proposed development. The following two comments were incorporated into the proposed holding provision:

a) Environmental Risk Management and Compliance (ERMC)

ERMC supports the zoning by-law amendment provided a holding provision is applied which will not be lifted until submission of a Record of Site Condition and demonstration that the overall design will not be deeper than 205 masl (metres above sea level) and of no interference and adverse impacts on the municipal production wells from known shallow and deep aquifer connections and presence of known VOCs.

b) Transit and Parking Strategy

Strategic Parking Planner staff advised that eight (8) municipal parking spaces exist along the south property boundary which were part of a past site plan agreement and have not been incorporated in the conceptual site plan. The applicant and staff have agreed that the parking spaces will be re-incorporated through detailed design and, accordingly, a holding provision is proposed to ensure that the parking spaces are provided through a subsequent site plan control application.

Consultation and Engagement:

A Neighbourhood Meeting was held virtually through the Zoom platform on March 4, 2024 with one hundred and sixty-three (163) residents, Ward 2 Councillor Craig Nixon, Planning staff and the applicant's consulting team in attendance.

The following matters were raised by members of the public at the meeting:

- Concerns about the impact of the proposed reduction to parking requirements, traffic congestion, and pedestrian safety from increased traffic;
- Appropriateness of proposed density and height and resulting shadow impacts and obstructed views of the lake from adjacent properties;

- Lack of municipal service infrastructure and proposed amenity space to support the development; and,
- Potential impacts on groundwater given the high water table.

A statutory Public Meeting was held on February 26, 2025 to present the subject application to the Affordability Committee and the public. Approximately, thirty-four (34) members of the public attended the meeting in person in addition to five (5) members virtually through the Zoom platform. Fifteen (15) deputations were made by members of the public identifying the following concerns:

- Whether the proposed development is the best use of the property and concerns about proposed height and density at this location;
- Impact of the proposed reduction to parking requirements, traffic congestion, pedestrian safety from increased traffic and unsafe traffic maneuvers due to proposed access to the parking garage;
- Impact of the scale of development on the high water table and outstanding environmental work that must be undertaken; and,
- Conformity to the Official Plan (2024,) in regard to shadowing, views and vistas.

An updated Planning Justification Report (March 2025) was provided which includes responses to the matters noted above and raised during the public consultation process. The following responses were provided:

- The application conforms to the Official Plan which permits heights of up to 25 storeys in the Urban Core where tall buildings and high densities are directed and meets the minimum density requirements of the Plan. The building has been designed to reduce shadow impacts on the public realm and allow for views to the lake to be maximized from the public realm and nearby private lands. A shadow study and a wind study were submitted with the application which identified minimal impacts to surrounding properties.
- The site has been designed to accommodate sufficient parking and is in alignment with the City's emerging minimum and maximum parking requirements for Downtown Barrie. The proposed parking ratio and the site design were reviewed and are supported by the Transportation Study prepared by the applicant's traffic consultant. The study confirmed that the proposed development will not have significant impacts on the adjacent road network and can be accommodated with no pedestrian safety concerns.
- The Hydrogeological Investigation submitted with the application confirmed that a second level of underground parking may require a water tight construction method which will be determined at detailed design. No impacts are anticipated to the water supply wells.
- All required studies were completed, and additional studies will be undertaken at detailed design in accordance with City regulations.

Environmental and Climate Change Impact Matters:

The following environmental and/or climate change impact matters have been considered in the development of the recommendation:

- Redevelopment of an underutilized site within an area that has been designated for high density development.
- Alternative built forms for residential dwellings, maximizing the use of land, services and resources reduces pressures on greenfield development and the extension of significant municipal services where they do not already exist.

Appendix:

Appendix A – Draft Zoning By-law Amendment

Appendix B – Planning Analysis

Appendix C – Conceptual Site Plan

Appendix D – Conceptual Building Elevations

Appendix E – Residential Density Analysis

Appendix F – List of Submission Materials

Report Author:

M. Freethy, Senior Planner, Development Services

File #:

D30-035-2024

Pending # (if applicable):

Not Applicable

Appendix A – Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025 - XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands described as: Plan 2 Part Water Lots 17 and 18; City of Barrie, County of Simcoe, known municipally as: 149, 151 and 153 Dunlop Street East and 5 Mulcaster Street and as shown on Schedule “A” to this By-law, from ‘Central Area Commercial-1’ (C1-1) to ‘Central Area Commercial-1 with Special Provisions, Hold’ (C1-1)(SP-XXX)(H-YYY); and,

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 25-G-XXX.

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

1. **THAT** the Zoning map be amended to change the zoning from ‘Central Area Commercial-1’ (C1-1) to ‘Central Area Commercial-1 with Special Provisions, Hold’ (C1-1)(SP-XXX)(H- YYY); pursuant to Zoning By-law 2009-141, in accordance with Schedule “A” attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking of Comprehensive Zoning By-law 2009-242, a minimum parking ratio of 0.85 parking spaces per unit shall be provided in the Central Area Commercial-1 with Special Provisions, Hold’ (C1-1)(SP-XXX)(H- YYY) zone;
3. **THAT** notwithstanding the provisions set out in Table 6.3, a maximum gross floor area of 1000% of the lot area is permitted in the Central Area Commercial-1 with Special Provisions, Hold’ (C1-1)(SP-XXX)(H- YYY) zone;
4. **THAT** notwithstanding the provisions set out in Section 6.3.2, a maximum building height of 80 metres is permitted in the Central Area Commercial-1 with Special Provisions, Hold’ (C1-1)(SP-XXX)(H- YYY) zone;
5. **THAT** notwithstanding the provisions set out in Table 6.3.7.1, a continuous landscaped buffer area is not required along the side and rear lots lines in the Central Area Commercial-1 with Special Provisions, Hold’ (C1-1)(SP-XXX)(H- YYY) zone;
6. **THAT** a holding provision be placed on the subject lands zoned Central Area Commercial-1 with Special Provisions, Hold’ (C1-1)(SP-XXX)(H- YYY), to be removed when the policies and technical requirements have been addressed to the satisfaction of the Executive Director of Development Services and/or others as specified below:
 - a) That the owner/applicant undertake and agree to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition accepted by the Ministry of Environment, Conservation and Parks (MECP) under the *Environmental Protection Act* prior to any site works or issuance of a Building Permit.

- b) That the owner/applicant demonstrate that no interference and no adverse impacts on the municipal production wells due to known shallow and deep aquifer connections and the presence of known VOCs to the satisfaction of the Waste Management and Environmental Sustainability Department (Environmental Risk Management and Compliance Branch).
- c) The execution of a Site Plan Agreement which includes matters relating to, but not limited to, the following:
 - i. The replacement of eight (8) municipal parking spaces to the satisfaction of the Transit and Parking Strategy Department;
 - ii. Confirmation of an easement over the City of Barrie lands to maintain access to Mulcaster Street;
 - iii. Demonstration of conformity to the affordable housing policies of the Official Plan; and
 - iv. Demonstration that the overall design will not exceed 205 masl (metres above sea level) to the satisfaction of the Waste Management and Environmental Sustainability Department (Environmental Risk Management and Compliance Branch).
- 7. **THAT** the lands shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule “B” to the implementing Zoning By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
- 8. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule “A” to this Bylaw, shall apply to the said lands except as varied by this By-law.
- 9. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this day of , 2025.

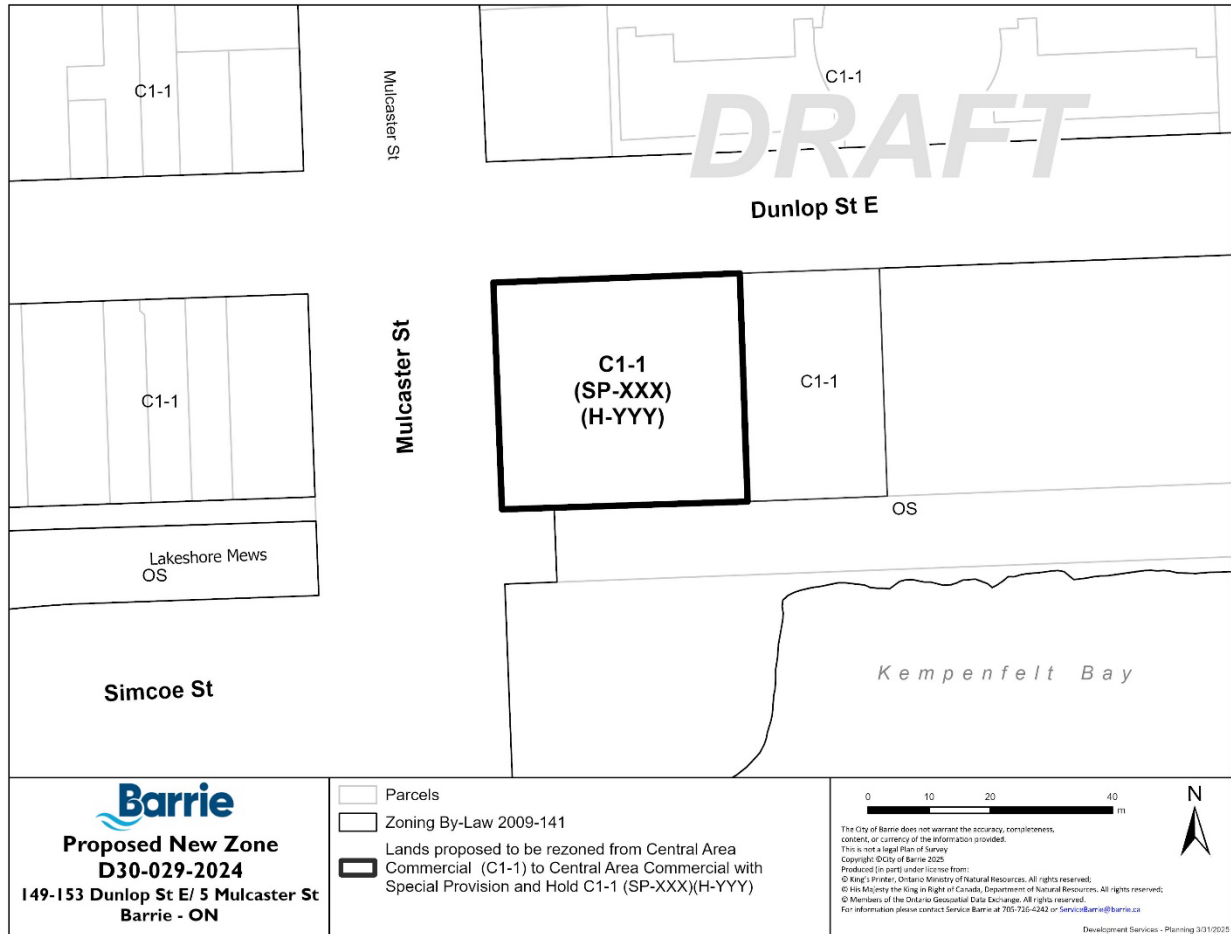
READ a third time and finally passed this day of , 2025.

THE CORPORATION OF THE CITY OF BARRIE

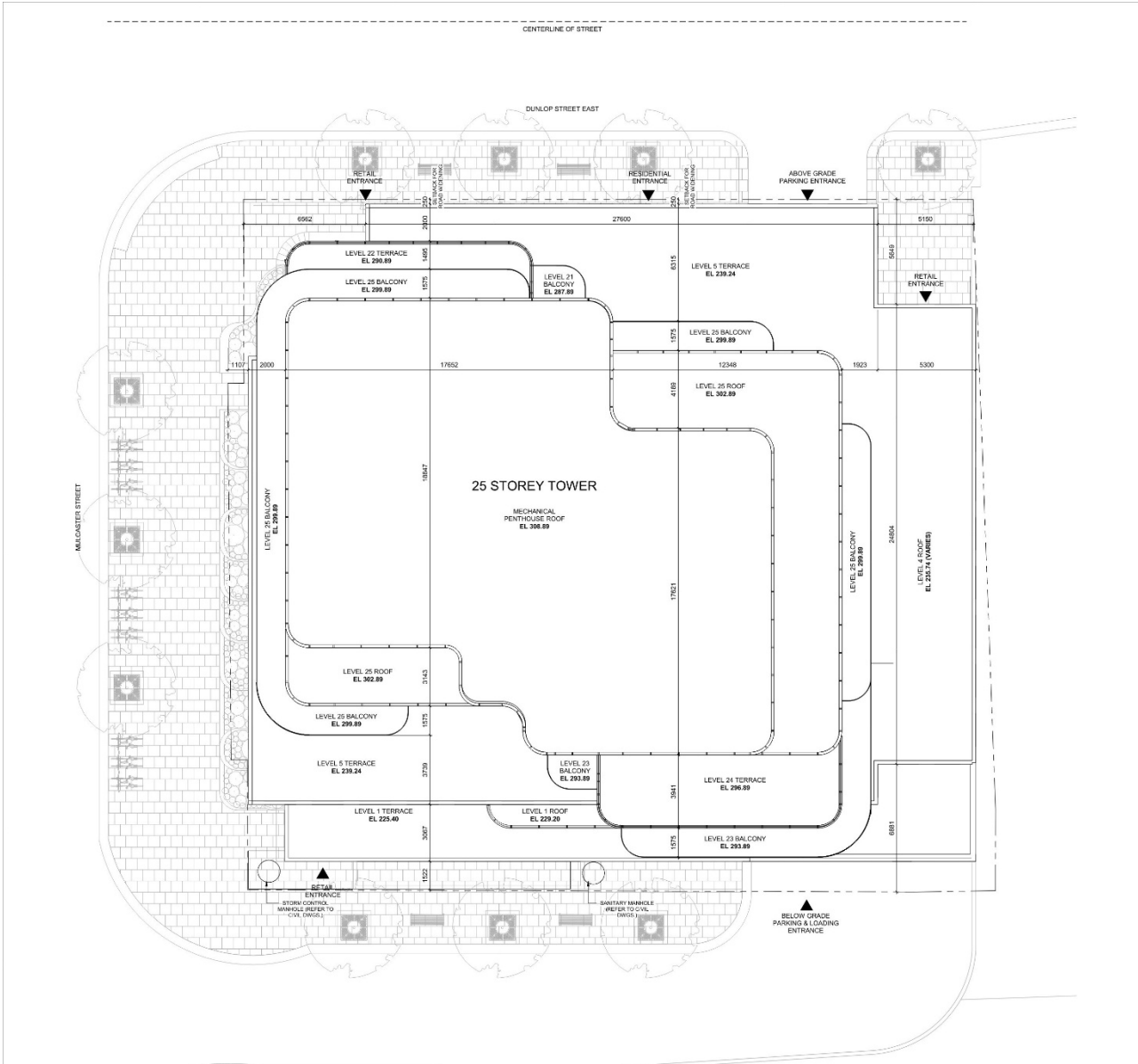
MAYOR – ALEX NUTTALL

CITY CLERK – WENDY COOKE

Schedule "A" to attached By-law 2025 - XXX



Schedule "B" to attached By-law 2025-XXX



Appendix B – Planning Analysis

Provincial Planning Statement (2024) (PPS)

Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Planning Statement (2024). The PPS encourages municipalities to focus growth and development in strategic growth areas. The PPS also encourages the achievement of complete communities, a range and mix of housing, intensification and more mixed use development in these areas by planning for significant population and employment growth, transit, affordable housing and range of community uses. The application proposes a residential intensification project on an under-utilized site in the City's urban core, based on existing municipal infrastructure and within proximity to transit and a variety of amenities and community facilities. The application also supports the PPS housing policies by proposing a range of unit sizes from studio apartments to 3 bedroom units.

City of Barrie Official Plan (2024)

Staff have reviewed the relevant policies in the City of Barrie Official Plan and are of the opinion that the proposed development conforms to the applicable policies that guide development on lands designated High Density in the Urban Growth Centre. The Urban Growth Centre policies in Section 2.3.2 and the High Density policies in Section 2.6.3 provide that the Urban Growth Centre shall be planned as a complete community with the highest density and mix of uses. The application conforms to the height and density provisions which require that buildings be a minimum of 12 storeys with a minimum residential density of 300 units per hectare, by proposing a 25 storey building at a density of 1067 residential units per hectare. The Residential Density Analysis provided in Appendix E demonstrates that site densities range from 217 units per hectare to 1159 units per hectares and average 112 unit per hectare for the area as a whole.

The Urban Design Brief provided in support of the application addresses the urban design policies in Section 2.6.3, Section 3 and 5.6.3 (Waterfront) and the guidelines that apply to the proposed development in the Barrie Urban Design Manual and the Intensification Area Urban Design Guidelines. The proposed development is of an appropriate scale, is consistent with the appropriate urban design guidelines and provides an appropriate interface and transition to adjacent uses along Dunlop Street. The supporting shadow and wind studies identified minimal impacts to surrounding properties. The design guidelines will be further addressed through the subsequent detailed design as part of a site plan control application should the proposed Zoning By-law Amendment be approved.

The subject lands are adjacent to lands identified as EPA – Level 3 which extend along the City's waterfront. Section 5.4.2.3 states that development may be permitted if the proposal ensures the protection and appropriate buffering of the feature as demonstrated through an Environmental Impact Study (EIS). An EIS was undertaken which concluded that with the implementation of the mitigation measures as provided in the report, the proposed development is environmentally feasible and no negative impacts to the natural environment are expected, consistent with the applicable policies. City Ecologist staff are satisfied with the EIS and have advised that any further comments would be addressed through detailed design.

Further justification is required in regard to the City's Affordable Housing policies in Sections 2.3.2 and 6.4.2, which require that developments within the Urban Growth Centre provide 20% of the proposed units as affordable units. The applicant has advised that units will be based on market pricing and currently no affordable units are proposed. Staff recommend that the applicant be required to address the affordable housing policies as part of a future site plan control application through the application of a Holding Provision as referenced in the recommended motion.

Zoning By-law 2009-141

The proposed Zoning By-law Amendment is being requested to rezone the subject lands to 'Central Area Commercial-1 with Special Provisions, Hold' (C1-1)(SP-XXX)(H-YYY) in accordance with the City's Comprehensive Zoning By-law 2009-141. The table below summarizes the proposed Special Provisions:

Table 1: Proposed Special Provisions

Zoning Standard	Required by Zoning By-law 2009-141 (C1-1)	Proposed Zoning Standard (C1-1)(SP-XXX)
Minimum Parking Ratio (Table 4.6)	1 space per unit	0.85 spaces per unit
Maximum Gross Floor Area (Table 6.3)	600%	1000%
Maximum Building Height (Section 6.3.2)	10 metres within 5 metres of the front lot line and the lot flankage, 30 metres beyond 5 metres of the front lot line and the lot flankage	80 metres
Landscaped Buffer Area (Section 6.3.7.1)	3.0 metres along the side and rear lot lines	Shall not apply

The following provides an analysis of the requested amendments to the Zoning By-law:

Minimum Parking Ratio

A parking standard of 0.85 parking space per residential unit is proposed, whereas 1 parking space per unit is required by the Comprehensive Zoning By-law. A Traffic Impact Study was submitted which supports the reduced parking ratio and the proposed ratio generally reflects the parking ratios that are proposed in the new draft Zoning By-law. A reduced parking standard is considered an appropriate design consideration to encourage walkable communities, multi-modal transportation options and transit use, and is understood to support overall affordability.

Maximum Gross Floor Area (GFA)

The applicant is proposing a maximum Gross Floor Area of 1000%, whereas the Zoning By-law permits a maximum of 600%. The purpose of the GFA zone standard is to control massing and built form and to ensure compatibility with adjacent uses. The application proposes a height of 25 storeys which conforms to the policies guiding development in the Urban Growth Centre on lands designated as High Density and is a height that is envisioned within the downtown core. The site has been designed to meet the design standards contained within the applicable urban design policies in the City's Official Plan and within the urban design guidelines. Final design elements would be further explored through a future site plan control application should the subject application be approved.

Maximum Building Height

The application proposes a height of 80 metres, whereas the Zoning By-law permits a maximum height of 30 metres. Building height is regulated to mitigate shadowing impacts, privacy and massing. As noted above, the proposed height of 25 storeys conforms to the City's policies which guide development on the subject lands. The supporting shadow and wind studies identified minimal impacts to surrounding streets and open spaces and confirmed that comfortable pedestrian microclimates would be maintained. The proposed development will be in keeping with what is envisioned for the downtown core and the studies submitted with the application support the height at this location.

Landscaped Buffer Area

The application proposes no landscaped buffer area, whereas a minimum 3 metre landscaped buffer along the side and rear lots lines is required. The design is reflective of the small size of the lot and its location adjacent to a public park. The application is located in the downtown core where 0 metre setback from buildings are anticipated and a more urban core character is envisioned which maximizes the use of the lands and provides a continuous street frontage.

Planning staff are satisfied that the requested site specific zoning provisions identified above are appropriate and would contribute to the efficient development of the subject lands. The proposed development represents residential intensification that is compatible with the surrounding area and in keeping with development envisioned for the downtown core.

Holding Provision

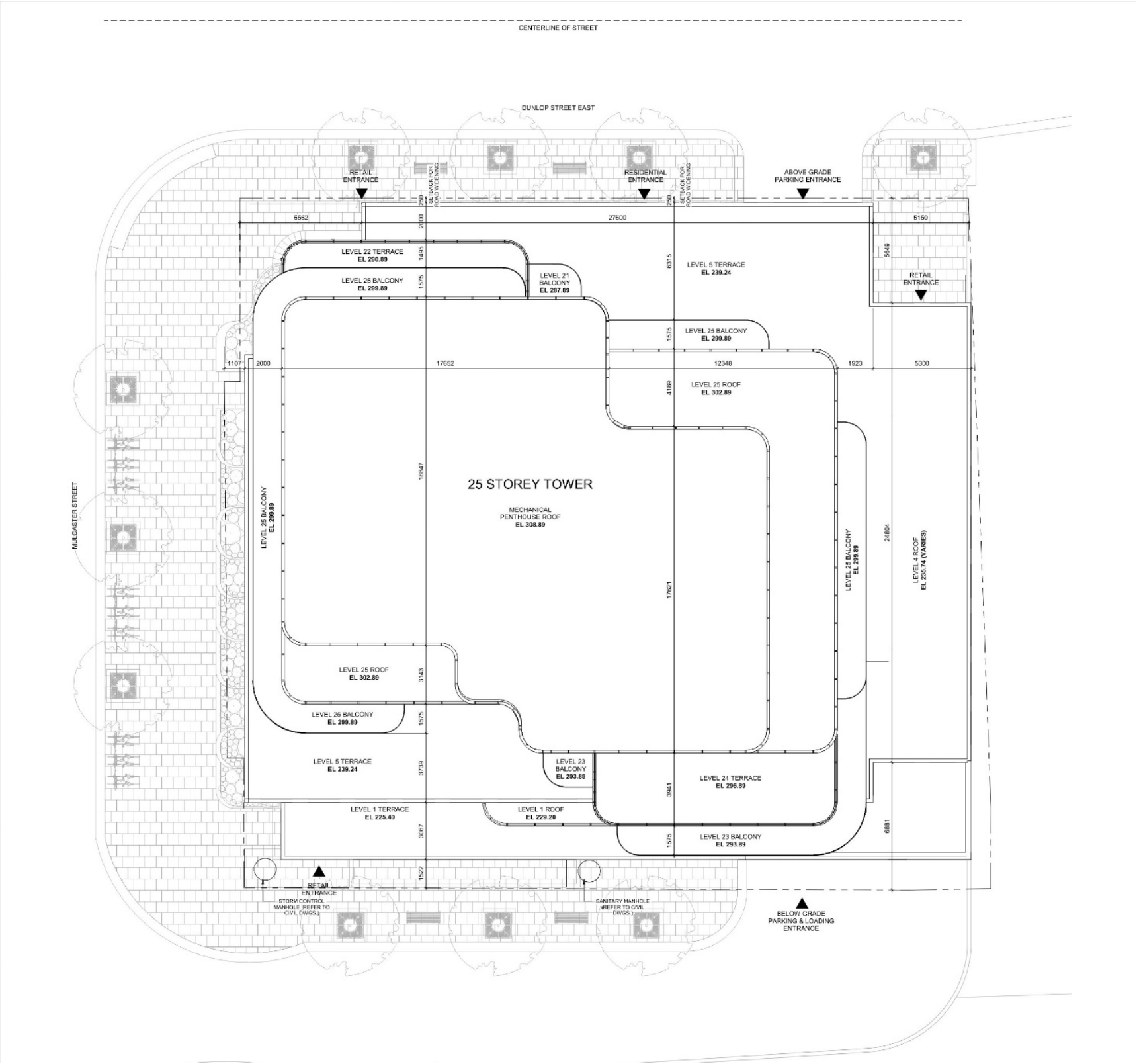
As noted within this report, a Holding Provision (H-YYY) is proposed to ensure the provision of a Record of Site Condition and demonstration that the overall design will not be deeper than 205 masl (metres above sea level) and of no interference and adverse impacts on the municipal production wells. The proposed holding provision also requires that the following items be addressed through a future site plan agreement:

- i. the replacement of eight (8) municipal parking spaces;
- ii. demonstration of conformity with the affordable housing policies of the City's Official Plan; and,
- iii. provision of an access easement over the abutting lands to the south which are owned by the City of Barrie to maintain the current and future access of the subject lands to Mulcaster Street.

Development Generally in Accordance with the Conceptual Site Plan

Planning staff recommend that the subject lands be developed generally in accordance with the Conceptual Site Plan submitted in support of the application, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas (see Appendix F). The Conceptual Site plan would be included as a schedule to the implementing zoning by-law. This site-specific provision will provide clarity as it relates to the zoning provisions for the site and ensure that the development, as proposed, is realized at the time of construction.

Appendix C – Conceptual Site Plan



Appendix D – Conceptual Building Elevations



Appendix E – Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS

D30-029-2024

149, 151 & 153 DUNLOP STREET EAST & 5 MULCASTER STREET, BARRIE - ON

Total Study Area	44.06 ha
Total Developable Area - <i>Only residential and commercial (Private properties)</i>	27.53 ha
Total Developable Area - <i>All Residential and Non-Residential (Private properties)</i>	30.21 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways	0.76 ha
Total Area Roads right of way	13.09 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Singles	102	6.24	16.35
Semis/ Duplex	55	1.32	41.73
Townhouses	9	0.22	41.47
Freehold Townhouse/Row house			
Multiresidential/ Mixed- Use	1107	5.90	187.63
Vacant Residential & Commercial		1.08	
Commercial	30	10.21	
Institutional		2.68	
Parks/ Open Space/ EP lands/ Walkway / Laneway/ utility services		0.76	
Subject Properties			
149, 151 & 153 Dunlop St E & 5 Mulcaster St - D30-029-2024 <i>Amendments to the Zoning By-law to facilitate the development of a mixed use building to a height of 25 storeys, containing 160 residential units together with 822.22 square metres of ground floor commercial space, and 135 parking spaces.</i>	160	0.15	1067.07
Other Proposed Developments in the area			
D11-001-2021 - 217 Dunlop St E <i>To permit the development of a 15-storey, 41 unit mixed-use condominium</i>	41	0.19	216.70
D11-016-2021 - 55 & 57 McDonald St; 61-67 Owen St, 70-78 Worsley St <i>To permit the development of a 20-storey Mixed-use building containing 278 residential units and 950 square metres of ground floor commercial space, together with underground and structured parking.</i>	278	0.41	682.07
D11-014-2024 - 17 Sophia St E; 3, 5, 7 & 11 McDonald St; 58 & 60 Clapperton St <i>To permit the development of a 21-storey mixed-use building containing 253 residential units, ground floor commercial space and underground parking.</i>	253	0.31	815.43
D11-015-2024 - 129 Collier St & 172 Dunlop St E <i>To permit the development of a Two 12-storey purpose-built rental towers comprised of 293 residential units, interior and rooftop amenity space, and 249 parking spaces.</i>	293	0.61	483.54
D30-028-2022 - 129 Collier St <i>Amendment to facilitate the development of a Two 12-storey purpose-built rental towers comprised of 293 residential units, interior and rooftop amenity space, and 249 parking spaces.</i>	297	0.26	1158.03
D30-001-2024 - 50 Worsley St <i>The amendment facilitates future highest and best use development and is based on a concept comprised of 628 units within two 33-storey residential towers sharing a 3-storey mixed use podium building.</i>	628	0.64	983.01
Current Residential Density <i>(Only Residential and Commercial Lands included)</i>	1305	27.53	47.41
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	1305	30.21	43.19
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential and Commercial Lands included)</i>	1465	27.53	53.22
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	1465	30.21	48.49
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential and Commercial Lands included)</i>	3093	27.53	112.36
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	3093	30.21	102.38

Prepared by: Development Services
Date: July 7, 2025

Note:

This Density Analysis is based on the Assessment Database.

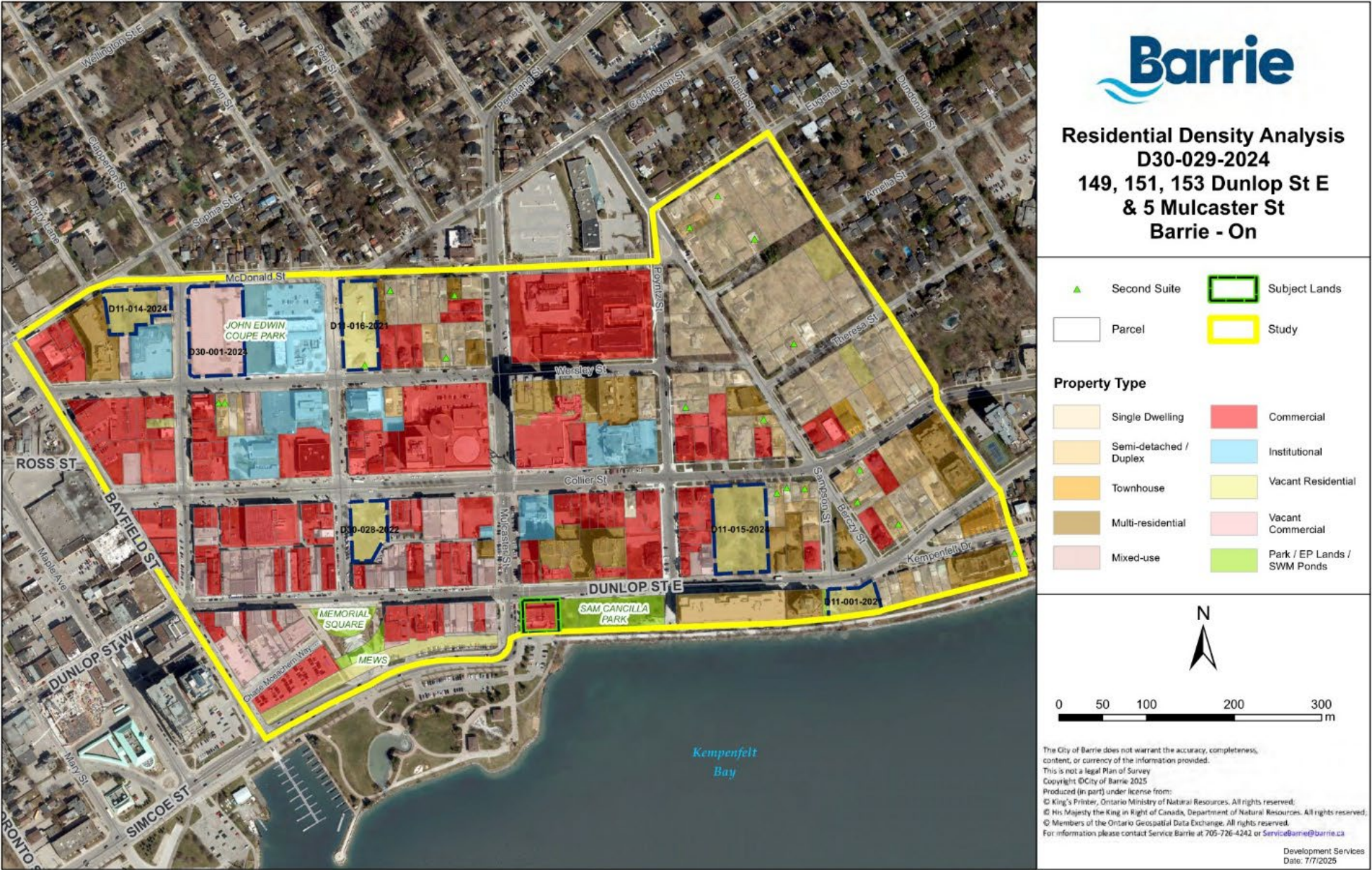
MPAC property Code was used to identify the number of residential units in the Area.

Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.

Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.

Any existing residential units on the subject lands or any other lands with a proposed development were included in the current density for the area, but excluded when calculating projected densities.

Appendix E – Residential Density Analysis



Appendix F– List of Submission Materials

- a) Arborist Report, Palmer (Part of SLR), April 22, 2024.
- b) Architectural Drawings & Elevations, SSA, December 6, 2024.
- c) Construction and Traffic Management Plan, CGE Transportation Consultants, September 2024.
- d) Energy Conservation Report, Ecovert, April 5, 2023.
- e) Environmental Impact Study, Palmer (Part of SLR), June 23, 2023.
- f) Proposed Foundation Scheme, Jablonsky, AST and Partners, October 24, 2024.
- g) Functional Servicing and Stormwater Management Report, Urbanworks Engineering Corp., February 2025.
- h) Functional Servicing and Stormwater Management Report, Revised March 2025.
- i) Geotechnical Review, Alston Geotechnical Consultants Inc., July 17, 2023.
- j) Preliminary Hydrogeological Investigation, Palmer, October 13, 2023.
- k) Landscape Plans, SLG Planning & Design Inc., December 9, 2024.
- l) Noise Feasibility Study, HGC Engineering, May 7, 2024.
- m) Phase One ESA, Watters Environmental Group Inc., April 2024.
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- o) Planning Rational Report, SGL Planning & Design Inc., November 2024 & March 2025.
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- r) REVISED Transportation Study, CGE Transportation Consulting, May 12, 2025.
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- t) Pedestrian Level Wind Study, GradientWind Engineers & Scientists, May 30, 2023.
- u) Slope Stability Technical Memorandum, Alston Geotechnical Consultants Inc., February 11, 2025.