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**TO:** GENERAL COMMITTEE

**SUBJECT:** ZONING BY-LAW AMENDMENT APPLICATION – 19 DUNDONALD STREET

**WARD:** 2

**PREPARED BY AND KEY CONTACT:** K. RAMPERSAUD, DEVELOPMENT PLANNER, EXT. 5149

**SUBMITTED BY:** A. GAMEIRO, RPP, SUPERVISOR OF PLANNING AND ZONING ENFORCEMENT

**EXECUTIVE DIRECTOR APPROVAL:** M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES

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

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**RECOMMENDED MOTION**

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of Pat and John Hargreaves, to rezone lands known municipally as 19 Dundonald Street from 'Residential Single Detached Dwelling Second Density' (R2) to 'Residential Apartment Dwelling First Density – 3 with Special Provisions' (RA1-3) (SP-XXX), be approved.
2. That the following site-specific provisions be referenced in the implementing zoning by-law for the subject lands:
  - i. That a minimum front yard setback of 3.5 metres is permitted, whereas a minimum front yard setback of 7 metres is required;
  - ii. That a minimum rear yard setback of 6.5 metres is permitted, whereas a maximum rear yard setback of 7 metres is required;
  - iii. That a maximum gross floor area (GFA) of 120 percent is permitted, whereas a maximum Gross Floor Area of 100 percent is required;
  - iv. That a minimum parking ratio of 1.22 parking spaces per residential unit is permitted, whereas a minimum parking ratio of 1.5 parking spaces per residential unit is required; and,
  - v. That the subject lands be considered one property, collectively, for the purposes of zoning interpretation and implementation.
3. 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 DEV047-24.
4. 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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## **PURPOSE & BACKGROUND**

### Report Overview

5. The purpose of this staff report is to recommend approval of a zoning by-law amendment application submitted by Innovative Planning Solutions, on behalf of Pat and John Hargreaves, (see Appendix “A” – Draft Zoning By-law Amendment). This report provides an analysis of the application as it relates to conformity with Provincial and City planning policies, as well as an overview of comments received through the technical review and public engagement processes. Planning staff are recommending the approval of the subject application as the lands are appropriate for a six (6) storey multi-residential development and the proposal is consistent with and conforms to applicable Provincial and City planning policies.

### Development Proposal

6. The application, if approved, would amend the zoning of the subject lands from ‘Residential Single Detached Dwelling Second Density’ (R2) to ‘Residential Apartment Dwelling First Density – 3 with Special Provisions’ (RA1-3) (SP-XXX). A detailed analysis of the site-specific provisions is contained in paragraphs 63 to 73 of this staff report.
7. If approved, the proposed zoning by-law amendment would facilitate the development of a six (6) storey residential condominium building containing 50 residential units with a building height of 23.85 metres. The proposed building would include an underground garage that will provide 61 parking spaces. The proposed building is illustrated in Appendix “B” and “C”. Key features of the building and site design are as follows:
  - i. A six (6) storey Residential Condominium with amenities to service new residents;
  - ii. Strategic building placement along Dundonald Street, together with a vegetated area to the north and east (Duckworth Street Unopened Road Allowance) provide an appropriate separation distance and buffering from existing buildings and structures in the surrounding neighbourhood;
  - iii. A step-back on the south side of the building to minimize the visual impacts associated with the height of the building along Dundonald Street, which slopes from north to south;
  - iv. Private balconies, together with an outdoor amenity area located at-grade in the northeast corner of the site for the use and enjoyment of future residents;
  - v. Provision of a continuous landscape buffer strip along the frontage, sides and rear of the site to facilitate the provision of planting and accommodate snow storage;
  - vi. A driveway located on the south side of the site which provides access from Dundonald Street to the underground parking area, which facilitates a better streetscape design and mitigates impacts to traffic operations and pedestrian safety by providing one sole access to the parking area on the lowest point of the site;
  - vii. A vehicle drop-off/pick-up area is proposed to facilitate the safe and efficient movement of vehicles and pedestrians entering and exiting the site, mitigating impacts to the functionality of the underground parking area;
  - viii. Parking is strategically located underground to improve the aesthetic of the streetscape and foster a pedestrian-friendly environment.

## Location and Site Description

8. The subject lands are legally described as Part Lot 24, Concession 4 in the former Township of Vespra and Parts 1 to 4 on Plan 51R-39870. As identified in Figure 1, the subject property is located on the east side of Dundonald Street, north of Collier and Blake Streets, and south of Theresa Street.



Figure 1: Key Map

9. The subject lands are triangular in shape with an area of 0.38 hectares and has approximately 99 metres of frontage on Dundonald Street. Furthermore, the lands contain a grade change, sloping from north to south.
10. The site is located within proximity to a variety of residential, institutional, and recreational uses, as well as commercial uses located in the Urban Growth Centre (UGC). The surrounding residential uses range in type and form, including single detached dwellings, multi-unit low-rise buildings, and mid-rise residential buildings. The subject lands are also located within walking distance to various institutional uses, including the Barrie Public Library, City of Barrie Municipal Offices, schools (Codrington Public Elementary School, St. Monica's Catholic Elementary School, and Eastview Secondary School) and places of worship (St. Mary's Catholic Church). Lastly, the subject lands have access to recreational activities and uses such as Kempenfelt Park, Sam Cancilla Park, and the trail network along the waterfront.
11. The existing land uses immediately surrounding the subject lands are as follows:
- North: Immediately north is St. Mary's Catholic Church and a four (4) storey building occupied by St. Mary's Seniors Residence. Further north, there are single detached dwellings.
- East: Adjacent to the east is the Duckworth Street Unopened Road Allowance which is approximately 20 metres in width. Further east exists a mix of residential uses, including single detached dwellings, townhomes and walk-up apartments.

South: Immediately to the south is the Duckworth Street Unopened Road Allowance and low-density residential properties with single detached dwellings. Further south on Collier Street and Blake Street/Dunlop Street East are various apartment buildings, ranging in heights from four (4) to eight (8) storeys.

West: Adjacent is a 4-storey walk-up condominium. A variety of land uses are located further to the west, including single detached residential dwellings along Theresa Street and Collier Street, and a variety of apartment buildings located along Albert Street and Collier Street. The Urban Growth Centre (UGC) is further located to the west (approximately 400 metres), bordered by Berczy Street.

12. The subject lands will benefit from the proposed Wellington D2 Neighbourhood Renewal Program, which is scheduled to commence in 2026/2027. The Neighbourhood Renewal Program includes road reconstruction, a sidewalk installation, and sanitary sewer and watermain replacements on Dundonald Street. Furthermore, Barrie Transit provides a bus service within the neighbourhood area, with bus stops located immediately south of the site on Blake Street. The City's transit service connects the site and the neighbourhood area to all the major transit hubs in the City.

#### Existing Policy

13. The subject application was submitted and deemed complete on December 22, 2021, during which time the former City of Barrie Official Plan (2010) was in force and effect. In May 2024, the City of Barrie's new Official Plan was approved by the Ministry of Municipal Affairs and Housing (MMAH). According to Policy 2.5.7 of the new Official Plan (2024), applications deemed complete prior to the approval of the City's new Official Plan may continue towards final approval under the policy framework in place at the time the Notice of Complete Application was issued. This policy extends to any subsequent implementing approvals, such as a Site Plan Control application. As such, the subject application has been reviewed under the policy framework of the former City of Barrie Official Plan (2010).
14. The subject lands are designated 'Residential', as identified on Schedule A – Land Use in the former City of Barrie Official Plan (2010), and are located in the Built-up Area, in accordance with Schedule I – Intensification Areas. It is worth noting that the subject lands are within walking distance (400 metres) of the Urban Growth Centre (UGC). The predominant land use in the 'Residential' designation shall be for all forms and tenure of housing. The subject property is also identified within a Level 3 Natural Heritage Resource, as identified on Schedule H – Natural Heritage Features of the Official Plan. Level 3 resources represent significant and supporting components of the City's Natural Heritage Resource network. In this case, the designation corresponds to the existing woodland feature that exists on the subject property and surrounding area.
15. The subject lands are zoned 'Residential Single Detached Dwelling Second Density' (R2), in the City's Comprehensive Zoning By-law 2009-141, as amended. To facilitate the proposed development, a Zoning By-law Amendment is requested to rezone the subject lands to 'Residential Apartment Dwelling First Density – 3 with Special Provisions (RA1-3) (SP-XXX)' to permit an increase to the maximum Gross Floor Area (GFA), together with a reduction in parking, and front yard and rear yard setbacks.

#### Background Studies

16. In support of the application, the following plans reports and studies were submitted by the applicant. Copies of the submission material are available for viewing on the City's Proposed Developments webpage under the following [link](#).

- i. Planning Justification Report (Innovative Planning Solutions, Prepared: December 2021)
- ii. Planning Justification Memo (Innovative Planning Solutions, Prepared: September 2024)
- iii. Urban Design Report (Innovative Planning Solutions, Prepared: December 2021)
- iv. Functional Servicing Report (Tatham Engineers, Prepared: December 2021, Revised: November 2023)
- v. Environmental Impact Study (Roots Environmental, Prepared: March 2022 & Revised: June 2023)
- vi. Traffic Brief (JD Northcote Engineering Inc., Prepared: December 2021, Revised: September 2023)
- vii. Tree Inventory/Assessment and Preservation Plan/Removal Plan (Riverstone Environmental Solutions Inc., Prepared: July 2021 & Landmark Environmental Group Ltd., Prepared: August 2024)
- viii. Architectural Plans (McKnight Charron Architects Ltd., Prepared: September 2023)
- ix. Historic Neighbourhood Character Impact Evaluation (Archaeological Research Associates Ltd., Prepared: July 2021, Revised: September 2023)
- x. Shadow Analysis (Innovative Planning Solutions, Prepared: July 2021, Revised: August 2023)

## **PUBLIC CONSULTATION**

### Public Meeting

17. A virtual neighbourhood meeting was held on January 26, 2021. Approximately 145 residents attended the meeting, along with the Ward Councilor, Planning staff, and the applicant's consultants. The following matters were raised by residents at the meeting:
  - a. Residents expressed concerns with the proposed building height and density, citing it would result in an overdevelopment of the site. In this regard, residents expressed a desire to see a lower-density built-form on the subject property or no development at all. Residents noted that a development of this nature would be better suited to the City's Urban Growth Centre (UGC).
    - i. The applicant has made minor adjustments to the building design, such as decreasing the building height from the originally proposed nine (9) storeys to six (6) storeys to provide a better transition to the lower density residential neighbourhoods that surround the subject lands. Additionally, through the submission material, the application has demonstrated that the development proposal will include key design elements, such as sufficient parking, safe vehicular access, landscaping, snow storage, and amenity areas, an internal pedestrian circulation network, and internal storage areas for waste and recycling. Together, these design features ensure that the site will function well in the long-term, thereby mitigating impacts on surrounding land uses and City streets.
  - b. Residents noted that the proposed built-form is incompatible with the surrounding area, particularly lands to the north, east and west of the site, which are predominantly low-density residential neighbourhoods with large lots, historical dwellings and mature trees.
    - i. The proposed development will consist of a building height of six (6) storeys, which is not out of character given the context of the area surrounding the site. In this regard, there are six (6) existing mid-rise multi-residential buildings located in the immediate vicinity of the intersections of Dundonald Street, Blake Street, Collier Street and Dunlop Street East. These multi-residential buildings range from four (4) to fourteen (14) storeys in height.
    - ii. The subject lands are uniquely situated with natural buffers to surrounding residential areas. To the north is St. Mary's Church, while the Duckworth Street

Unopened Road Allowance (20 metres in width) lies to the east and south, and Dundonald Street, along with a four (4) storey walk-up apartment, borders the property to the west. Given this configuration, the proposed building will feature a substantial buffer from low-density residential areas, with the advantage of having no adjacent dwellings.

- c. Residents expressed concerns that the development would create an increase in traffic, resulting in negative impacts on traffic operations and pedestrian safety along Dundonald Street. Residents also expressed concerns regarding the grade along Dundonald Street which results in traffic safety concerns during the winter months. Furthermore, residents expressed that they wanted reassurance that the proposed development would provide sufficient parking to ensure parking does not spill-over onto local roads within the existing residential neighbourhood.
  - i. The applicant submitted a Traffic Brief in support of the application, which addressed matters raised by residents. The purpose of the Traffic Brief was to identify potential impacts the proposed development may have on traffic operations in the surrounding area and recommend mitigative measures to address said impacts. The Traffic Brief, which has been reviewed and accepted by the City's Transportation Planning staff, concluded that the proposed development would not cause operational issues to the local roadway network.
  - ii. The Applicant's Traffic Brief included a Parking Review Study to demonstrate that the proposed parking supply is acceptable and will provide an adequate level of service for the proposed development. The purpose of the Parking Review was to evaluate comparable development projects, together with the standards of comparable municipalities, to estimate the parking supply required to adequately service the proposed development. The parking review concluded that a minimum of 61 parking spaces would be required to adequately support the parking demand for the proposed development. As such, the proposed development includes 61 parking spaces at a rate of 1.22 spaces per unit.
- d. Residents expressed concerns with the removal of vegetation on-site and the potential impacts it may have on local wildlife, due to a loss in habitat. Also, residents requested that environmentally sensitive areas, such as the existing woodlands in the neighbourhood, be protected from development activities. In this regard, residents wanted assurances that proper development limits would be established through the re-zoning process.
  - i. The Applicant submitted a Tree Inventory, Assessment, Preservation and Removals Plan and an Environmental Impact Study (EIS) in support of the application. The purpose of these plans/studies was to determine the impact the development would have on the surrounding woodlands. The Applicant revised the concept plan and moved the building and associated infrastructure further south and west on-site, reducing the limits of the developable area. As a result of this alteration, less trees need to be removed, and private trees located on lands north, east and south of the site will be protected from development activities.

With respect to wildlife habitat, four (4) potential roost trees for bats listed as a species at risk were identified within the woodland cover that is to be removed as result of the proposed development. The anticipated removal will be extremely minor in relation to the available habitat of approximately 4.66 hectares of contiguous woodlands to the north, west and east of the site. As such, the removal of the four (4) trees will not eliminate the function of the habitat in the area. To compensate for the loss in potential roosting trees, the EIS recommends that two



(2) bat boxes be installed along the edges of the property abutting the remaining tree line. Additionally, tree removals are not permitted to occur during the roosting season between April 1<sup>st</sup> and October 31<sup>st</sup>.

The Tree Inventory, Assessment, Preservation and Removals Plan and EIS have been reviewed and accepted by the City's Parks Planning staff. Provided that development occurs in accordance with the proposed concept plan and the recommendations of the associated studies, no negative impacts to wildlife habitat are anticipated because of the development. Finally, tree removals on-site will be subject to the City's Ecological Offsetting Policy which requires proponents to pay \$57,000 per hectare of woodland removal or \$500 per tree. These fees would be used to fund City-initiated planting and restoration projects across the City.

- e. Residents wanted assurances that the proposed development would not result in unreasonable shadowing over lower density residential neighbourhoods, City streets and public parks in the surrounding area.
  - i. The Applicant submitted a Shadow Study Analysis in support of the subject application. The purpose of the analysis was to determine the impact of the shadows that would be cast by the proposed development throughout the year on surrounding properties, City streets and public open spaces. The Analysis concluded that there would be minimal and acceptable incremental shadow impacts on the surrounding land uses throughout the year. In this regard, no property or building will experience shadowing for a period exceeding three (3) hours.

#### Neighbourhood Meeting

- 18. A Statutory Public Meeting was held on June 7, 2022 to present the subject application to the City's former Planning Committee. The comments expressed by members of the public reiterated those previously received at the Public Meeting, as referenced above.

#### **DEPARTMENT & AGENCY COMMENTS**

- 19. The subject application was circulated to staff in various departments and external agencies for review and comment. No objections or concerns were received from the following City departments and external agencies:
  - i. Development Services - Parks Planning, Urban Design, Heritage Planning, Addressing, Approvals (Engineering), and Transportation Planning Branches;
  - ii. Building Department;
  - iii. Business Performance and Environmental Sustainability – Risk Management Official, Environmental Sustainability and Environmental Compliance;
  - iv. Finance Department;
  - v. Infrastructure Services Department – Water Services and Engineering Standards Branches;
  - vi. Fire and Emergency Services;
  - vii. Alectra Utilities, Enbridge Gase Inc, and Bell Canada;
  - viii. Simcoe County District School Board;
  - ix. Simcoe Muskoka Catholic District School Board; and,
  - x. Lake Simcoe Region Conservation Authority (LSRCA).
- 20. If approved, any comments that were provided will be adequately addressed through the subsequent Site Plan Control application process.

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## **POLICY ANALYSIS**

### Policy Planning Framework

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

### **Ontario Planning Act, R.S.O. 1990**

22. 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>
23. The proposed development is consistent with this legislation in that it is located within the built-up area of Barrie; will utilize existing, available or planned infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides for a variety of residential unit types and sizes; provides a compact form of development that minimizes impacts to climate change; and, is located within close proximity to a variety of commercial and recreational uses and is designed with a pedestrian-oriented built form to facilitate future connections to the pedestrian walkway network to encourage walkability and active transportation.

### **Provincial Planning Statement (2024) (PPS)**

24. The Provincial Planning Statement 2024 supports the achievement of complete communities by accommodating a wide range of land uses and options to meet long term needs and improving accessibility, social equity and overall quality of life for all people. A mix of residential options and densities to meet housing needs must be provided and land use patterns should be based on densities and a mix of uses which are efficient, optimize existing and planned infrastructure and services, support active transportation, and are transit and freight supportive.
25. Settlement Areas are prioritized as focal points for growth and development to support the achievement of complete communities and compact form. Large and fast growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. In this regard, municipalities are encouraged to promote development and intensification to meet these targets.
26. The proposed development is consistent with the PPS 2024. The application supports the policies of a healthy, liveable, and compact community and efficient development through the provision of apartment condominium units on an underutilized, infill site within a settlement area with access to existing and planned infrastructure, public services and facilities, and a mix of uses.



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

27. 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 they do not have any objections to the approval of the subject application. Consequently, Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

### **Former City of Barrie Official Plan (2010)**

28. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded.
29. There are a number of policies in the Official Plan that generally support the proposed development. Sections 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing, 3.5 Natural Heritage, Hazards and Resources, and 4.2 Residential, relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure, protection of natural heritage and wildlife habitat, and the provision of a range and mix of housing types at appropriate locations.

### **Residential Policies**

30. Staff have reviewed the relevant policies in the former City of Barrie Official Plan and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are identified as being designated 'Residential' on Schedule A – Land Use. According to Policy 4.2.2.1(a), where lands are designated Residential, the predominant use shall be for all forms and tenure of housing.
31. In accordance with Section 4.2.1, the proposed development aligns with key planning objectives, including fostering a sense of community, supporting the creation of complete communities with access to services, and promoting densities that encourage transit, pedestrian, and cycling use. Additionally, it supports the municipality's intensification and density targets while maintaining high-quality design and minimizing conflicts between land uses. Finally, as discussed throughout this report, the proposed development incorporates good site and building design to enhance compatibility with surrounding land uses, which range from low density single detached dwelling units to multi-storey residential apartment buildings.
32. The policies in Sections 4.2.2.2 and 4.2.2.3 guide residential density and intensification, identifying locations in which high-density forms of development may be located throughout the City. In this regard, Policy 4.2.2.2(e) defines high-density development as a development which exceeds 54 units per hectare. Further, Policy 4.2.2.3(c) restricts densities in excess of 150 units per hectare to the City's Urban Growth Centre (UGC). As such, high density development ranging from 54 to 150 units per hectare is permitted in areas located outside of the UGC, subject to conformity with the locational criteria policies for intensification projects found in Sections 4.2.2.3 and 4.2.2.6 of the former City of Barrie Official Plan.
33. Planning staff have conducted a Residential Density Analysis to reflect the change in density in the surrounding neighbourhood, should the proposed development be approved (see Appendix "D"). The current residential density, only including residential lands are 29.43 units per hectare. The Density Analysis shows that the projected residential density, including the proposed development,

- will increase to 30.57 units per hectare. The density increase of 1.14 units per hectare is minor in nature.
34. At a density of 129 units per hectare, the proposed development is considered a high-density proposal. The policies in Section 4.2.2.3 of the former Official Plan encourage high-density developments to locate in the Intensification Nodes and Corridors identified on Schedule I – Intensification Areas, and generally directed towards areas that are adjacent to arterial and collector roads; in proximity to transit, public facilities and commercial development; and, where planned infrastructure and services are adequate.
35. The subject lands are located adjacent to the intersection of arterial and collector roads (Dundonald Street, Blake/Dunlop Street East and Collier Street intersection), can be adequately serviced by existing or planned services and infrastructure, and is in proximity to City transit, public facilities, and a mix of commercial uses in the Urban Growth Centre (UGC).
36. The subject lands are not located within a designated intensification area, as identified on Schedule I – Intensification Areas of the Official Plan. As such, the proposed development is subject to the Intensification Criteria in Policy 4.2.2.6(d) for lands located outside designated intensification areas. This policy states that development applications that propose residential intensification outside of the designated intensification areas will be considered on their merits, provided the proponent demonstrates the following to the satisfaction of the City:
- i) That the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;
  - ii) That infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
  - iii) That public transit is available and accessible;
  - iv) That the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;
  - v) That sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and,
  - vi) That consideration is given to the preservation of heritage resources.
37. The applicant has revised the development concept to reduce the building height from nine (9) to (6) storeys to reduce its visual impact on the surrounding neighbourhood. The site is also uniquely configured, such that it is bound by the Dundonald Street right-of-way and a four (4) storey multi-residential building to west, and natural vegetated buffers to the north (St. Mary's Church property) and to the east and south in the Duckworth Street Unopened Road Allowance. This configuration results in the provision of generous buffering and separation distances from neighbouring properties and buildings. The site is also located on the edge of the neighbourhood area, adjacent to the intersection of an arterial and collector road where mid-rise multi-residential buildings have been established for many years. The locational context of the site, together with the reduction in building height, and the natural buffers surrounding the property provide for a development proposal that is generally consistent with and can be integrated into the surrounding neighbourhood.
38. A Functional Servicing Report (FSR) and Traffic Brief were submitted in support of the subject application. The FSR evaluated the condition and capacity of City infrastructure and services to determine if they can support the proposed development. The Traffic Brief evaluated the potential impacts the proposed development may have on traffic operations in the surrounding area, and recommend mitigative measures to address said impacts. The FSR and Traffic Brief concluded that the proposed development can be adequately serviced by municipal infrastructure and

services without impacting the capacity of same. These reports have been reviewed and accepted by staff in the City's Approvals – Engineering and Transportation Planning Branches.

39. The subject lands are serviced by City of Barrie Transit with bus stops located immediately south of the site on Blake Street. The subject lands are also located within walking distance of commercial uses in the Urban Growth Centre (UGC) and various institutional uses, including the Barrie Public Library, City of Barrie Municipal Offices, local schools (Codrington Public Elementary School, St. Monica's Catholic Elementary School, and Eastview Secondary School) and places of worship (St. Mary's Catholic Church). Lastly, the subject lands have access to recreational activities and uses such as Kempenfelt Park, Sam Cancilla Park, and the trail network along the waterfront. If approved, the proposed development will be adequately serviced by a variety of community facilities and services.
40. The proposed site and building design demonstrate efficiency, as the development is a compact built-form on an underutilized site in a built-up area where existing and planned infrastructure and services exist. The building and site design also consider the sensitivity of surrounding neighbourhoods. As noted previously, the locational context of the site offers natural buffers surrounding the property, thereby mitigating the height impacts associated with the proposed six (6) storey building (23.85 metres). The proposed buffers and separation distances exceed the height of the proposed building, which will increase the level of relief provided to surrounding land uses.
41. The building design will be further refined through the site plan process, through which consideration will be given to selecting architectural details and materials that are generally compatible and integrate with the character of the neighbourhood. Finally, the site has been designed to include key features that are essential to the long-term functionality of a development project. This includes sufficient parking, internal storage and collection areas for waste and recycling, amenity areas, safe vehicular access, an internal pedestrian network, and viable planting and snow storage areas. The provision of these features demonstrates that while the proposed development is considered a high-density proposal, the site is designed to function effectively to meet the daily needs of future residents without impacting the operation of the local neighbourhood.
42. The proposed development is not anticipated to detract from the City achieving intensification in its designated growth areas. If approved, the subject application would facilitate a modest form of intensification on the edge of a neighbourhood area with available services and infrastructure, adjacent to the intersection of arterial and collector roads. The proposed development would contribute towards the City's overall growth targets and provide more housing options to the community. The City's designated intensification areas will remain the focus of intensification where buildings exceeding six (6) storeys, as proposed by the subject application, are anticipated.
43. Based on the foregoing, the proposed development conforms to the locational and criteria for high and medium-density development and intensification policies, as identified in Sections 4.2.2.3 and 4.2.2.6 of the Official Plan.

#### Urban Design Guidelines, Tall Buildings and Height Control

44. Sections 6.5 and 6.6 of the Official Plan guide building and site design for tall buildings across the City by providing a framework for the development and maintenance of a healthy, safe, convenient, efficient, and aesthetically pleasing urban environment. These policies require innovative architectural design to reduce the visual and physical impacts of building height on the public realm and low-density neighbourhoods; encourage the beautification of streetscapes through the provision of landscaping, pedestrian connections and active uses at-grade; and, the screening of loading and parking areas, site servicing, utilities and waste facilities.

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45. As illustrated on the Architectural Site Plan Drawing Package (see Appendix “B” and “C”), the proposed development conforms to the urban design guidelines and tall buildings policies of the Official Plan for the following reasons:
- i. The proposed building is six (6) storeys in height which, which together with the natural buffers and separation distances around the building and site, reduce the visual impact of the development and provide an appropriate transition to surrounding lands. The separation distances between the proposed building and neighbouring buildings are as follows: fifty (50) metres to the buildings to the north (St. Mary’s Church), east and south; and, greater than thirty (30) metres to the existing buildings to the west.
    - i) Parking and loading areas and associated drive aisles would be located at the sides of the building and underground, thereby mitigating impacts on the streetscape and public realm along Dundonald Street.
    - ii) The proposed development will utilize existing and planned services and infrastructure. Additionally, the subject lands are located in close proximity to commercial businesses, and community facilities and services such as parks, schools and libraries. As such, the proposed development adheres to the objective of achieving energy efficiency by supporting the use of transit and active transportation, and efficiently using existing City services and resources.
    - iii) The site design has incorporated outdoor amenity areas at-grade, together with landscaped areas to facilitate the provision of planting and to accommodate snow storage.
    - iv) The shadow analysis submitted in support of the application concludes that there is minimal and acceptable incremental shadow impacts on the surrounding land uses throughout the year.
46. Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through the subsequent site plan control process.

#### Affordable Housing Policies

47. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. The criteria for affordable housing is identified as the least expensive of:
- i. A unit 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. A unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
48. While City staff encourage applicants to include affordable units in new housing developments, it is acknowledged that not every development proposal can be made affordable. Additionally, it is important to note that Policy 3.3.2.2 represents a target of the Official Plan, not a requirement. Although the applicant is not providing affordable units, the proposed development would introduce a mix of condominium apartment units, which would contribute towards increasing the City’s housing stock and providing a mix of housing options for the community. The proposed development includes a mix of unit types which can be attractive housing options for many demographics. Furthermore, apartment units are typically more affordable than low-density housing forms that exist in many areas of the City, while still being suitable for a variety of demographics and households. Finally, the proposed development is also located within walking

distance (400 metres) of the Urban Growth Centre (UGC), as well as community facilities and services, all of which would benefit from the proposed development by way of an increased customer base, additional users of community facilities and better efficiency of services.

49. If approved, the proposed development would contribute towards creating a complete community in the built-up area by increasing the City's housing stock and providing a mix of unit types at different scales of affordability to meet the needs of the community.

#### Natural Heritage Resource Policies

50. The northwest portion of the subject lands are partially located within a 'Level 3' Natural Heritage Resource, as identified on Schedule H – Natural Heritage Resources of the Official Plan. Level 3 resources represent significant and supporting components of the Natural Heritage Resource network. There is an opportunity for development if the proposal ensures the protection and buffering of the significant feature and/or retains the supporting function of the feature.
51. In accordance with Policy 3.5.2.4(d), an Environmental Impact Study (EIS) is generally required for any development or site alteration within 30 metres of an area identified as Level 3 on Schedule H. In this case, the applicant completed an EIS and a Tree Inventory, Assessment, Preservation and Removals Plan. These plans/studies determined that two natural heritage features are located within the limits of the subject property, including a portion of a woodland and wildlife habitat.
52. With respect to wildlife habitat, four (4) potential roost trees for species at risk bats were identified within the woodland cover that is to be removed as result of the proposed development. The anticipated removal will be extremely minor in relation to the available habitat of approximately 4.66 hectares of contiguous woodlands to the north, west and east of the site. As such, the removal of the four (4) trees will not eliminate the function of the habitat in the area. To compensate for the loss in potential roosting trees, the EIS recommends that two (2) bat boxes be installed along the edges of the property abutting the remaining tree line. Additionally, tree removals are not permitted to occur during the roosting season between April 1<sup>st</sup> and October 31<sup>st</sup>.
53. The Tree Inventory, Assessment and Preservation/Removal Plan and an Environmental Impact Study (EIS) have been reviewed and accepted by the City's Parks Planning staff. Provided that development occurs in accordance with the proposed concept plan and the recommendations of the associated studies, no negative impacts to wildlife habitat are anticipated because of the development. Finally, tree removals on-site will be subject to the City's Ecological Offsetting Policy which requires proponents to pay \$57,000 per hectare of woodland removal or \$500 per tree. These fees would be used to fund City-initiated planting and restoration projects across the City.
54. Based on the foregoing, Planning staff are of the opinion that the subject applications conform to the natural heritage policies of the former City of Barrie Official Plan.
55. The subject lands are not recognized as a heritage property under the *Ontario Heritage Act*, nor is it listed on the City's Heritage Register. Additionally, the property is not located within a Historic Neighbourhood Defined Policy Area, as identified on Schedule C – Defined Policy Areas of the former City of Barrie Official Plan. Notwithstanding, consideration has been given to the Cultural Heritage Conservation policies in Section 3.4 of the Official Plan, which encourage new development in historic areas to be generally in keeping with the immediate physical context and overall character of these areas.

#### Cultural Heritage Policies

56. A Historic Neighbourhood Character Impact Evaluation (HNCIE) was submitted in support of the application to evaluate the potential impacts the development may have on surrounding



neighbourhoods, particularly designated historic neighbourhoods (the Downtown and the Grove), which are located approximately 300 to 400 metres north and west of the site.

57. While the HNCIE noted that the proposed development is not consistent with existing built forms within established neighbourhoods located north, east and west of the site, it acknowledged that multi-residential buildings have long been established immediately south and southwest of the site on Blake, Collier and Dunlop Street. Additionally, the building height has been reduced from nine (9) to six (6) storeys since the initial submission of the application to reduce the visual impacts of the building on surrounding neighbourhoods. The reduction in height increases the effectiveness of the natural vegetated buffers (i.e. woodlands) and separation distances to buildings surrounding the site, thereby providing a better transition to and integration with established neighbourhoods in the area.
58. The HNCIE outlines several mitigation strategies to reduce impacts associated with the proposed development. These include the implementation of a Construction Management Plan to mitigate construction impacts such as vibration on surrounding land uses; additional design considerations at the time of Site Plan Control such as the use of similar materials to those found in the surrounding neighbourhoods and the integration of a green roof; the salvage and reuse of materials found in the existing dwelling located on the subject property; the protection of vegetation, in accordance with the EIS and Tree Inventory, Preservation and Removals Plan; provision of landscaping on-site as depicted in the conceptual plans; and the undertaking of an archaeological assessment at the time of Site Plan Control to confirm there are no historic artifacts on-site. These design considerations, together with the reduction in building height and characteristics of the landscape surrounding the site, are anticipated to mitigate impacts on designated historic areas located within proximity to the site.

### Summary

59. The development, if approved, would serve to address many of the criteria outlined in the former City of Barrie Official Plan. In this regard, Schedule "I" of the former Official Plan identifies the subject lands to be located within the built-up area. In reviewing such applications, emphasis shall be placed on the design and functionality of a development, including but not limited to: the availability of infrastructure, public services and facilities; providing a variety of housing types and tenure; adhering to a high standard of design through the use of attractive building materials and architectural treatments; providing a mix of uses; providing a transition, separation and buffers to lower-density residential land uses, activating the streetscape and enhancing the public realm; pedestrian connectivity; and, the provision of sufficient parking, landscaping, snow storage and amenities.
60. Based on the foregoing and for reasons outlined in this report, staff are satisfied that the proposed built-form and site design at a density of 129 units per hectare adheres to a high level of design, would function effectively, and represents the efficient use of land and resources. Therefore, the proposal represents an appropriate form of development in an area where intensification is permitted, subject to conformity with prescribed locational criteria.
61. Staff have reviewed the relevant policies and are of the opinion that the development conforms with the applicable policies of the former City of Barrie Official Plan.

### **City of Barrie Comprehensive Zoning By-law 2009-141 – Site-specific Zoning Provisions**

62. The subject application proposes to amend the zoning of the subject lands from 'Residential Single Detached Dwelling Second Density' (R2) to 'Residential Apartment Dwelling First Density – 3 with Special Provisions' (RA1-3) (SP-XXX), as identified in Table 1. The site-specific zoning provisions being requested are discussed in paragraphs 63 to 73 below.



Planning staff have made minor adjustments to the site-specific provisions, at the applicant's request, to provide flexibility at the time of construction. The actual figures, as reflected on the plans, are noted in 'brackets' in the paragraphs below.

**Table 1: Site-specific Zoning Provisions**

Zoning Standard	Required – RA1-3 Zone	Proposed
Front Yard (Min.)	7 m	3.5 m
Rear Yard Setback (Min.)	7 m	6.5 m (6.6 m)
GFA (Max)	100%	120% (118%)
Parking (Min.)	1.5 spaces per unit Total – 75 Spaces	1.22 spaces per unit Total – 61 Spaces

Front Yard Setback

- 63. The subject application proposes a front yard setback of 3.5 metres, whereas a minimum setback of 7 metres is required. The intent of a front yard setback is to provide space between the building and the street or property line, contributing to the overall aesthetics, functionality, and safety of a neighbourhood. Specifically, front yard setbacks serve several purposes such as accommodating drainage, landscaping, walkways and snow storage. Additionally, front yard setbacks contribute towards providing a transition and relief to lower density residential neighbourhoods and City streets.
- 64. The proposed building design achieves the intent of the by-law, as space is provided to accommodate drainage, landscaping, walkways and snow storage. Further, the front yard setback together with the building design and locational characteristics of the site provide a transition to surrounding land uses and the street. As discussed in this staff report, an appropriate separation distance is provided between the proposed buildings and existing buildings in the surrounding neighbourhood. Additionally, the proposed development would be sited within close proximity to the street with parking located underground, which is considered more desirable from a streetscape perspective.

Rear Yard Setback

- 65. The subject application proposes a rear yard setback of 6.5 (6.6) metres, whereas a minimum setback of 7 metres is required. The intent of a rear yard setback is to create a buffer space between the building and the rear property line to ensure that privacy and potential disturbances are mitigated, and to ensure that buildings do not encroach too closely on neighbouring properties.
- 66. The proposed rear yard setback achieves the intent of the by-law, which is to provide adequate separation between buildings and to ensure that the setback supports the purpose of maintaining neighbourhood character. As the closest structure to the rear of the proposed development is located approximately fifty (50) metres away, the 0.5 metre deficit in the rear yard will not compromise the overall objective to maintain the intent of the by-law. Further, a 20 metre vegetated buffer exists between the two buildings in the form of the Duckworth Street Unopened Road Allowance.

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Maximum Gross Floor Area (GFA)

67. The subject application proposes a maximum GFA of 120 percent (118 percent), whereas a maximum GFA of 100 percent is permitted. The general intent and purpose of restricting GFA on a property is to ensure that a site is not overdeveloped.
68. The applicant has provided a functional site design that includes key elements which are fundamental to the long-term operation of the development, including but not limited to: adequate drainage and stormwater infiltration, sufficient parking and safe access, pedestrian circulation, landscaping, snow storage areas, internal waste management facilities and collection areas, and amenity areas. Additionally, the proposed development utilizes building placement, setbacks, and natural buffers to minimize visual impacts and provide a transition to the surrounding neighbourhood. As such, Planning staff are of the opinion that the GFA is not a true representation of the development capacity of the subject lands.

Residential Parking

69. The subject application proposes a parking ratio of 1.22 spaces per unit, whereas 1.5 spaces per unit is required. The subject application proposes a total of 61 parking spaces (50 resident parking spaces and 11 visitor parking spaces). The intent of establishing minimum parking standards is to ensure that a development is serviced with adequate parking to meet the needs of residents and minimize impacts to traffic operations due to increased on-street parking.
70. A Parking Review Study was submitted in support of the subject application and has been reviewed and accepted by the City's Transportation Planning staff. To justify and support the proposed residential parking supply, the Parking Review Study conducted a comprehensive review which considered the following:
  - i. Residential parking standards adopted by other municipalities;
  - ii. Proxy sites and municipalities;
  - iii. Trends and approved parking rates within the adjacent area of the site; and,
  - iv. Key findings from other parking studies.
71. The report notes that condominium apartment units are often sold with or without parking spaces, depending on the needs of the purchaser. In this regard, parking is generally unbundled, meaning that some purchasers may opt to not purchase parking, while others may opt to purchase more than one parking space. Parking will be allocated according to the needs of the purchasers of the residential units. As such, the proposed development provides a minimum of 1 parking space per unit, along with 0.22 visitor parking spaces per unit. The visitor parking rate was determined using the average visitor parking rate of proxy municipalities in southern Ontario, which included the Towns of Innisfil, Newmarket, Oakville, Bradford West Gwillimbury and New Tecumseth.
72. The Parking Review Study also notes that the applicant is committed to providing clear messaging in the purchase/sale agreements, which will inform purchasers that additional resident parking is not available and regular enforcement by the property manager will ensure there is no misuse of parking within the site.
73. Finally, the subject lands are locationally well-suited to support a development with a slight reduction in parking. As discussed throughout this report, the subject lands are located immediately adjacent to bus stops on a dedicated City of Barrie Transit line and are within walking distance of a variety of commercial uses in the Urban Growth Centre (UGC), as well as community services and facilities, including parks and schools.

Deeming the Subject Lands as One Property – Zoning Interpretation and Implementation

74. Planning staff are recommending that the subject lands, which encompass two (2) separate lots, be considered as one property for the purpose of zoning interpretation and implementation. This site-specific provision would simplify the interpretation and implementation of the zoning by-law for the subject lands, as the proposed provisions would apply to the subject lands collectively.

**ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

75. The subject application, if approved, would result in the redevelopment of a vacant site in the City Centre which is serviced by existing infrastructure, transit and public service facilities. As such, the proposed development may help to reduce the demand for greenfield development, which would require the extension of municipal infrastructure and services.
76. An Environmental Impact Study (EIS) and Tree Inventory, Preservation and Removals Plan were prepared to identify the development limits on-site, ensure the protection of wildlife habitat, as well as the protection of trees on-site and on adjacent lands. The development is not anticipated to generate negative impacts to natural heritage features or wildlife habitat, provided the recommendations in the EIS and Tree Inventory, Preservation and Removals Plan are implemented during construction.

**ALTERNATIVES**

77. The following alternatives are available for consideration by General Committee:

<b><u>Alternative #1</u></b>	<p>General Committee could alter the proposed recommendation by suggesting a reduced density or a different built-form or send the application back to staff for additional consultation with the owner/applicant and the public.</p> <p>Although this alternative is available, a neighbourhood meeting and public meeting have been formally held, and staff have been available for discussion and have addressed comments from the applicant and the public. It is not anticipated that additional consultation would result in alterations to the application. Staff are satisfied that the supporting documentation submitted by the applicant, including updates as requested, justifies consideration of the development, as proposed.</p>
<b><u>Alternative #2</u></b>	<p>General Committee could refuse the application and maintain the existing 'Residential Single Detached Dwelling Second Density' (R2) zoning over the subject lands.</p> <p>This alternative is not recommended as the subject property is ideally suited for this form and density of development given the full range of services and facilities available in the area. The proposed amendments are also in keeping with both the provincial and municipal policy framework established for the City's built-up area, as noted throughout the analysis section of the report. Should the applicant appeal the Council decision with this alternative, City Planning staff would not be in a position to offer supporting evidence.</p>

**FINANCIAL**

78. The subject application, if approved, would permit the development of 50 residential apartment condominium units. It is not possible to estimate the assessed value of the subject property, following redevelopment. However, the assessed value of the future development is anticipated to be greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of this staff report.

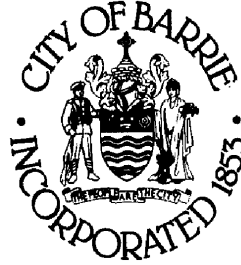
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79. Building permit application fees for the proposed development are estimated to be approximately \$107,452.45. If approved, building permit fees will be confirmed through the subsequent Site Plan Control process, and collected at the time of the submission of a building permit application.
  80. Current development charges (DC) for a bachelor or 1-bedroom units are \$43,317.00 and \$66,640.00 for 2 or more-bedroom units. Based on the preliminary floor plans submitted in support of the application, development charge revenue for the proposed residential use is estimated to be approximately \$2,422,403.00. Development charges are calculated and paid at the time of issuance of the building permit.
  81. Education levies are \$4,883.00 per residential unit, which represents a total levy of \$244,150.00.
  82. Cash in lieu of parkland is currently calculated at \$3,937.00 per residential unit, which represents a total contribution of \$196,850.00 for the development.
  83. The proposed development would be subject to a Finance Administration fee of \$4,375.00.
  84. Given that the subject lands, when developed, will be subject to Site Plan Control, 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 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 applicant.

#### **LINKAGE TO 2022-2026 STRATEGIC PLAN**

85. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
  - Affordable Place to Live – Encourage a range of housing options to make housing more attainable
    - The proposed development would introduce a mix of condominium apartment units which are attractive options for many demographics and are typically more affordable than ground related housing forms that exist and are planned in many areas of the City. If approved, the proposed development would contribute towards increasing the City's housing stock and providing a variety of housing options for the community.
  - Thriving Communities – Continue to support a vibrant downtown
    - The proposed development is located within walking distance of the UGC and is in proximity to various businesses, community amenities and services, all of which would benefit from the proposed development by way of an increased customer base, additional users of community facilities, and more pedestrian activity on City streets.

Attachments: Appendix "A" – Draft Zoning By-law Amendment  
Appendix "B" – Site Plan  
Appendix "C" – Elevations and Renderings  
Appendix "D" – Residential Density Analysis

APPENDIX "A"- Draft Zoning By-Law Amendment



Bill No. XXX

**BY-LAW NUMBER 2024-XX**

**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 being legally described as Part Lot 24, Concession 4 in the former Township of Vespra and Parts 1 to 4 on Plan 51R-39870 know municipally as 19 Dundonald Street, Barrie, shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling Second Density' (R2) to 'Residential Apartment Dwelling First Density – 3 Special Provision No. XXX' (RA1-3)(SP-XXX).

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 24-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 the lands 'Residential Single Detached Dwelling Second Density' (R2) to 'Residential Apartment Dwelling First Density – 3 Special Provision No. XXX' (RA1-3)(SP-XXX) in City of Barrie By-law 2009-141, in accordance with Schedule "A" attached to this By-law.
2. **THAT** a minimum front yard setback of 3.5 metres is required in the 'Residential Apartment Dwelling First Density – 3 Special Provision No. XXX' (RA1-3)(SP-XXX) zone.
3. **THAT** a minimum rear yard setback of 6.5 metres is required in the 'Residential Apartment Dwelling First Density – 3 Special Provision No. XXX' (RA1-3)(SP-XXX) zone.
4. **THAT** a maximum gross floor area (GFA) of 120 percent is permitted in the in the 'Residential Apartment Dwelling First Density – 3 Special Provision No. XXX' (RA1-3) (SP-XXX) zone.
5. **THAT** a minimum parking rate of 1.22 spaces per residential unit is required in the 'Residential Apartment Dwelling First Density – 3 Special Provision No. XXX' (RA1-3)(SP-XXX) zone.
6. **THAT** lands zoned 'Residential Apartment Dwelling First Density – 3 Special Provision No. XXX' (RA1-3)(SP-XXX) shall be considered one property, collectively, for the purposes of zoning interpretation.
7. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.



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8. **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 \_\_\_\_, 2024.

**READ** a third time and finally passed this \_\_\_\_ day of \_\_\_\_, 2024.

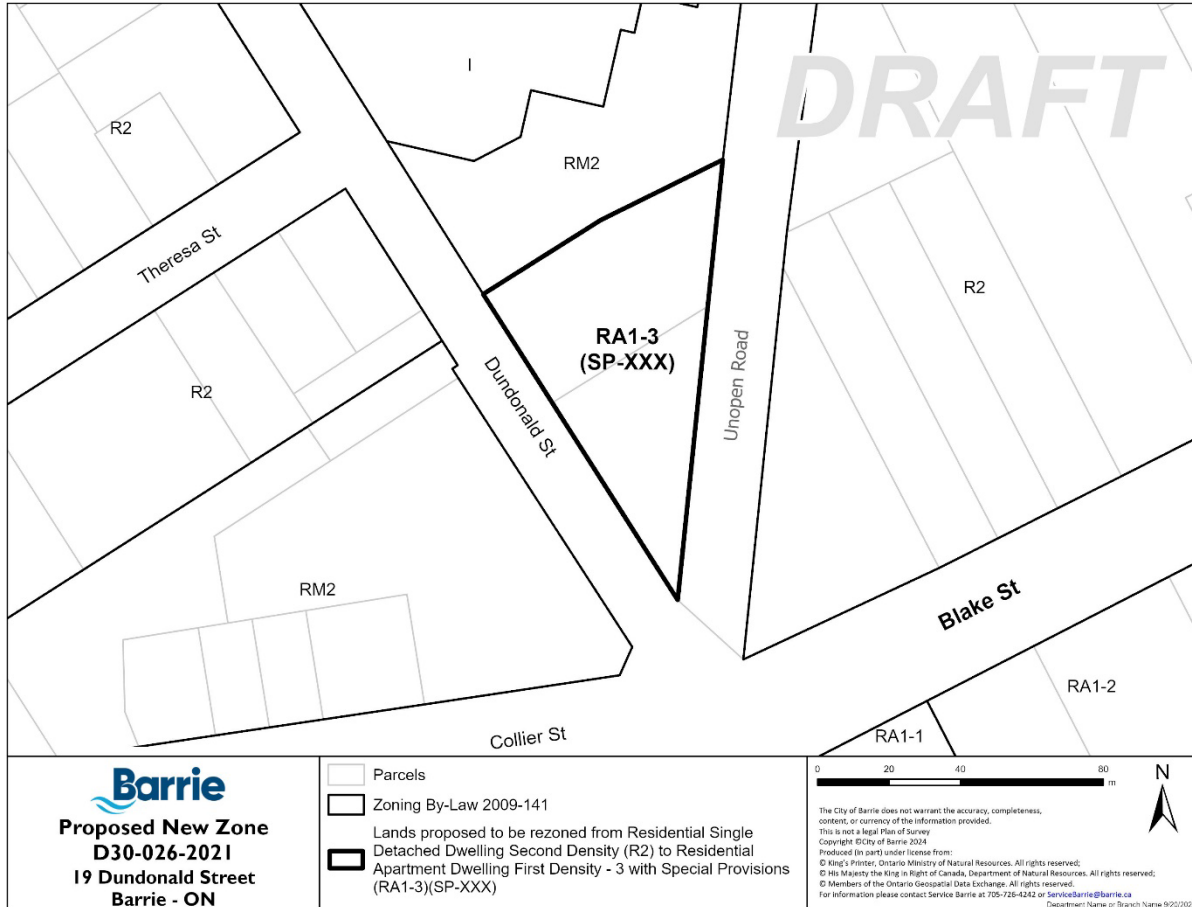
**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**MAYOR – A. NUTTALL**

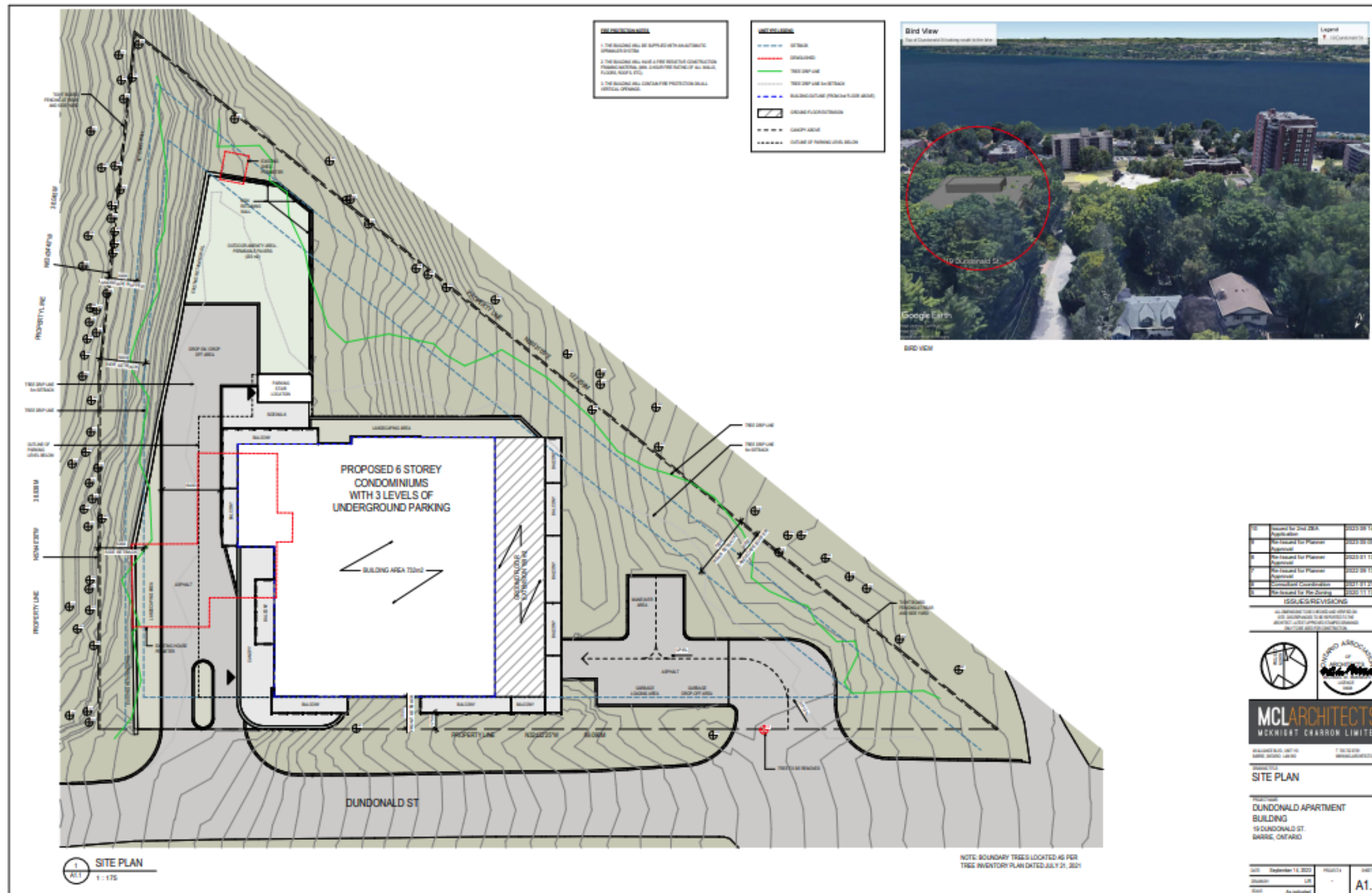
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**CITY CLERK – WENDY COOKE**



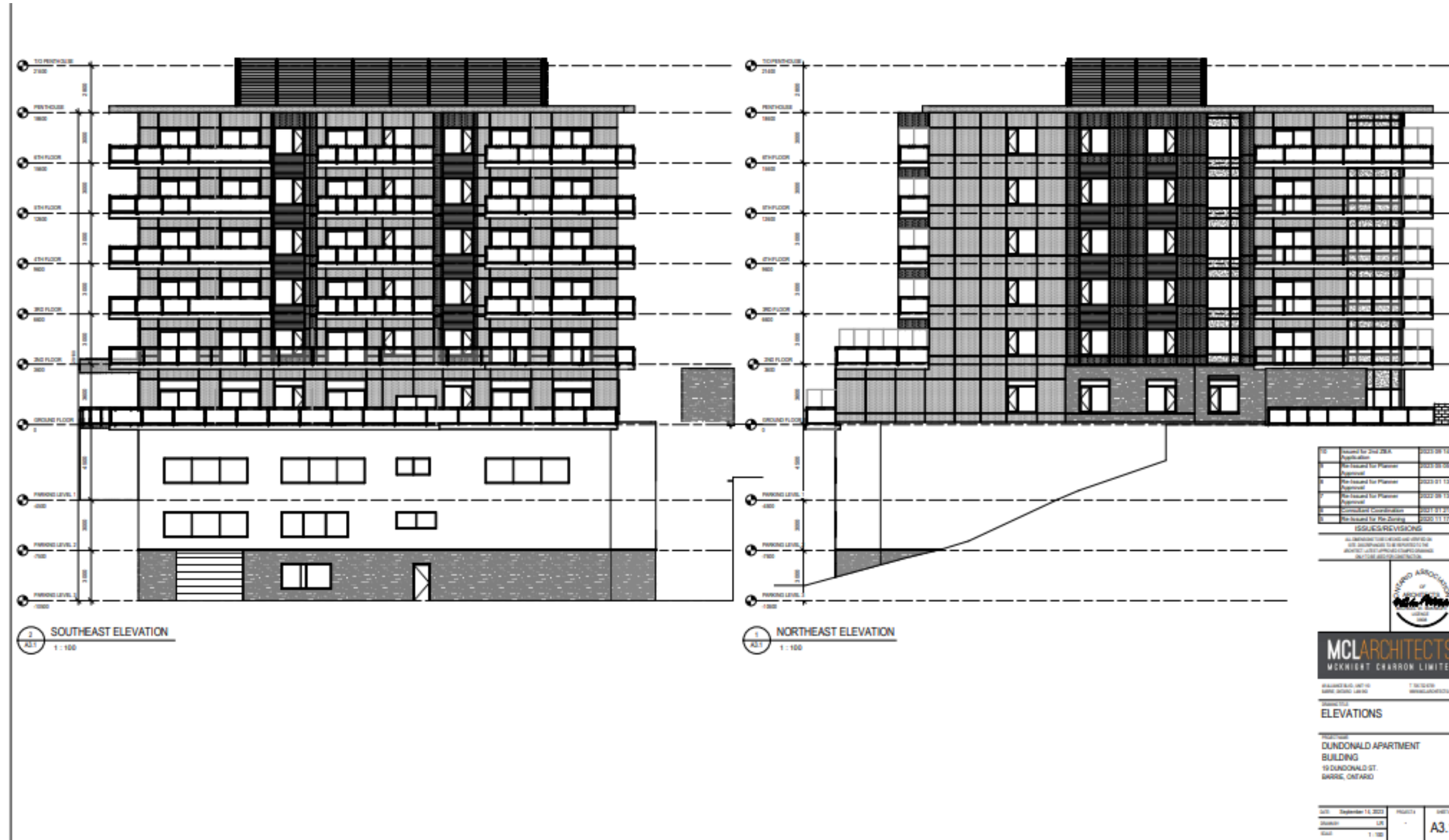
Schedule "A" to attached By-law 2024-XXX



APPENDIX "B" - Site Plan

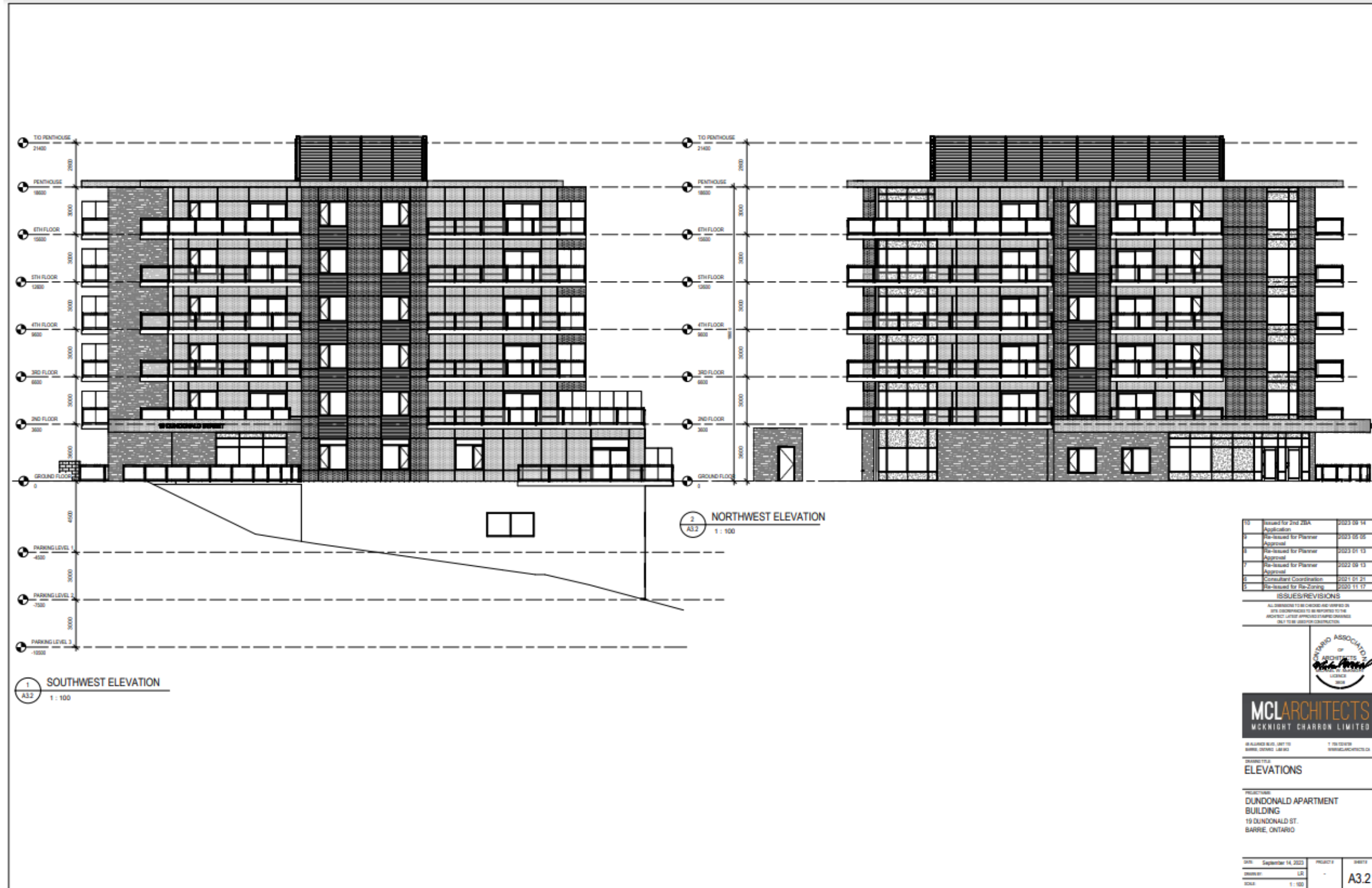


APPENDIX "C" - Elevations and Renderings





APPENDIX "C" – Elevations and Renderings





**APPENDIX "C" - Elevations and Renderings**



EXTERIOR VIEW - GARAGE ENTRANCE



OUTDOOR AMENITY AREA



EXTERIOR VIEW - BUILDING ENTRANCE

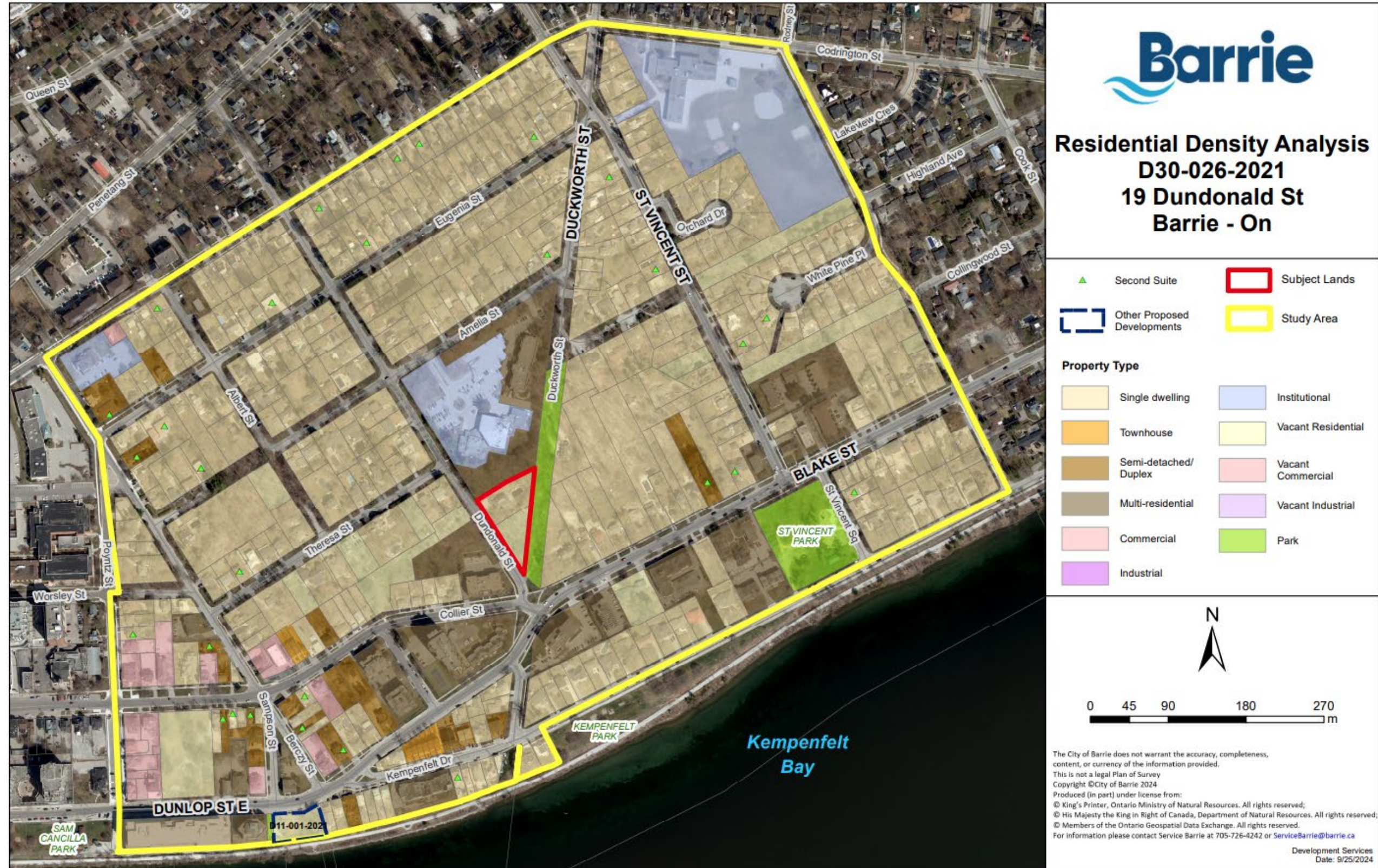


VIEW FROM GROUND FLOOR BALCONY UNIT

10	Issued for 2nd ZBA Application	2023 09 14
ISSUES/REVISIONS		
<small>ALL DIMENSIONS TO BE CHECKED AND CORRECTED ON SITE. DISCREPANCIES TO BE REPORTED TO THE ARCHITECT LATEST APPROVED ISSUE/REVISIONS ONLY TO BE USED FOR CONSTRUCTION.</small>		
 <b>MCLARCHITECTS</b> MCKNIGHT CHARRON LIMITED <small>49 ALLIANCE BLVD. UNIT 110 BARRIE, ONTARIO L4M 5S9      1 705 722 8709      WWW.MCLARCHITECTS.CA</small>		
DRAWING TITLE: <b>RENDERINGS</b>		
PROJECT NAME: <b>DUNDONALD APARTMENT BUILDING</b> 19 DUNDONALD ST. BARRIE, ONTARIO		
DATE: September 14, 2023	PROJECT #:	SHEET #
DRAWN BY: LR	-	<b>A4.1</b>
SCALE:		



APPENDIX "D" - Residential Density Analysis





APPENDIX "D" – Residential Density Analysis Table

RESIDENTIAL DENSITY ANALYSIS  
D30-026-2021  
19 DUNDONALD STREET, BARRIE - ON

Total Study Area	66.52 ha
Total Developable Area - <i>Only residential</i> (Private properties)	42.96 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	48.92 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	1.42 ha
Total Area Roads right of way	16.18 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	373	30.62	12.18
Semis/ Duplex	59	1.67	35.40
Townhouse Dwelling Unit	9	0.22	41.47
Multiresidential	823	7.08	116.18
Vacant Residential		2.78	
Non- residential areas(Commercial/ Institutional)		5.96	
Parks/ Open Space/ Walkway / Laneway		1.42	
Subject Property 19 Dundonald Street - D30-026-2021  <i>to permit the development of a six (6) storey apartment (condominium) building containing 50 units, together with 61 underground parking spaces.</i>	50	0.40	126.03
Other Proposed Developments in the area			
<i>D11-001-2021 - 217 Dunlop St E A 15-storey, 41 unit mixed-use condominium</i>	41	0.19	216.70
<b>Current Residential Density</b> <i>(Only Residential Lands included)</i>	1264	42.96	29.43
<b>Current Residential Density</b> <i>(All Residential and Non- residential lands included)</i>	1264	48.92	25.84
<b>Projected Residential Density Including Proposal for Subject Lands</b> <i>(Only Residential Lands included)</i>	1313	42.96	30.57
<b>Projected Residential Density Including Proposal for Subject Lands</b> <i>(All Residential and Non- residential lands included)</i>	1313	48.92	26.84
<b>Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area</b> <i>(Only Residential Lands included)</i>	1354	42.96	31.52
<b>Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area</b> <i>(All Residential and Non- residential lands included)</i>	1354	48.92	27.68

Prepared by: Development Services  
Date: September 20, 2024

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 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.