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**TO:** GENERAL COMMITTEE

**SUBJECT:** CITY-INITIATED OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT APPLICATION – 29 AND 35 SPERLING DRIVE

**WARD:** 3

**PREPARED BY AND KEY CONTACT:** M. FREETHY, RPP, SENIOR PLANNER, EXT. 4117

**SUBMITTED BY:** C. MCLAREN, MANAGER OF PLANNING

**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 motion 24-G-082, adopted by Council on April 17, 2024 be reconsidered to allow increased height and density on the previously approved City-initiated Zoning By-law Amendment Application for 29 and 35 Sperling Drive as outlined in Staff Report DEV014-24.
2. That the City-initiated Official Plan Amendment application for lands known municipally as 29 and 35 Sperling Drive, attached as Appendix “A” to Staff Report DEV025-24 be approved as follows:
  - i. Amend Map 2 – Land Use by adding “See Policy 2.8.X” to the lands known municipally as 29 and 35 Sperling Drive.
  - ii. Add text to Section 2.8 – Defined Policy Area of the Official Plan as follows:

Section 2.8.X 29 and 35 Sperling Drive

Notwithstanding Section 2.6.8 of this Plan, known municipally as 29 and 35 Sperling Drive, are permitted to have a maximum height of 30 storeys for mixed use development.
3. That the City-initiated Zoning By-law Amendment Application to rezone lands known municipally as 29 and 35 Sperling Drive from “Highway Industrial” (HI) to “Residential Apartment Dwelling Second Density-2 with Special Provisions, Hold” (RA2-2)(SP-XXX)(H-YYY) be approved as attached to this Staff Report as Appendix “B”.
4. That the following site-specific provisions be referenced in the implementing Zoning By-law for the subject lands as follows:
  - a) Permit a parking standard of 0.78 parking spaces per residential unit, whereas 1.5 parking space per unit is the standard;
  - b) Permit a gross floor area of 499%, whereas a maximum gross floor area of 200% is permitted; and

- c) Permit a building height of 91.5 metres, whereas a maximum building height of 45 metres is permitted.
5. 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 DEV025-24.
6. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

## **PURPOSE & BACKGROUND**

### Background

7. An initial Zoning By-law Amendment application for a 12 storey mixed use development was considered by the General Committee on April 10, 2024 for lands known municipally as 29 and 35 Sperling Drive (File No. D30-003-2024). Site specific provisions to the Residential Apartment Dwelling Second Density Zone (RA2-2) were approved which permitted a reduced front yard setback, an increased lot coverage and gross floor area (GFA) and a reduced residential parking ratio. On April 17, 2024 Council passed motion 24-G-082 to approve the initial Zoning By-law Amendment and requested staff to further examine the possibility of additional height and density to maximize the use of the lands.
8. Staff subsequently requested an additional Highest and Best Use concept plan be prepared by Smart Density (March 22, 2024) which considered 2 - 30 storey mixed use buildings and approximately 1,035 units which is beyond what is contemplated by Official Plan (2023). A reconsideration of the initial Zoning By-law approved by motion 24-G-082 is required to facilitate the new concept plan.

### Report Summary

9. The purpose of this report is to recommend approval of an application for a City-Initiated Amendment to the Official Plan and the reconsideration of the previously approved City-Initiated Zoning By-law Amendment to Zoning By-law 2009-141. This report provides an analysis of the new City-Initiated application for a 30 storey mixed use development based on conformity with Provincial and City Planning policies, as well as an overview of comments received through technical review by staff and statutory public engagement processes.
10. With the conclusion of the technical review and public consultation process, which included a Public Meeting on May 29, 2024, staff have determined that the proposal is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended, and the City of Barrie Official Plan, 2051. As such, staff are recommending approval of the proposed Official Plan Amendment as provided in draft attached to Staff Report DEV025-24 as Appendix "A" and the revised Zoning By-law Amendment as provided in draft attached as Appendix "B".

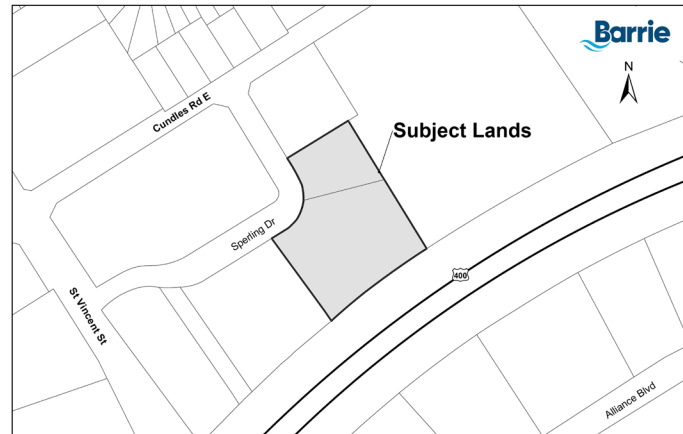
### Proposal

11. The application, if approved, would add a Special Policy Area to Section 2.8 of the Official Plan to permit a maximum height of 30 storeys on the subject lands and reconsider the Zoning By-law Amendment approved by motion 24-G-082 in order to provide updated provisions which would facilitate increased height and density on the subject lands.
12. The reconsideration of the site-specific provisions would permit a further reduction in parking to 0.78 parking spaces per unit, an increased height of 91.5 metres (30 storeys and a further increased

gross floor area of 499% of the lot area. The proposed development is depicted in Appendix “C” - Highest and Best Use Conceptual Site Plan (March 22, 2024) and a Residential Density Analysis is provided in Appendix “D”.

### Site and Location

13. The subject lands comprise two adjacent lots on the southeast side of Sperling Drive which extends south from Cundles Drive East to the east side of St. Vincent Street. Highway 400 extends along the south lot line of 35 Sperling Drive. The subject lands have a total site area of 1.4 hectares (3.5 acres) and frontage of 92 metres on Sperling Drive and contain the former Barrie Police Station at 35 Sperling Drive and an associated vacant lot currently used as a surface parking lot at 29 Sperling Drive.



14. The surrounding land uses include the following:

**North:** Lands designated as SEED and Commercial District which currently comprise retail uses in a low-rise plaza along the south side of Cundles Road East and low-rise mixed-use retail/office uses and a funeral home on the north side of Cundles Road East. An established low density Neighbourhood Area is located further north which largely comprises ground-related residential dwellings.

**East:** A Community Hub site to the east which includes the St. Joseph’s Catholic High School and the Frère-André Catholic Elementary School.

**South:** Highway 400 and an Employment Area along the south side of Highway 400.

**West:** Lands designated as SEED and Commercial District which currently contain the Simcoe Muskoka District Health Unit and Rogers TV as well as lands further to the west designated Neighbourhood Area comprising ground-related residential dwellings.

### Existing Policy

15. The subject lands are identified as being within a Strategic Growth Area on Map 1 – Community Structure and designated as “Strategic Employment and Economic District (SEED)” on Map 2 - Land Use Designation in the City’s Official Plan.
16. The lands are currently zoned as “Highway Industrial” (HI) in the City’s Comprehensive Zoning By-law 2009-141, as amended.

### Background Studies

17. In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available online on the City’s Proposed Developments webpage under [29 and 35 Sperling Drive | City of Barrie](#).
- a) Highest and Best Use Study (SMART DENSITY, March 22, 2024)

b) Phase 1 Environmental Site Assessment

Public Consultation

18. A second statutory Public Meeting was held on May 29, 2024 to present the alternative design concept of 2 - 30 storey mixed use buildings based on the Highest and Best Use study dated March 22, 2024 to the Affordability Committee and the public. No members of the public were in attendance or provided comments on the proposed development.
19. A letter dated May 10, 2024 from Aerarium Development Corporation Ltd. at 15 Sperling Drive expressed an official objection to the proposed development based on concerns about the overloading of infrastructure from traffic and density on Sperling Drive and the introduction of residential uses in an office/light industrial area.
20. Correspondence dated May 28, 2024 was received from an employee at 15 Sperling Drive which expressed concerns about the increase in traffic and resulting impact on pedestrian safety and traffic congestion.

Department and Agency Comments

21. The subject application was circulated to staff in various departments and external agencies for review and comment. No objections or concerns with the application were received from the following departments and agencies, with comments generally identifying future requirements for any subsequent Site Plan Control application:
  - a) Development Services - Parks Planning
  - b) Development Services - Approvals Branch
  - c) Development Services - Transportation
  - d) Water Operations
  - e) Finance – Development Charges
  - f) Transit
  - g) Zoning
  - h) Barrie Fire & Emergency Services
  - i) Alectra Utilities
  - j) Enbridge

Any comments that were provided will be addressed through subsequent approvals.

22. **Business Performance and Environmental Sustainability – Environmental Risk Management & Compliance** advised that staff support the design concept pending a Holding Provision related to the provision of a Record of Site Condition given the change of use from a commercial use to a more sensitive residential use. All other comments will be addressed as part of a site plan submission.
23. **Ministry of Transportation** has advised that they do not support the proposed design due to the encroachment of the underground parking into the 14 metre setback from the Highway 400 property line. A subsequent site plan application would be required to provide a detailed design wherein all features, amenities and operational arrangements required by the Zoning By-law or essential to the viability of the site are located outside of this setback.

POLICY ANALYSIS

24. The following provides a review of the official plan and zoning by-law applications in accordance with applicable provincial and municipal policy documents.

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Provincial Policy Statement (2020) (PPS)

25. Staff have reviewed the relevant policies and are of the opinion that the applications are consistent with the applicable policies of the Provincial Policy Statement (2020). The subject lands are within an identified Strategic Growth Area (SGA) of the City where redevelopment and intensification are directed and within a Strategic Employment and Economic District (SEED) where compact, mixed-use development is encouraged by the PPS. The PPS promotes efficient, transit supportive development, the accommodation of a full range of affordable and market-based residential types and an appropriate mix and range of employment uses. The proposed development aligns with the policies of a liveable, resilient and compact community and will facilitate an efficient and cost-effective development which maximizes the use of the lands.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended

26. Staff have reviewed the relevant policies and are of the opinion that the development conforms to the Growth Plan for the Greater Golden Horseshoe. The proposed amendment to the Official Plan and revised Zoning By-law Amendment will facilitate the development of higher density mixed use buildings on existing municipal servicing infrastructure and public facilities within a Strategic Growth Area of the City where growth and intensification are directed by Provincial policies. The proposed development will assist the City in meeting intensification targets required by the Growth Plan, enhance the goal of creating a complete community and support economic development within a strategic employment area.

City of Barrie Official Plan (OP)

27. 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 policies that guide development on the subject lands. The policies of the City's Official Plan strive to provide housing while transitioning toward more compact and sustainable development and encourage developments which contribute to an increase in medium and high density housing. As noted, the subject lands are identified as being within a Strategic Growth Area on Map 1 – Community Structure and are designated “Strategic Employment and Economic District (SEED)” on Map 2 – Land Use. General policies for Strategic Growth areas are provided in Section 2.3.3 and land use policies that guide development in the SEED designation are provided in Section 2.6.8.
28. Development is directed toward Strategic Growth Areas (SGA) which comprise key locations in the City intended as focal points and long-term centres of residential growth, commerce, jobs and social interaction and within the SEED designation, are intended as centres for non-industrial economic and employment growth. SGAs are planned as complete communities with a critical population mass and are expected to develop as transit supportive mixed use areas that incorporate residential development and support higher levels of intensification, taller buildings and higher densities, but with a sensitive transition to adjacent areas. The proposed Official Plan Amendment and the proposed revised Zoning By-law Amendment will facilitate a higher density, mixed-use and transit-supportive development, and result in the efficient re-development of City properties on existing infrastructure.
29. Policies in Section 2.6.8 guide development within the Strategic Employment and Economic District (SEED). The SEED designation identifies lands within the City where there is development potential for clusters of employment uses which are established or emerging in Barrie. A wide range of uses are permitted including commercial uses and retail, office, public facilities, health and institutional uses as well as residential uses within Strategic Growth Areas. The ground floor of buildings within the SEED designation and in a SGA shall be primarily used for non-industrial economic and employment functions, however mixed and residential uses may be supported on

- the upper levels. Any proposed development that introduces a sensitive land use, like residential, must be compatible with the existing employment uses.
30. Two Highest and Best Use (HBU) studies were undertaken to recommend an appropriate development for the subject lands. The proposed design based on the second HBU study (March 22, 2024) provides a higher density of 732 units per hectare and includes two mixed use buildings with ground floor commercial and increased heights of up to 30 storeys. The lands are adjacent to existing commercial and institutional uses to the north, east and west and are bordered by Highway 400 to the south. The proposed development is located within a larger SGA of the City that extends along the Highway 400 corridor and would be considered compatible within a mixed use area that would be supported by the proposed residential units. The proposed design also supports the SGA policies which encourage a mix of uses including higher density residential to support a complete community. Studies will be completed as part of a future Site Plan Application to ensure any proposed design will be compatible with the adjacent Highway 400 and other existing employment areas located adjacent to the sites.
  31. Development policies in Section 2.6.8.3 require that buildings within the SEED designation are designed to a high architectural standard and integrate well with adjacent areas as per Section 3 (Urban Design) policies of the Plan. The height of buildings generally should be limited to 6 storeys, however, mixed use buildings with upper floor residential uses may be permitted to exceed the 6 storey limit in accordance with the Zoning By-law. Development with a residential component shall have a minimum residential density of 50 units per hectare. The Official Plan Amendment application proposes that a Special Policy Area be added to Section 2.8 to permit a maximum height of 30 storeys at 29 and 35 Sperling Drive and thereby facilitate the highest and best use of the subject lands. The proposed changes to the initial Zoning By-law Amendment include site specific provisions to permit additional height, increased GFA as well as a further reduced parking ratio. The application, as noted, proposes ground floor commercial with upper storey residential uses at a density that greatly exceeds the minimum requirements. Architectural requirements will be addressed as part of a future Site Plan Application.
  32. Urban Design policies in Section 3.2 strive to create context-appropriate built form and street frontage which engages with and animates adjacent streets and open spaces and appropriate transitions between existing and planned land uses. Height and density are built form characteristics that are interrelated and proposed developments must seek a balance that is context sensitive. Direction is provided to ensure high-quality urban design is achieved without overdevelopment that is excessive, undesirable or results in negative impacts to site functionality or adjacent properties. Finally, policies strive to ensure the development of complete neighbourhoods through design that contributes to diversity of uses, open spaces and housing types and connectivity to transit and active transportation networks and community spaces.
  33. The HBU study (March 22, 2024) concluded that the proposed development would be appropriate provided the surrounding area is planned holistically for intensification with community infrastructure and improvements to the public realm. Highway 400 provides a natural barrier to the south and the surrounding lands have potential for more intensive redevelopment compatible with the proposed design. Several building elements have been incorporated into the design features to ensure an appropriate built form transition between the subject lands and adjacent properties and to ensure compatibility between uses including podiums of 4 to 6 storeys, setbacks from property lines and between towers and building step-backs.
  34. Staff are of the opinion that the proposed future development of the site meets the intent of the policies that guide development within Strategic Growth Areas of the City and to urban design and transition policies in Section 3.2. Furthermore, design requirements will be addressed as part of a future Site Plan Application to ensure compatibility with future, adjacent SEED uses should the proposed amendments be approved.



Comprehensive Zoning By-law 2009-141

35. Staff are requesting a reconsideration of the zoning by-law amendment approved by motion 24-G-082 to facilitate increased height and density as illustrated in the table below:

Zoning Standard (RA2-2)	Required	Approved by Motion 24-G-082	Proposed
Table 4.6 - Parking Standards - <b>REVISED</b>	1.5 per unit	0.87 per unit	0.78 per unit
Table 5.3– Residential Standards Maximum Gross Floor Area - <b>REVISED</b>	200%	265%	499%
Section 5.3.2 b) Maximum Building Height - <b>NEW</b>	45 metres	n/a	91.5 metres

36. The Holding provision (H-163) which was part of the initial Zoning By-law Amendment will remain unchanged to ensure that the submission of a Record of Site Condition and a Phase II Environmental Site Assessment and conformity to Section 6.4.2 e) iii) of the Official Plan [Affordable Housing] are addressed as part of a future Site Plan Application.
37. The proposed revised Zoning By-law Amendment is attached as “Appendix B” to this report.

Parking Standard (Table 4.6)

38. A further reduction of the parking standard to 0.78 spaces per residential unit is proposed, whereas 1.5 space per unit is required by the Comprehensive Zoning By-law in the RA2-2 zone. The initial Zoning By-law amendment permits a parking ratio of 0.87 spaces per residential unit.
39. Staff are of the opinion that the proposed parking ratio is appropriate and meets the intent of the Zoning By-law. Background studies for the City’s new draft Comprehensive Zoning By-law established parking ratios within the City which range from 0.8 parking spaces per dwelling unit (inclusive of visitor parking) to 1.55 parking spaces per unit and the proposed parking ratio is just slightly lower than this range. Furthermore, reduced parking standards are considered an appropriate design consideration to encourage walkable communities, multi-modal transportation options and transit use, and is understood to support overall affordability. The subject lands are within walking distance to local bus services running along St. Vincent Street and Cundles Road East as well as to local convenience commercial uses, public service facilities and institutional uses including St. Joseph’s Catholic High School and Frère-André Catholic Elementary School. Bicycle parking also will be encouraged to enhance active transportation and use of nearby active transportation facilities, including trails.

Maximum Gross Floor Area (Table 5.3)

40. An increased Gross Floor Area of 499% of the lot area is proposed, whereas a maximum 200% is permitted by Comprehensive Zoning By-law in RA2-2 zone.
41. The proposed Gross Floor Area (GFA) is function of the proposed increased height of 30 storeys. The purpose of the GFA requirement is to control massing and built form within an area and to

ensure compatibility with adjacent uses. Planning staff are of the opinion that the proposed increase to Gross Floor Area is consistent with the intent of the zoning by-law as well as Provincial and City policies and will facilitate the highest and best use of the land.

#### Maximum Building Height (Section 5.3.2 b)

42. A maximum building height of 91.5 metres (30 storeys) is proposed, whereas a maximum height of 45 metres is permitted by Comprehensive Zoning By-law in RA2-2 zone.
43. Staff are of the opinion that the proposed height is generally consistent with the intent of the zoning by-law and the Official Plan and will facilitate the highest and best use of the land. Building height is regulated to mitigate shadowing impacts, privacy and massing. As noted in the policy analysis, the subject lands are located within a larger Strategic Growth Area of the City and are surrounded by commercial and institutional uses to the north, east and west and Highway 400 to the south which provides a natural barrier. Several building elements have been incorporated into the design features to ensure an appropriate built form transition between the subject lands and adjacent properties and to ensure compatibility between uses, including podiums as well as building setbacks and step-backs. Finally, design requirements will be further addressed as part of a future Site Plan Application should the application be approved.

#### Site Plan Control

44. Subject to Council approval of the proposed Official Plan Amendment application and the revised Zoning By-law Amendment, the property would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands, access, servicing, stormwater management, landscaping, lighting, zoning compliance, building orientation/placement/massing and parking. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.
45. Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application.

#### **ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

46. The following environmental and/or climate change impact matters have been considered in the development of the recommendation:
  - a) A Phase I ESA has been completed on the subject property which concluded that a Phase II ESA is required. A holding provision has been recommended which requires a Phase II ESA be undertaken as part of a future Application for Site Plan Control.
47. Future development applications on the subject property will be required to submit a Community and Sustainable Design Report, an Energy Conservation Report and a Construction Management Report which should outline all proposed sustainable design and construction practices proposed for the development.

#### **ALTERNATIVES**

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



- Alternative #1** General Committee could refuse the proposed Official Plan application and reconsideration of the Zoning By-law Amendment and maintain the initial zoning by-law amendment approved by motion 24-G-082.

## **FINANCIAL**

49. While no development proposal is being considered through this application, the proposed Official Plan Amendment and the reconsideration of the initial Zoning By-law Amendment could facilitate approximately 1035 new residential units and 3426 square metres of new commercial or non-residential space. Any future development application will generate income for the City through applicable development charges, levies, cash in-lieu of parkland, community benefits, and through any applicable property taxes.
50. Additional financial information related to this application, and the potential sale of the subject lands, will be sent in confidence to General Committee.

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

51. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
- Affordable Place to Live
  - Community Safety
  - Thriving Communities
52. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide additional residential units and add the potential for more affordable and attainable housing options and support the local and regional transit network.

Attachments: Appendix "A" – Draft Official Plan Amendment  
Appendix "B" -- Draft Zoning By-law Amendment  
Appendix "B" – Highest and Best Use Conceptual Site Plan (March 22, 2024)  
Appendix "C" – Residential Density Analysis

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**APPENDIX "A"**

**Draft Official Plan Amendment**

**PART B – THE AMENDMENT**

**DETAILS OF THE AMENDMENT**

The Official Plan of the City of Barrie is hereby amended as follows:

1. Section 2.8 Defined Policy Area is amended by adding the following text:

**Section 2.8.X 29 and 35 Sperling Drive**

Notwithstanding Section 2.6.8 of this Plan, the lands known municipally as 29 and 35 Sperling Drive are permitted to have a maximum height of 30 storeys for mixed use development.

2. Map 2 – Land Use is hereby amended by adding "See Policy 2.8.X" to the lands known municipally as 29 and 35 Sperling Drive.

**IMPLEMENTATION**

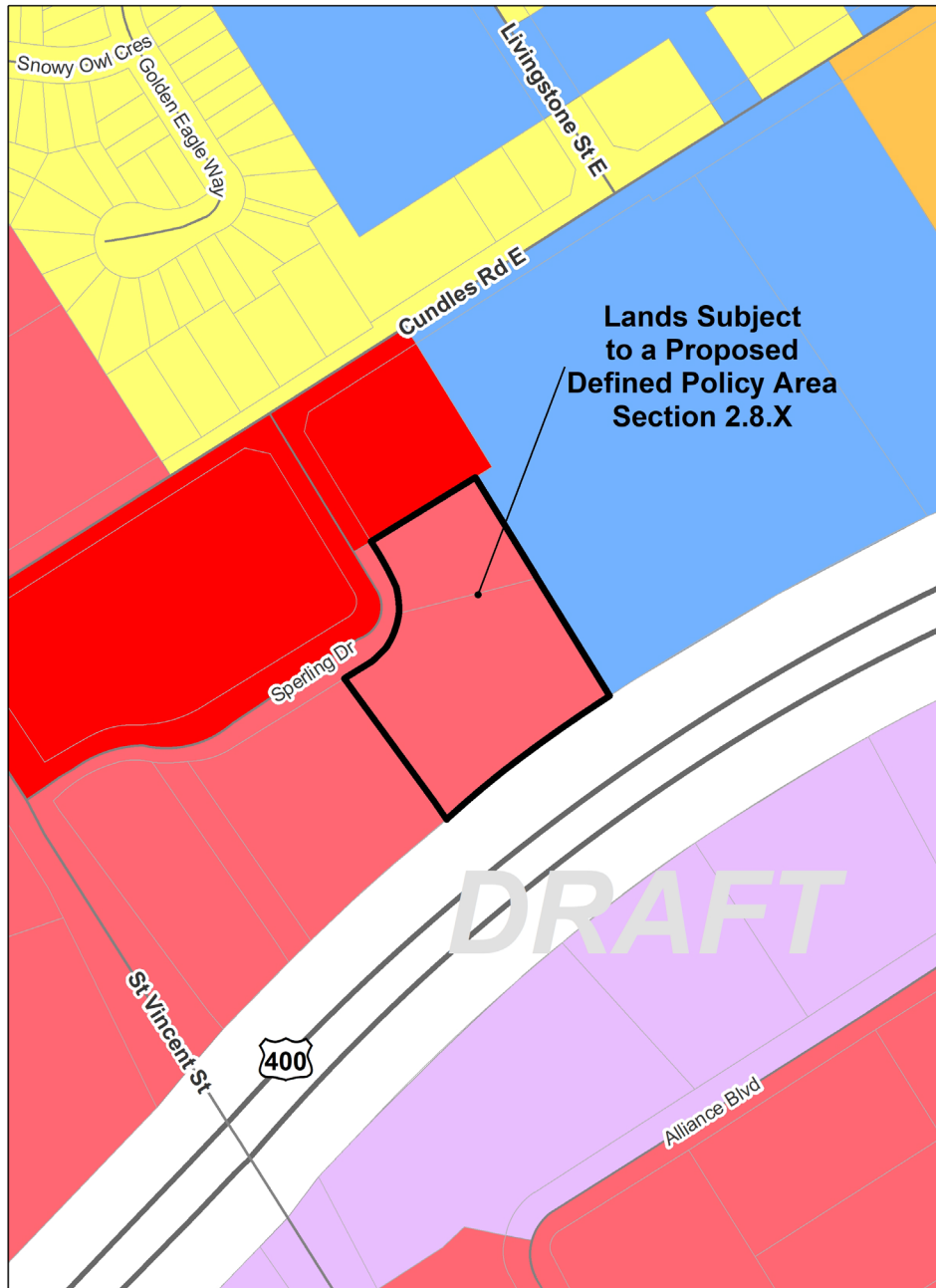
Subsequent to the adoption of this Amendment, an implementing Zoning By-law to rezone the lands from 'Highway Industrial' (HI) to "Residential Apartment Dwelling Second Density-2 with Special Provisions – Hold (RA2-2)(SP-XXX)(H-YYY) will be presented to Council in accordance with the proposed Amendment.

In addition, Site Plan Control will be required to ensure the proposal will integrate appropriately into the existing and future uses on the adjacent lands and in the surrounding area.

**INTERPRETATION**

The remaining provisions of the Official Plan, as amended from time to time, shall apply in regard to this Amendment.

**Schedule "A" to attached Official Plan Amendment No. 2**



<p><b>OFFICIAL PLAN AMENDMENT</b> <b>OPA XXX</b> <b>MAP 2</b> <b>LAND USE DESIGNATION</b> <b>D30-007-2024</b> <b>29, 35 Sperring Drive, Barrie - ON</b></p>	<p><b>Official Plan Land Use Designation</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Neighbourhood Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black; margin-right: 5px;"></span> Medium Density</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightcoral; border: 1px solid black; margin-right: 5px;"></span> Strategic Employment and Economic District (SEED)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Commercial District</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black; margin-right: 5px;"></span> Community Hub</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightpurple; border: 1px solid black; margin-right: 5px;"></span> Employment Area - Non Industrial</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid black; margin-right: 5px;"></span> Defined Policy Area</li> </ul>	<div style="text-align: center;"> <p>N</p> </div> <div style="text-align: center;"> <p>0 15 30 60 90 120 m</p> </div> <p><small>The City of Barrie does not warrant the accuracy, completeness, content, or currency of the information provided. This is not a legal plan of survey. Copyright © City of Barrie 2024. Produced in part under license from: © King's Printer, Ontario Ministry of Natural Resources. All rights reserved. © His Majesty the King in Right of Canada, Department of Natural Resources. All rights reserved. © Members of the Ontario Geospatial Data Exchange. All rights reserved. For information please contact Service Barrie at 705-725-4242 or servicebarrie@barrie.ca</small></p> <p style="text-align: right; font-size: small;">Development Services/03/2024</p>
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APPENDIX "B"

Draft Zoning By-law Amendment



Bill No. **XXX**

BY-LAW NUMBER 2024 - **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 legally described as: PLAN 51M344 LOT 7 PT LOT 6 BLKS 19 20 22 PT BLK 23 PT OF SPERLING DR CLOSED RP and PLAN 51M344 PT LOT 8 BLK 18 PT SPERLING DR AND RP 51R23867 PARTS 5 TO 7 AND 14; City of Barrie, County of Simcoe, known municipally as: 29 and 35 Sperling Drive and as shown on Schedule "A" to this By-law, 'Highway Industrial' (HI) to 'Residential Apartment Dwelling Second Density-2 with Special Provisions and Hold' (RA2-2)(SP-XXX)(H-YYY) and,

**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 be amended to change the zoning from 'Highway Industrial' (HI) to 'Residential Apartment Dwelling Second Density-2 with Special Provisions and Hold' (RA2-2)(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 2009-141, the minimum required parking standards shall be 0.78 parking spaces per unit in the Residential Apartment Dwelling Second Density-2 – Special Provision (RA2-2)(SP-XXX)(H-YYY) zone;
3. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum front yard setback of 5 metres is required in the Residential Apartment Dwelling Second Density-2 – Special Provision (RA2-2)(SP-XXX)(H-YYY) zone;
4. **THAT** notwithstanding the provisions set out Table 5.3 of Comprehensive Zoning By-law 2009-141, a maximum lot coverage of 52% is required in the Residential Apartment Dwelling Second Density-2 – Special Provision (RA2-2)(SP-XXX)(H-YYY) zone;

5. **THAT** notwithstanding the provisions set out Table 5.3 of Comprehensive Zoning By-law 2009-141, a maximum gross floor area of 499% is required in the Residential Apartment Dwelling Second Density-2 – Special Provision (RA2-2)(SP-XXX)(H-YYY) zone;
6. THAT notwithstanding the provisions set out in Section 5.3.2 b) of Comprehensive Zoning By-law 2009-141, a maximum building height of 91.5 metres is required in the Residential Apartment Dwelling Second Density-2 – Special Provision (RA2-2)(SP-XXX)(H-YYY) zone;
7. **THAT** the a holding provision be placed on the subject lands, to be removed when the policies and technical requirements have been addressed to the satisfaction of the Executive Director of Development Services:
  - 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 undertake and agree to satisfy the requirements of a Phase 2 Environmental Site Assessment prior to site plan approval.
  - c) Section 6.4.2 e) iii) of the Official Plan [Affordable Housing].
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            , 2024.

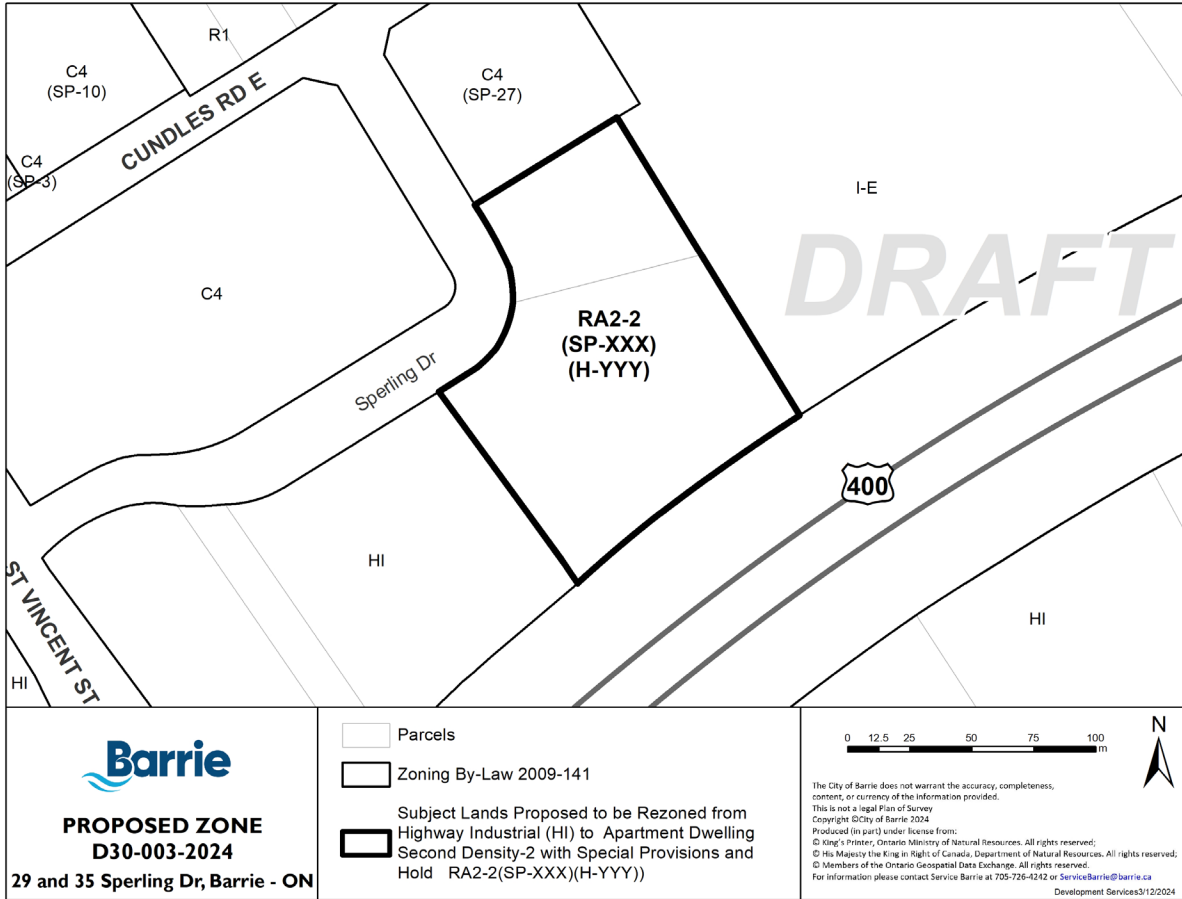
**READ** a third time and finally passed this            day of            , 2024.

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**MAYOR – ALEX NUTTALL**

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

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



MAYOR – ALEX NUTTALL

CITY CLERK – WENDY COOKE



APPENDIX "C"

Highest and Best Use Conceptual Site Plan (March 22, 2024)



Image 7: Plan View ◀ N Residential Non-Residential Outdoor Amenity Space Landscaping at Grade Outline of Underground Parking



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Highest and Best Use Conceptual Site Plan (March 22, 2024)



Image 9: View to Southeast



APPENDIX "C"

Highest and Best Use Conceptual Site Plan (March 22, 2024)

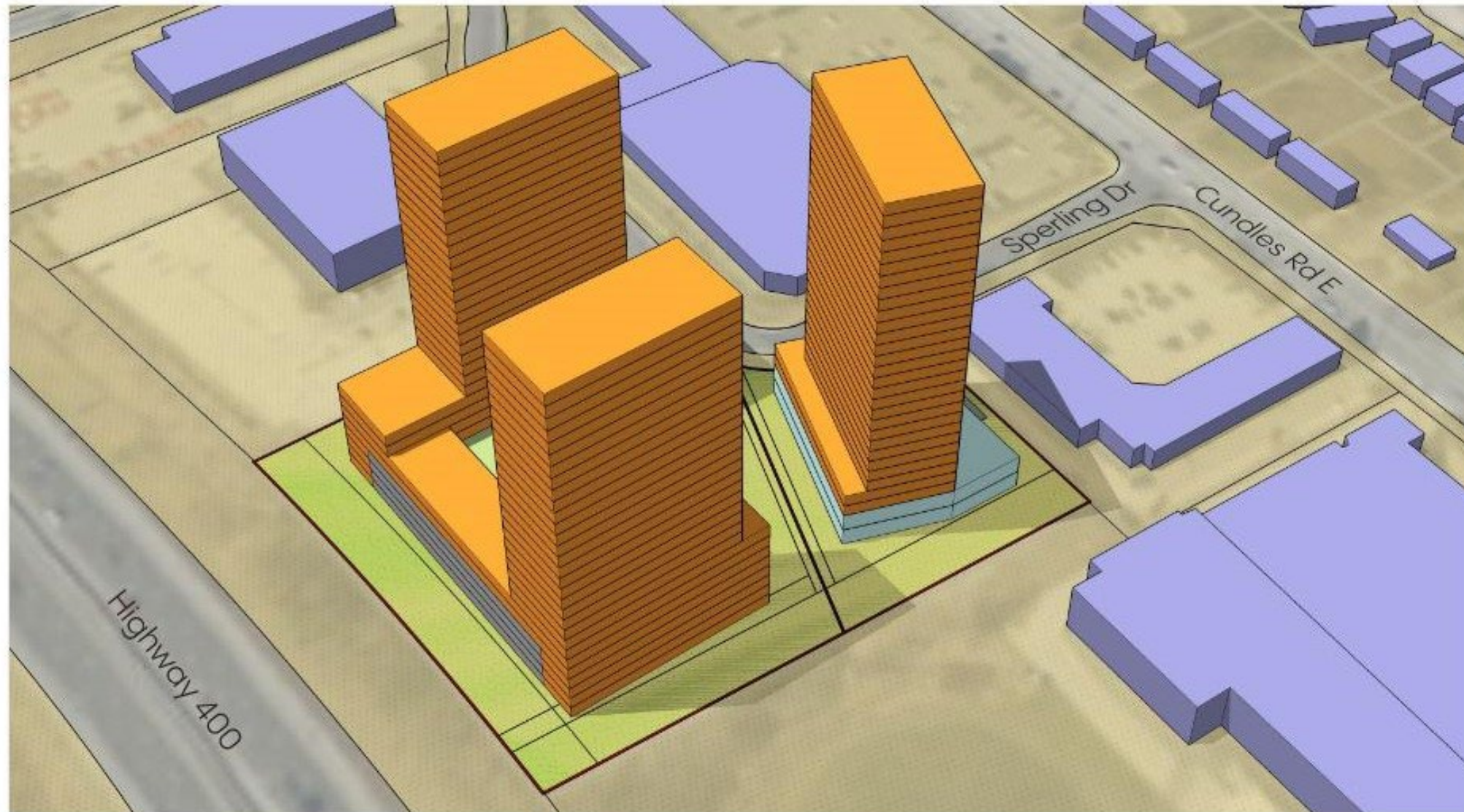
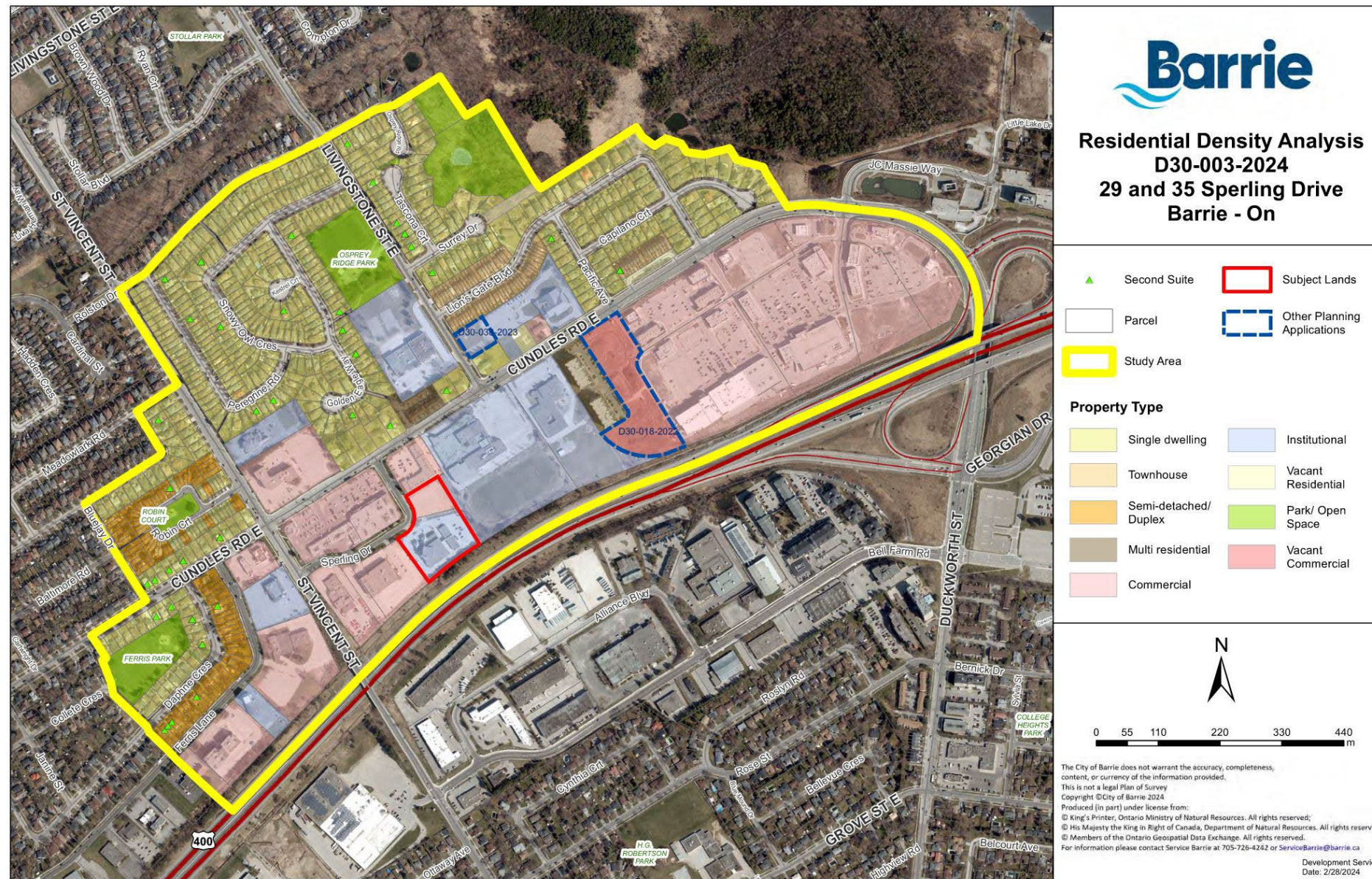


Image 8: View to Northwest



APPENDIX "D"  
Residential Density Analysis





APPENDIX "D"

**Residential Density Analysis**

RESIDENTIAL DENSITY ANALYSIS  
D30-003-2024  
29 AND 35 SPERLING DRIVE, BARRIE - ON

Total Study Area	103.15 ha
Total Developable Area - <i>Only residential</i> (Private properties)	35.66 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	72.78 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	5.91 ha
Total Area Roads right of way	24.46 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	525	25.11	20.91
Semis/ Duplex	102	3.09	32.97
Townhouse Dwelling Unit	73	1.67	43.72
Multiresidential	131	1.42	92.11
Vacant residential		0.65	
Non- residential areas(Commercial/ Institutional)		37.13	
Parks/ Open Space/ Walkway / Laneway		5.91	
Other Proposed Developments in the area			
<u>D30-018-2022 - 303 Cundles Rd</u> <i>Approved Zoning By-law Amendment to facilitate the development of three residential apartment buildings, 8, 10 and 12 storeys in height with a total of 505 units.</i>	505	1.99	254.02
<u>D30-038-2023 - 290 Cundles Rd E</u> <i>Proposed Zoning By-law Amendment to permit the development of twenty-two (22) townhouse units.</i>	22	0.30	74.44
<b>Subject Property</b> <b>29 and 35 Sperling Drive - D30-003-2024</b> <i>A City-initiated Zoning By-Law Amendment.</i> <i>The subject lands comprise 2 lots in irregular shapes with a combined site area of 3.5 acres.</i> <i>The development concept for the subject lands consists of two 30-storey buildings, with a combined footprint of approximately 7,307m<sup>2</sup> and a total floor area of 82,576.4m<sup>2</sup>.</i> <i>The concept maximizes housing while incorporating non-residential uses that contribute to the local economy.</i>	1035	1.43	725.09
<b>Current Residential Density</b> <i>(Only Residential Lands included)</i>	831	35.66	23.30
<b>Current Residential Density</b> <i>(All Residential and Non- residential lands included)</i>	831	72.78	11.42
<b>Projected Residential Density Including Proposal for Subject Lands</b> <i>(Only Residential Lands included)</i>	1866	35.66	52.33
<b>Projected Residential Density Including Proposal for Subject Lands</b> <i>(All Residential and Non- residential lands included)</i>	1866	72.78	25.64
<b>Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 1)</b> <i>(Only Residential Lands included)</i>	2393	35.66	67.11
<b>Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 1)</b> <i>(All Residential and Non- residential lands included)</i>	2393	72.78	32.88

Prepared by: Development Services  
Date: April 30, 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.