
TO: **PLANNING COMMITTEE**

SUBJECT: **ZONING BY-LAW AMENDMENT APPLICATION - 217 DUNLOP STREET (PBM REALTY HOLDINGS INC.)**

WARD: **2**

PREPARED BY AND KEY CONTACT: **J. LAMBIE, SENIOR URBAN DESIGN PLANNER, EXT. 4324
M. FREETHY, RPP, PLANNER, EXT. 4117**

SUBMITTED BY: **M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES**

GENERAL MANAGER APPROVAL: **B. ARANIYASUNDARAN, P.ENG, PMP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT**

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Mitchinson Planning and Development Consultants on behalf of 2012292 Ontario Limited (PBM Realty Holdings Inc.) to rezone the lands known municipally as 217 Dunlop Street from 'Transition Centre Commercial' (C2-1) Zone and 'Central Area Commercial' (C1-1) Zone to 'Transition Centre Commercial - Special Provisions No. XXX' (C2-1) (SP-XXX), be approved.
2. That the following Special Provisions for the Transition Centre Commercial with Special Provisions No. XXX (C2-1)(SP-XXX) be referenced in the site specific zoning by-law:
 - a) Permit a side yard adjoining a Residential zone, along the east lot line, of 6.0 metres, whereas a setback of 15.63 metres is required based on the requirement of 6.0 metres plus 0.5 metres for every 2.0 metres of additional height over 11.0 metres;
 - b) Permit a side yard adjoining a Commercial Zone, along the west lot line, of 6.0 metres whereas a setback of 12.625 metres is required based on a requirement of 3.0 metres plus 0.5 metres for every 2.0 metres of additional height over 11.0 metre;
 - c) Permit a minimum coverage for a commercial use of 0% whereas a minimum of 50% is required;
 - d) Permit a maximum Gross Floor Area of 595% whereas up to 400% is permitted;
 - e) Permit a maximum building height of 49.5 metre, whereas a maximum building height of 10 metre within 5 metre of the front lot line and the lot flankage, and a maximum building height of 30 metre beyond 5 metre of the front lot line are permitted;
 - f) Permit a continuous landscape buffer width alongside and rear lot lines of 0 metre, whereas a minimum of 3.0 metres is required;
 - g) Permit a continuous landscape buffer width adjacent to a residential zone that is variable, and 0 metres in some instances, whereas a minimum of 3.0 metres is required; and

- h) Permit residential tandem parking spaces, whereas tandem parking is not permitted.
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, and as identified within Staff Report DEV025-21.
4. That the owner/applicant is required to negotiate community benefits as per Section 37 of the *Planning Act* as amended, to the satisfaction of the Director of Development Services at the time of Site Plan Control.
5. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required to the passing of the by-law.

PURPOSE & BACKGROUND

Report Overview

6. The purpose of this Staff Report is to recommend approval of a Zoning By-law Amendment application submitted by Mitchinson Planning & Development Consultants Inc. on behalf of 2012292 Ontario Limited (PBM Realty Holdings Inc.) for lands known municipally as 217 Dunlop Street East (see Appendix "A" – Proposed 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 high density, residential development and the proposal is consistent with, and conforms to, Provincial and City Planning policies.
7. As per the requirements of the *Planning Act* and the City of Barrie, the applicant will be required to submit a site plan application prior to development of the site. This application is required to provide the City of Barrie with a comprehensive understanding of the proposed development and its architectural, landscape and engineering details. An application for Site Plan Approval was submitted in January 2021 (File: D11-001-2021) and has been circulated for comment in order to help inform the proposed Zoning By-law Amendment due to the nature of the property. Should Council approve the subject Zoning By-law Amendment application, Planning staff, through delegated approval, may review, approve and/or deny the site plan application.

Development Proposal

8. The application, if approved would rezone the subject lands from Transition Centre Commercial (C2-1) Zone and Central Area Commercial (C1-1) Zone to Transition Centre Commercial - Special Provisions No. XXX (C2-1) (SP-XXX). The site-specific provisions would permit reductions in side yard setbacks, landscape buffers and percentage of commercial coverage, as well as an increase in building height and Gross Floor Area (GFA).
9. The application, if approved, will facilitate the development of a 12 storey (49.5 metres) high-rise residential building comprised of 22 - 41 residential condominium units, pending final design of the floor plans. Parking will be provided through one level of underground parking and one parking level of parking at-grade for a total of 47 parking spaces, including 2 barrier free spaces. Level 1 also includes a front lobby along Dunlop Street East. Levels 2 to 12 comprise of residential units.
10. The building is proposed to be located close to the street with direct connections from the building entrance to the sidewalk along Dunlop Street East, creating a pedestrian friendly streetscape. The building backs onto Kempenfelt Bay with the North Shore Trail running between the proposed building and the waterfront. An enhanced public access from Dunlop Street East through the

Sampson Street unopened right-of-way is proposed as part of the development, which creates a public pedestrian connection between the trail and waterfront along Kempenfelt Bay to the south and Dunlop Street to the north.

11. The proposed building is generally compatible with the surrounding buildings and land uses (see Appendix "C" – Proposed Site Plan, Appendix "D" - Ground Floor Plan and Appendix "E" – Proposed Building Elevations and Renderings).
12. The proposed building design reflects modifications that were made to address staff and resident concerns primarily regarding:
 - a) building height,
 - b) setback and buffer to adjacent residential uses,
 - c) access, parking, and poor streetscape conditions resulting from the originally proposed 3 driveway accesses into a small site.

The design presented for approval reflects reductions in height, parking and number of entrances, along with improving the side yard setback condition with increased space for landscape buffers via the elimination of one of the previously proposed easterly driveways and elevated ramp.

13. The removal of commercial uses on site was the result of accommodating the comments and modifications noted above, and is generally considered appropriate given;
 - a) the location of the subject lands on the periphery of the Urban Growth Centre and adjacent to residential uses within a predominantly residential neighbourhood to the north and east; and,
 - b) the availability and accessibility of a broad range of existing and planned commercial uses within the downtown core further to the west of the subject site.

Location

14. The subject lands are located on the south side of Dunlop Street East between Sampson Street and Berczy Street within the City Centre Planning Area. The subject property is known municipally as 217 Dunlop Street East and has an approximate lot area of 0.2 hectares and frontage of 58 metres on Dunlop Street East and encompasses the eastern portion of the Sampson Street unopened road allowance.

Figure 1: Location of Subject Property



15. The subject lands are considered a brownfield site being the former location of a gas station and dry cleaners. The property has undergone extensive contaminant testing with the issuance of a Record of Site Condition (RSC) and a Certificate of Property Use which also has been registered on title.
16. The existing land uses immediately surrounding the subject property are as follows:
 - North:** Existing commercial uses in single detached homes zoned Transition Centre Commercial (C2)
 - South:** Barrie North Shore Trail and Kempfenfelt Bay
 - East:** Existing residential uses fronting along Dunlop Street East and Kempfenfelt Bay comprising single detached residential dwellings zoned Residential Multiple Dwelling First Density (RM1) and Residential Multiple Dwelling Second Density (RM2), low rise residential apartments zoned Residential Apartment Dwelling Second Density (RA2) and townhomes zoned Residential Multiple Dwelling Second Density (RM2)
 - West:** Existing residential apartment condominiums including the eight (8) storey Flamenco building and the ten (10) storey Lakhouse building zoned Central Area Commercial (C1). The western portion of the Sampson Street unopened road allowance runs along the west property line. Commercial and institutional uses are located further west along Dunlop Street East, Collier Street and Mulcaster Street

Existing Policy

17. The subject lands are designated 'City Centre' on Schedule "A" – Land use in the City's Official Plan (Figure 2). The majority of the site is zoned Transition Centre Commercial C2-1, however,

the western portion of the property, aligning with the former Sampson Street right-of-way, is zoned Central Area Commercial C1-1 in the City's Comprehensive Zoning By-law 2009-141, as amended.

18. The property is within Barrie's Urban Growth Centre as identified on Schedule "I" – Intensification Areas of the City's Official Plan. Lands located within the Urban Growth Centre are intended to develop at a target density of 150 persons or jobs per hectare however density targets generally apply to an area rather than an individual site.
19. The majority of the property currently is zoned as Transition Centre - 1 (C2-1), however the western portion is zoned Central Area – 1 (C1-1) which comprises the Sampson Street unopened road allowance.

Figure 2: City of Barrie Official Plan



Figure 3: City of Barrie Official Plan – Schedule ‘I’ – Intensification Areas



Background Studies

20. In support of the application, the applicant has submitted a concept plan attached to Staff Report DEV025-21 as Appendix “C”, in addition to the following reports to support the application under consideration:
- Planning Justification Report (Mitchinson Planning & Development Consultants Inc., January 2021) (addendum September 2021)
 - Traffic Impact Study (Skelton Brumwell & Associates, December 17, 2020)
 - Functional Servicing Report (Skelton Brumwell & Associates, December 15, 2020)
 - Stormwater Management Report (Skelton Brumwell & Associates, December 15, 2020)
 - Hydrogeological Assessment (Azimuth Environmental Consulting Inc, December 2020)
 - Environmental Impact Study (Azimuth Environmental Consulting Inc., December 17, 2020)
 - Urban Design Brief (Salter Pilon Architecture, December 2020)

- h) Architectural Design Drawings (Salter Pilon Architecture)
- i) Block Plan (Salter Pilon Architecture)
- j) Shadow Study (Salter Pilon Architecture)
- k) Summary of Brownfield Site Redevelopment Requirements (December 11, 2020)

21. Copies of the submission materials are available online on the City's website under Proposed Developments in Ward 2.

PUBLIC CONSULTATION

Neighbourhood Meeting

22. A Neighbourhood Meeting was held for this project on October 22, 2020. The meeting was attended by approximately fifty-eight (58) residents as well the applicant, their consultant team, Ward 1 Councillor Clare Riepma, Ward 2 Councillor Keenan Aylwin, and Planning Staff.

23. The following matters were discussed at the Neighbourhood meeting:

- a) Building Height – Concerns were expressed in regard to the appropriateness of the building height (15 storeys/56 metres) and potential impacts associated with tall structures including shadowing, loss of privacy and views, and bird collisions.

The surrounding neighbourhood is characterized by a mix of low, mid and high-rise buildings with higher rise buildings to the west. The subject lands are located within an area that has been targeted for high density development. Micro-climate, light and shadow impact studies were undertaken which concluded no negative impacts on adjoining uses. Bird treatments to minimize bird strikes will be utilized where feasible. The final concept plan submitted with this application proposes a reduced building height of 49.5 metres (12 storeys with 1 level of underground parking).

- b) Building Setbacks, Stepping Provisions and Transition – Concerns were expressed regarding proposed reductions in building setbacks and the appropriateness of the transition between the proposed building and the adjacent low-rise structures to the east.

Due to the configuration of the site, building setbacks and stepping provisions cannot be met. The building has been designed to mitigate potential impacts on adjoining uses through site layout, a variety of articulations and façade treatments.

- c) Traffic and Parking – Concerns about traffic impacts were expressed due to the proximity of the subject lands to the busy intersections at Sampson Street, Berczy Street and Kempenfelt Drive.

A Traffic Impact Study was undertaken which concluded that the development is expected to have very little impact on existing or future traffic conditions.

24. Additional comments included:

- Access to the North Shore Trail – concerns about public access to the north shore trail were expressed. Access will be maintained with enhancements to the unopened Sampson Street ROW.

- Traffic and Parking Related to Commercial Uses– concerns were expressed about traffic generated by the commercial uses proposed in the original submission materials, as well as adequate parking supply to meet commercial demand. The concept has been updated and commercial uses are no longer being considered.
- Waste Removal – questions about the method of waste removal were brought up. The development will be serviced through private collection with self-contained waste storage.
- Relation of the site to the Urban Growth Centre – clarifications were asked regarding the applicable policy context of the site and its location within the UGC. The site is in the UGC.
- Ownership of the waterfront, future docks – questions were raised about docks illustrated on a previous plan. The applicant does not own waterfront but, if appropriate, may explore applications to the City to permit a dock, similar to what was approved in front of the nearby Lakhouse development.
- Affordable Housing – Questions were raised if the development would accommodate any affordable housing units. No affordable housing units are proposed.

Public Meeting

25. A Statutory Public Meeting was held virtually on April 27, 2021 to present the subject application to Planning Committee. The comments expressed by members of the public reiterated those previously received at the Neighbourhood Meeting.

DEPARTMENT & AGENCY COMMENTS

26. The subject application was circulated to staff in various departments and to external agencies for review and comment.
- a) **Development Services (Approvals)** staff do not have any objections to the approval of the proposed application. If approved, Development Approvals staff are satisfied that any technical matters associated with the proposed development would be addressed through the Site Plan Control (Application D11-001-2021).
 - b) **Development Services (Parks Planning)** staff do not have any objections to the approval of the proposed application, with the plan now reflecting increased landscape buffers and setbacks and with public connection to the North Shore Trail being accommodated via the unopened Sampson Street Right-Of-Way (ROW). If approved, Parks Planning staff are satisfied that any technical matters associated with the proposed development would be addressed through the Site Plan Control.
 - c) **Development Services (Transportation Planning)** staff do not have any objections to the approval of the proposed application, with the plans now reflecting only two site accesses, no elevated ramps adjacent to residential uses, and reduced parking levels. If approved, Transportation Planning staff are satisfied that any technical matters associated with the proposed development would be addressed through Site Plan Control.
 - d) The **City's Building Department** reviewed the submitted materials and expressed no concerns with the approval of the subject application. If approved, further review will be completed as part of the subsequent Site Plan Control Application.

- e) **Infrastructure Services Department (Water Operations)** staff do not have any objections to the approval of the proposed Zoning By-law Amendment Application. If approved, further review will be completed as part of the subsequent Site Plan Control Application.
- f) **City's Business Performance and Environmental Sustainability Department (Environmental Sustainability Branch)** has reviewed the subject application and confirmed the proposed development would be eligible for municipal waste collection. Private collection is proposed. If approved, further review will be completed as part of the Site Plan Control Application.
- g) The **City's Business Performance and Environmental Sustainability Department (Environmental Compliance Branch)** has reviewed the proposed development and has no objections to the rezoning, noting that detailed studies to mitigate any off-site migration of contaminants will be required to be addressed through Site Plan Control and that the building design must comply with the requirements of the Certificate of Property Use (CPU).
- h) The **City's Transit Operations Planner** reviewed the submitted materials and expressed no concerns with the approval of the subject application.
- i) The **City's Fire and Emergency Services Department** reviewed the proposed development and expressed no concerns with the approval of the subject application.
- j) The **City's Risk Management Official** reviewed the proposed development (including a conceptual foundation design) and is satisfied that any technical matters associated with the proposed development would be addressed through the Site Plan Control.
- k) The **Simcoe County District School Board** has no concerns with the approval of the proposed Zoning By-law Amendment.
- l) The **Lake Simcoe Region Conservation Authority** has no objection to the approval of the proposed Zoning By-law Amendment.

POLICY ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

28. 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 things, 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

adaption to a change climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>,

29. The proposed development for a 22-41 unit residential building in the City Centre is consistent with the *Planning Act* as follows:
- a) Located within the Urban Growth Centre where growth and intensification are directed.
 - b) Utilizes existing and available infrastructure (water, wastewater and waste management systems) and public service facilities such as transit and schools.
 - c) Expands the range of available residential units within the downtown core.
 - d) Provides an energy efficient and compact built form that minimizes impacts to climate change; and
 - e) Designed with a pedestrian-oriented built form with direct pedestrian connections to the municipal sidewalk to support active transportation and improved public access to Barrie's North Shore Trail/waterfront park system.

Provincial Policy Statement (2020) (PPS)

30. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3(35) of the *Planning Act* states that where a municipality is exercising its authority affecting a planning matter, such decisions "shall be consistent with" all policy statements issued under the Act and shall conform with the provincial plans that are in effect on that date or shall not conflict with them. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>.
31. Section 1.1.1 of the PPS recognizes that communities are sustained by promoting efficient development and land use patterns and providing a range and mix of residential types, including multi-unit housing.
32. Section 1.1.3 identifies settlement areas as the focus of growth and development with land use patterns based on densities and a mix of uses that efficiently use land and resources and that are appropriate for and efficiently use infrastructure and public service facilities, support active transportation and public transit and reduces climate change impacts. Land use patterns within settlement areas also must be based on opportunities for intensification and redevelopment where it can be appropriately accommodated and as identified by planning authorities.
33. The proposed zoning by-law amendment is consistent with these policies as the subject lands are located within the City Centre and are designated Urban Growth Centre (Schedule 'I' – Intensification Areas) in the City of Barrie where growth and intensification are directed by both provincial and municipal planning policies. Development will be based on and more efficiently use the existing and available infrastructure and will provide direct connection to the available transit and active transportation network. The site has been designed to provide a compact, sustainable built form.
34. Section 1.4.2 states that planning authorities must provide for an appropriate range and mix of housing to meet projected housing needs through the following:
- a) Permitting and facilitating all housing options and all types of residential intensification,
 - b) Directing new development towards locations where appropriate levels of infrastructure and public service facilities are available,
 - c) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit areas, and
 - d) Requiring transit supportive development and prioritizing intensification.

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35. The proposed zoning by-law amendment will facilitate the development of an efficient, high density residential project on existing infrastructure within the eastern boundary of the downtown core and within proximity to public transit as well as to the services and amenities within the urban centre of Barrie. The development plan contemplates connections to the pedestrian sidewalk system along Dunlop Street East and the Barrie North Shore Trail along Kempenfelt Bay.
36. Section 1.7.1 supports long-term economic prosperity by encouraging residential uses to respond to dynamic market-based needs and providing necessary housing supply and range of housing options for a diverse workforce, maintaining, and enhancing vitality and viability of downtowns and main streets and by promoting the re-development of brownfield sites. The subject lands are located on a brownfield site within the downtown core and the proposed development will expand the range of housing available in this area and contribute to the revitalization of this section of Dunlop Street.
37. Section 1.8.1 directs planning authorities to support energy conservation, air quality and climate change through development patterns which promote compact built form, the use of active transportation and transit, transit-supportive development and design and orientation that maximizes energy efficiency and conservation. The development as contemplated proposes compact built form with residential uses on an arterial road where public transportation and active transportation are available and accessible.
38. Consideration also must be given to Section 2.0 of the PPS which provides policies that ensure the wise use and management of resources and Section 3.0 which provides policies that protect public health and safety. An Environmental Impact Study (EIS) was undertaken which concluded that the proposed re-development results in no negative impacts on any natural heritage features or their functions and the Hydrogeological Assessment Report identified no impacts on the quantity or quality of water. Section 3.0 addresses natural and man-made hazards that have the potential to impact public health and safety. The subject lands have undergone extensive contaminant testing due the former uses. Both a Record of Site Condition (RSC) and a Certificate of Property Use have been issued by the Province.
39. Staff have reviewed all relevant policies and are of the opinion that the proposed zoning by-law amendment is consistent with the applicable policies of the Provincial Policy Statement (2020).

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

40. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf>.
41. Section 2.2.1.2 directs growth to settlement areas with existing water and wastewater systems that can support complete communities, and, within settlement areas, growth is focused within the delineated built-up area, strategic growth areas and locations with transit and public service facilities. The City of Barrie is identified as a Primary Settlement Area with an Urban Growth Centre in the downtown core. The Urban Growth Centre is identified as a strategic growth area in the Growth Plan and the subject lands are located within this area. The proposed development will utilize the existing services and support this area as a complete community by providing a high density residential development in close proximity to commercial uses and public services, public transit and within the boundaries of the Urban Growth Centre.

42. Policies in Section 2.2.1.4 support the achievement of complete communities through:
- a) a diverse mix of land uses and convenient access to services;
 - b) the provision of a range and mix of housing options to meet all household sizes and income levels;
 - c) convenient access to a range of transportation options, public service facilities and an appropriate supply of publicly-accessible recreational spaces;
 - d) compact built form and vibrant public realm; and
 - e) mitigation of climate change and integration of green infrastructure and low impact development.

A compact built form is proposed that will efficiently use resources and will expand the range of housing available within the downtown core of Barrie in proximity to public transit, services and amenities. Access will be maintained to the North Shore Trail that runs along the rear of the subject lands with connections to the sidewalk system along this stretch of Dunlop Street.

43. Section 2.2.2 of the Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. Furthermore, until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper or single-tier official plan that is approved and in effect as of July 1, 2017, will continue to apply which in this case is 40%. Municipalities are directed to identify strategic growth areas, encourage intensification and identify appropriate locations for intensification and the appropriate type and scale of development in strategic growth areas and transition of built form. The proposal will support these growth targets through an intensification project within the Urban Growth Centre of the City.
44. Policies in Section 2.2.3 apply specifically to Urban Growth Centre which are planned to accommodate significant population and employment growth and support the transit network and to achieve a minimum density target of 150 residents and jobs per hectare within Downtown Barrie. The proposed development will assist the City of Barrie in achieving this target.
45. Staff have reviewed the relevant policies and are satisfied that the proposed development conforms to the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended.

Lake Simcoe Protection Plan (LSPP)

46. 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 proposed development meets the definition of "Major Development" as provided by the LSPP as well as the Phosphorus Offsetting Policy and, therefore, Designated Policies 4.8 and 6.40 apply. The LSRCA has reviewed the application and advised that they have no objection to the proposed Zoning By-law Amendment. Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan

47. 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 provides 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. The Official Plan can be found in its entirety at the following link:

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.

48. The subject lands are designated as 'City Centre' on Schedule "A" – Land Use in the City's Official Plan. The 'City Centre' designation is intended to provide a broad range of retail, service office, institutional, public and residential uses. The property also is located within the Urban Growth Centre (UGC) as identified on Schedule "I" - Intensification Areas of the City's Official Plan. Lands within the UGC are intended to develop at densities of 150 units per hectare or greater.
49. Several policies in the Official Plan generally support the proposed development including the provision of increased densities, directing growth to maximize the use of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations within the City.
50. Section 2.3 provides assumptions upon which the City's Official Plan are based including the growing need to provide residential densities that are higher, more cost effective, energy efficient and environmentally sustainable than previous development. The City's new housing stock is expected to include a growing percentage of multiple family development at medium and high densities in addition to single detached homes in order to diversify the range of housing options available to residents. Intensification is an essential component of the City's growth management strategy to maximize the use of municipal infrastructure and existing services. The proposed development is consistent with this policy given that high density residential development on existing services is proposed at a density that supports public transit.

Growth Management

51. Growth Management policies in Section 3.1 generally support the efficient use of existing infrastructure and require that a minimum gross density target of 150 residents and jobs combined per hectare be achieved within the Downtown Barrie Urban Growth Centre. The application will assist the City in meeting these objectives.

Housing

52. Housing policies in Section 3.3 encourage the provision of an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales to meet the needs and income levels of residents. Building designs and densities that are efficient and support pedestrians are encouraged and development is directed towards locations where infrastructure and public services are available. The proposed development is located within an area identified for intensification and will provide a high density residential building which efficiently uses infrastructure in close proximity to the services within Downtown Barrie and to public transit. The development has been designed to provide pedestrian access to the sidewalk network along Dunlop Street East and along the North Shore Trail. The development will expand the range of housing units available within the Urban Growth Centre.
53. Policy 3.3.2 (d) promotes the creation of residential units in conjunction with retail and office commercial uses within the City Centre as identified on Schedule "A" – Land Use in the City's Official Plan. It is noted that commercial uses have not been included as part of the development proposal. The subject lands are located on the periphery of the downtown core and are adjacent to established residential neighbourhoods to the east and the north yet within close proximity to the commercial services available in Downtown Barrie directly to the west. The subject lands provide an appropriate location for a multi-unit residential building.

Affordable Housing

54. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. In regard to affordable housing ownership, affordability is defined as the least expensive of:
- housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross income for low to moderate income households; or
 - housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
55. The County of Simcoe has identified that the medium household income for the City of Barrie is \$84,386. This household income would allow the purchase of an affordable unit to a maximum price of \$316,400 per unit, representing 30% of household income spent on accommodation on an annual basis. The regional maximum of 10% below average resale price of a home in Barrie is \$494,600 based upon average purchase price for 2020.
56. The proposed development does not include any affordable housing units. The goal of 10 percent of all new housing units be affordable is measured City-wide and is not required on individual applications. Further, as noted in paragraphs 70 and 71 of this report, the City can seek to secure community benefits in accordance with section 6.8 of the Official Plan. A portion of the community benefits secured through the approval of the subject application could be allocated toward the Affordable Housing Development Grant under the City's Community Improvement Plan (CIP) through discussion with the Ward Councillor and the Director of Development Services.

Brownfields

57. Section 3.8 of the Official Plan provides goals to encourage the redevelopment of brownfield sites within the City. As discussed earlier, the proposed development will revitalize the former site of Cotty's Cleaners. The Province has issued a Record of Site Condition (RSC) for the brownfield redevelopment of this site and the proposed development meets the Provincial requirements for brownfield redevelopment, and a Certificate of Property Use (CPU) also has been issued for the project. Azimuth Environmental confirmed that the proposed development is feasible to proceed.

Intensification

58. Section 4.2.2.6 states that Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increased in planned or built densities and to achieve a desirable compact urban form. Residential intensification is focussed in the Urban Growth Centre, Intensification Nodes, Intensification Corridors and the Major Transit Station Areas identified by the Official Plan. It is anticipated that intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation and contribute to improving air quality and promoting energy efficiency. The subject lands are located within the Urban Growth Centre and redevelop a brownfield site. The proposed development has been designed to be compact and efficiently use available land, resources and infrastructure.
59. Within the Urban Growth Centre, a target density of 150 persons and jobs combined per hectare is identified with an anticipation that this additional density will occur in the high density categories averaging 150 to 200 units per net hectare (u/ha). The development proposes a density ranging from 110 u/ha to 204 u/ha which will support the City's density targets for the Urban Growth Centre.

City Centre

60. Section 4.3.2.2 provides the policies that guide lands uses within the 'City Centre' designation. Lands designated 'City Centre' are intended to provide a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of Downtown residents as well as specialized functions for the entire community and market area.
61. Residential uses including a variety of housing types at medium and high densities are encouraged to locate within the City Centre to increase the resident population, provide live/work opportunities, ensure the downtown is used after business hours and to create a local market for convenience and service goods. All new development in the City Centre shall respect the physical scale and characteristics of existing structures and any redevelopment shall be in keeping with the existing character.
62. The residential goals and policies of Section 4.2 shall guide residential development within the City Centre which permit all forms and tenure of housing and direct high density development in excess of 150 u/ha to the City Centre. Design guidelines require onsite parking, functional open space amenities, graduated densities and, where high density uses are located adjacent to low density, buffering protection to ensure minimal impact on lower density uses.
63. The proposed development has been modified from the original proposal to reduce the height of the building and reduce the number of accesses. Buildings within the City Centre and surrounding the subject lands provide for a variety of heights ranging from 8 storeys immediately adjacent to the west to 15 storeys further west along Dunlop Street East. The proposed development continues the higher density uses of this area of the City along Kempenfelt Bay. The Shadow Study submitted with the application demonstrates minimal impacts on adjacent properties.

Urban Design

64. Section 6.5 of the Official Plan provides that buildings should be designed to enhance and contribute to a desirable community character in terms of massing and conceptual design. City Centre Guidelines in Section 6.5.2.3 requires that new development be of high quality design and that buildings and public areas be designed in consideration of pedestrian traffic and linkages to the waterfront and downtown, and that views within the City shall be preserved. New development must connect the downtown to the waterfront, create an attractive urban presence along the waterfront and enhance streetscape aesthetics.
65. The proposed development generally satisfies the urban design policies through the following:
 - a) Pedestrian entrances will provide access to Dunlop Street East and pedestrian connections will provide improved access to the North Shore Trail from Dunlop Street East. Improvements to trail access at the bottom of Sampson Street will preserve the Sampson Street view corridor and facilitate pedestrian traffic movement towards the trail.
 - b) The proposed design will create a pedestrian friendly public realm by featuring a street wall of continuous built form frontage along Dunlop Street East with building facades incorporating doors, and windows, glazing, high quality building materials and articulation in the massing and materials that respect a pedestrian scale.
 - c) The building will positively contribute to the streetscape along Dunlop Street East while being sited to preserve and define vistas terminating at and views towards, Kempenfelt Bay.

66. An Urban Design Brief has been submitted with the application that addresses urban design policies within the City's Official Plan in greater detail. Staff are satisfied that the City's design objectives will further be addressed through the site plan control.

Tall Buildings and Height Control

67. Policies in Section 6.6 of the Official Plan applies to any building proposed to be greater than three (3) storeys in height. General design policies require that innovative architectural design be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and, where possible, parking, site servicing, loading areas and building utilities should be located underground or at the rear of buildings with appropriate screening.
68. The proposed development conforms to the tall buildings policies of the Official Plan for the following reasons:
- a) While a true tower and podium form is not viable on this site due to its size and configuration, the proposed building design includes articulations and step-backs along the side lot lines to create visual transitions and mitigate impacts of down drafts;
 - b) The proposed building design includes step-back after the 5th floor, accommodating recessed balconies as well as another step-back on the penthouse level, mitigating height impacts by providing a transition to surrounding uses and the public realm and clearly defining the top of the building;
 - c) The building is sited within close proximity to the street with reduced setbacks, along with the provision of patios, walkways, awnings and landscape treatments;
 - d) A variable landscape buffer strip along with decorative screening is proposed along the northern half of the eastern side lot line, which abuts an existing single detached dwelling unit at 1 Kempenfelt Drive. These features provide separation from and relief to the adjacent residential dwelling (also owned by the applicant);
 - e) The height and design of the proposed building is not expected to have a negative impact on the City's skyline and maintains and creates view corridors and physical connections to Kempenfelt Bay;
 - f) According to the shadow study, the small building footprint creates fast moving shadows with minimal impacts on the public realm on Dunlop Street, Sampson Street or the unopened Sampson Street right-of-way. Additionally, no shadow impacts would be realized over the waterfront or North Shore Trail. Shadow impacts are most significant during the winter solstice for all buildings in the area, including the proposed development. The study also appears to indicate that surrounding buildings do not receive more than 4 hours of full shadow from the proposed development (see Appendix "H" - Shadow Impact Study);
 - g) Pedestrian-level wind mitigation measures will be further explored and implemented through Site Plan Control. The proposed building massing includes articulations and small step-backs to break up any down drafts and provides weather protected entrance(s).
 - h) The proposed development includes structured parking below street grade and at the rear of the site, which is treated with high quality materials and landscaping for screening. The loading area is located adjacent to the unopened Sampson Street accessed on the side of the building, thereby minimizing impacts on the public realm along Dunlop Street and North Shore Trail.

69. Staff are of the opinion that the development generally meets the intent and goals of the Official Plan policies of Section 6.6. Detailed urban design matters will be addressed further in collaboration with the applicant through the site plan process.

Height and Density Bonusing

70. Section 37 of the *Planning Act* permits the passing of a Community Benefits Charge by-law by Council. The Regulations to implement the Community Benefits Charge policy have been released but not yet implemented by the City of Barrie. Municipalities will be required to pass community benefits by-laws, which among other items, would require municipalities to report on the community benefits being charged/collected and to which community benefits are allocated. The deadline for this transition is anticipated as July 20, 2022.
71. Staff are of the opinion that the proposed development conforms to the Official Plan goals and policies as it relates to development in the Urban Growth Centre. In that respect, staff recommend that the owner/applicant negotiate community benefits in accordance with the principles of Official Plan Section 6.8 Height and Density Bonusing or applying the Community Benefits Charge by-law, to the satisfaction of the Director of Development Services at the time of Site Plan Control.

City of Barrie Intensification Area Urban Design Guidelines

72. The subject lands are identified as "Mixed Use Main Streets" intensification typology within the Intensification Areas Urban Design Guidelines (2012). Section 2.5.2 of the guidelines provides an overview of the intensification typologies which includes priority directions for the Mixed Use Main Streets. As re-development occurs, streets within the Urban Growth Centre should transition to Mixed-Use Main Streets or downtown commercial streets with active, pedestrian-supportive streetscapes.
73. As noted, the subject lands are located on the border of the Urban Growth Centre and within a predominantly Residential neighbourhood. The proposed building will be residential, creating a transition between the adjacent residential uses on the east and north of the subject lands and the commercial and mixed uses to the west, with easy access to a broad range of existing commercial uses within Downtown Barrie.
74. Intensification must be compatible with the existing heritage fabric including building height, scale, façade design and key architectural characteristics. New developments should reinforce the neighbourhoods and land uses identified in the City of Barrie Downtown Commercial Master Plan (2006) including Dunlop Street – Main Shopping. Priority directions for this typology include the following:
- a) Ensure a consistent, high-quality urban frontage along the waterfront and downtown main streets.
 - b) New buildings, open space and street design will build on the unique character of the Downtown (i.e. a human scaled building base, street trees, active at-grade uses, waterfront views, etc.), adjacent neighbourhoods and the waterfront setting by being context specific, appropriately scaled, and containing an appropriate mix of uses.
 - c) In the Mixed-Use Main Street areas, taller buildings above 8-storeys may be appropriate on sites where lot size, set-backs, step-backs and building transitions (i.e., step-backs) can be made to respect the neighbouring properties. Taller building sites are anticipated adjacent to the waterfront where existing tall buildings are located, and at primary street intersections.

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- d) Ensure building mass and height, and street and open space design, contributes to compatible development within the existing downtown and waterfront. Additional studies are recommended to ensure new buildings do not limit sunlight access to waterfront parks, or views to Kempenfelt Bay.
75. The proposed development generally satisfies the City's Intensification Area Urban Design Guidelines for the Mixed-Use Main Streets intensification typology as follows:
- a) Providing a built form generally compatible with the surrounding existing and planned context.
 - b) Providing a high-quality frontage on both the North Shore Trail and Dunlop Street.
 - c) Creating a pedestrian-supportive streetscape with landscaping and direct access from the building to municipal sidewalks and trails.
 - d) Providing new/improved connections to the waterfront on the unopened Sampson Street right-of-way.
 - e) The proposed massing will not create shadow impacts on adjacent open spaces or the North Shore Trail/Waterfront.
76. Should Council approve the subject application, the building design, materials and landscaping would be reviewed in greater detail and approved through the subsequent site plan control process.

City of Barrie Zoning By-law 2009-141 – Site Specific Zoning Provisions

77. The application proposes to amend the zoning of the subject lands from Transition Centre Commercial (C2-1) Zone and Central Area Commercial (C1-1) Zone to Transition Centre Commercial - Special Provisions No. XXX (C2-1) (SP-XXX) with site specific provisions.
78. Zoning By-law No. 2009-141 can be found in its entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Zoning-Bylaw/Zoning-By-Law-2009-141.pdf>
79. Table 1 below illustrates the required zone provisions and the proposed site specific zone provisions as it relates to the proposed development.

Table 1: Site-Specific Zoning Provisions

Zoning Standard	Required: C2-1 Zone	Proposed: C2-1 Zone, SP
Side Yard Adjoining - Residential Zone (min.)	6 m and where the height of the main building in a the C2 Zone is in excess of 11 m, the minimum side yard shall be increased by 0.5 m for every 2 m of additional height over 11 m = 15.63 m	6 m
Side Yard (min.)	3 m and where the height of the main building in a the C2 Zone is in excess of 11 m, the minimum side yard shall be increased by 0.5 m for every 2 m of additional height over 11 m = 12.625	6 m
Gross Floor Area (max % of lot area)	400%	595%
Lot Coverage for Commercial use (min)	50%	0%
Maximum Permitted Building Height	10.0 metres within 5.0 metres of the front lot line and the lot flankage, 30.0 metres beyond 5.0 metres of the front lot line and lot flankage	49.5 m
Landscape Buffer Areas – Apartment Dwellings	Continuous landscaped buffer area of a minimum width of 3 m shall be provided along the side and rear lot lines	No landscaped buffer proposed.
Landscape Buffer Areas - Adjacent to a Residential Zone (min)	Continuous landscaped buffer area of a minimum width of 3 m shall be provided along the east lot line	Variable buffer, with a minimum of 0 m

East - Minimum Side Yard Adjoining - Residential Zone (Section 6.3.1, Table 6.3)

80. The application proposes an east side yard setback of 6 m from the adjacent residential zone, whereas 15.63 m is required given that 6 m plus an additional 0.5 m for every 2 m of additional height over 11 m is required by the Comprehensive Zoning By-law in the C2 Zone. Originally, the applicant proposed an east driveway connection to/from the parking garage with an elevated ramp along this setback, however this has been removed to reflect staff comments. The setback increases to 8+ m along the southeast side of the subject lands due to the lot configuration. The applicant also reduced the height of the building from 56 m to 49.5 m and, therefore, the setback requirements along the eastern border were reduced from 17.25 m to 15.63 m.
81. Staff are of the opinion that the requested variance generally meets the intent of the by-law, providing an adequate setback and buffer to adjacent residential properties, which are also located within the UGC boundaries and subject to its policies. Staff note that the by-law requirements to increase setbacks as building height increases does not facilitate a built form that is consistent with the urban vision outlined in the City's Intensification Area Urban Design Guidelines with continuous built frontage along streets, and that these existing Zoning By-law standards make facilitating a viable building envelope on this site challenging.

West - Minimum Side Yard (Section 6.3.1, Table 6.3)

82. The application proposes a west side yard setback of 3 m from the adjacent commercial use, whereas 12.625 m is required given that 3 m plus an additional 0.5 m for every 2 m of additional height over 11 m is required by the Comprehensive Zoning By-law in the C2 Zone.

As noted above, the applicant reduced the height of the building from 56 m to 49.5 m which resulted in a reduced side yard setback requirement from 14.25 m to 12.625 m.

A reduced side yard setback is required on the west side to accommodate the west driveway connection to/from the parking garage. The setback increases to 9 m along the southwest side of the site due to the configuration of the site. Furthermore, the Sampson Street unopened road allowance of 7.3 m results in a total separation distance of approximately 15.3m between the proposed building and the Flamenco apartment building to the west (215 Dunlop Street).

The issue of tower separation distances was noted during the Public Meeting. While the City does not yet have an explicit tower separation policy or guideline, Urban Design staff encourage tower separation distances between 25-30m for tall buildings to ensure views are created through sites and to protect the privacy and viewsheds of units; this generally applies to towers that have units wrapped around a central elevator core with views from all building faces. Less separation distance for lower, single- or double-loaded buildings is acceptable. 15m mid-block connections between two mid-rise buildings (generally defined between 6-12 storeys) for example, are seen as a best practice in many municipalities. This is similar to the proposed condition between the Flamenco and proposed development, with a mid-block connection between using the unopened Sampson Street ROW. The proposed building's 13 storey height in addition to its siting and orientation has been considered in context of the adjacent Flamenco building at 215 Dunlop Street. Staff are satisfied that the proposed 15.3m separation distance between buildings, in addition to the angled orientation of the Flamenco's tower (which increases the perceived and effective separation distance) will adequately protect viewsheds and the privacy of units in both buildings while also establishing a view corridor to the water between the buildings with a permeable public connection between Dunlop Street and the waterfront.

Maximum Gross Floor Area (Section 6.3.1, Table 6.3)

83. The proposal contemplates a gross floor area (GFA) of 595% where the Comprehensive Zoning By-law 2009-141 permits a maximum of 400% in the C2 Zone.
84. Planning Staff are of the opinion that the proposed increase in GFA is modest in contrast to other development proposals recently approved by Council in the UGC and is appropriate to facilitate the development of the site in a manner that is generally compatible with the existing and planned heights and building types in the surrounding area.

Minimum Lot Coverage for Commercial Use (Section 6.3.2)

85. The commercial component of the proposal has been removed whereas the Comprehensive Zoning-law 2009-141 requires a minimum coverage of 50% for commercial uses in the C2-1 Zone.
86. Staff consider the removal of the commercial coverage requirement as appropriate given the subject site's size and location at the periphery of the UGC, predominantly residential adjacencies, and proximity to existing and planned commercial uses further west in the City Centre.
87. Staff note that the applicant originally proposed a small commercial unit within the development, however, this was removed to accommodate changes to improve setbacks and buffers and to reduce the building height, while also considering site-specific constraints (lot size, grading, high

water table etc.). The changes included the removal of one vehicular site access and parking ramp and one level of proposed parking – resulting in a reduction of building height. As a result of these changes, the ground floor is now primarily required to accommodate parking and includes a front lobby area.

Maximum Building Height (Section 6.3.2)

88. The applicant proposes that the maximum building height be increased to 49.5 m. The Comprehensive Zoning By-law 2009-141 requires 10 m within 5 m of the front lot line and the lot flankage and 30 m beyond 5 m of the front lot line and the lot flankage.
89. It is noted that the applicant had originally proposed 56 m but reduced the request to 49.5 m to come into closer compliance with the zoning by-law and to address public and staff concerns regarding height and privacy.
90. It is further noted that the conceptual building design illustrates a 44 m height from the street grade on Dunlop Street.
91. Staff consider the requested increase in building height to be generally compatible with the surrounding site context, noting that it is an area in transition with a wide variety of building heights, including existing 7- and 14-storey buildings to the north east at 181 Collier Street, 171 Collier Street, and 2 Albert Street, the 7 storey Flamenco to the immediate west of the subject site, and 15-storey buildings located further to the north and west at 150 Dunlop Street and 108 Collier Street. See Appendix D – Block Plan.
92. Staff note that some of the lower scale 3-4 storey residential properties immediately to the east of the subject site on Kempenfelt Drive, are located within the UGC and subject to the same growth and intensification policies, where additional transition of heights to the established neighbourhoods further east may be accommodated.
93. If the proposed application is approved, Community Benefits equal to 25% of the uplift value of the rezoning will be applied, defined, and secured through the site plan process.

Landscape Buffer Areas – Apartment Dwellings (Section 6.3.7)

94. The applicant proposes no landscape buffer along the side and rear lot lines whereas Comprehensive Zoning By-law 2009-141 requires a 3 m continuous landscape buffer along the side and rear lot lines where an apartment is in the Transition Centre Commercial Zone (C2) Zone.
95. Staff believe the landscape buffer variances are appropriate given the site's context of a rear 'frontage' on to the North Shore Trail with existing vegetation buffering the site, and the proposed landscape improvements to the unopened Sampson Street ROW.

Landscape Buffer Areas - Adjacent to a Residential Zone (Section 4.8.2.1)

96. The applicant proposes a varying landscape buffer along the east side of the subject lands, adjacent to a residential zone, with a minimum of 0m in some areas. Comprehensive Zoning By-law 2009-141 requires a continuous landscape buffer area of a minimum width of 3 m along the abutting lot line of a residential zone.
97. Staff are of the opinion that the requested variance generally meets the intent of the by-law to provide visual buffer between uses, and that the applicant has given best efforts to achieve a buffer given the relatively small size of the site, its unique geometry/configuration, and the compact building footprint being proposed. Furthermore, through discussions between the applicant and

Parks Planning, the applicant has also agreed to apply innovative and visually attractive screening/fencing treatments on the northeast corner of the site and along landscape treatment of the redesigned Sampson Street ROW. This will provide visual separation between sites and add visual interest along Dunlop Street and the Sampson Street ROW. The final design and treatment will be defined through the site plan application.

Tandem Parking

14. The subject application proposes a maximum of 4 tandem parking spaces, whereas tandem parking is not permitted in multi-residential developments. The zoning by-law requires that all parking spaces have unobstructed access to a drive aisle or private laneway.
15. The provision of 4 tandem parking spaces is considered appropriate and is not expected to have a negative impact on the proposed development and will be subject to further review in the Site Plan Control application.

Summary

98. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial Policy and the City's Official Plan. Staff are of the opinion that the provision for a residential development on the subject lands at the density proposed is considered appropriate and would conform with relevant Provincial Policy, the City's Official Plan and complies with the policy planning framework established for residential Intensification.

Site Plan Control

99. The subject property is 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 regarding access, servicing, stormwater management, landscaping, lighting, setbacks, building design and materials, parking, etc.
100. Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application.

Summary

101. Planning staff are satisfied that the oral and written submissions along with all departmental and agency comments relating to this application have been considered and/or addressed.
102. Planning staff recommend the approval of the proposed zoning by-law amendment application for the development of an 12-storey residential building consisting of 22-41 units, as it is consistent with the Provincial Policy Statement (2020), and conforms to A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, City of Barrie Official Plan and the City's Urban Design Guidelines for Intensification Areas, while also being respectful of existing land uses adjacent to the proposed development.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

103. The subject application, if approved, would result in the redevelopment of a vacant brownfield site in the City Centre which is serviced by existing infrastructure, transit and public services facilities. As such, the proposed development may help to reduce the demand for greenfield development, which would otherwise require the extension of municipal infrastructure and services.

ALTERNATIVES

104. The following alternatives are available for consideration by Planning Committee:

<u>Alternative #1</u>	<p>Planning 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 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 owner/applicant, including updates as requested, justifies consideration of the development, as proposed.</p>
<u>Alternative #2</u>	<p>Planning Committee could refuse the application and maintain the existing 'Central Area Commercial' (C1-1) and 'Transition Centre Commercial' (C2-1) 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 intensification areas as noted throughout the analysis section of the report.</p>

FINANCIAL

105. The subject application, if approved, would permit the development of 22 - 41 residential apartment units on the subject lands. Currently, it is not possible to estimate the assessed value of the subject property. Following redevelopment, 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.
106. Building permit application fees for the proposed development are estimated to be approximately \$230,442.00. 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.
107. Current development charges for a bachelor or 1 bedroom unit are \$26,980 and \$38,430 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 uses is estimated to be approximately \$845,460 - \$1,575,630. Development charges are calculated and paid at the time of issuance of the building permit.
108. The education levy for residential uses is currently \$3,559 per unit (2021 rate), which represents a total levy between \$78,298 - \$145,919.
109. Cash in lieu of parkland is currently calculated at \$5,726 per residential unit, which represents a total contribution between \$125,972- \$234,766 for the proposed development.

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110. The proposed development would be subject to a Finance Administration fee between \$1,760 - \$3,280.
111. 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.
112. The City will also incur additional operating costs associated with increasing municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process and will be presented to Council during the annual budget cycle for approval.

LINKAGE TO 2018-2022 COUNCIL STRATEGIC PLAN

113. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- ☒ Fostering a Safe and Healthy City
 - ☒ Building Strong Neighbourhoods
 - ☒ Supporting a Vibrant Downtown
114. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure. The proposed development facilitates community connections to the waterfront, supports active transportation and public transit, and would support a vibrant downtown by providing more residents, and foster safe neighbourhoods with more 'eyes on the street'.

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Application Summary
Appendix "C" – Site Plan
Appendix "D" – Parking and Ground Floor Plans
Appendix "E" – Elevations
Appendix "F" – Block Context Plan
Appendix "G" – Residential Density Analysis
Appendix "H" – Shadow Impact Study

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2022-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 identified as BROKEN LOTS 33, 135 & 136 S/S OF DUNLOP ST. AND PT OF WATER LOTS 33, 135 & 136 LYING IN FRONT OF THE BROKEN LOTS IN FRONT OF PL 2; PTS 1 & 2 51R-32505; PT LOCATION CL13761, PT BED OF KEMPENFELT BAY IN FRONT OF DUNLOP ST PL 2; PTS 3 & 4 51R-34529; PT DUNLOP ST LYING S/SAMPSON ST PL 2 PT 5 51R34529 (CLOSED BY BYLAW SC475354); S/T EASE OVER PT WATER LOTS 33, 135 & 136 LYING IN FRONT OF THE BROKEN LOTS IN FRONT OF PL 2 BEING PT 2 51R32505 AS IN BA31511 AS RENEWED BY NOTICE OF CLAIM RO1428241; S/T EASE IN GROSS OVER PT OF LOCATION CL 13761 BEING PT OF BED OF KEMPENFELT BAY IN FRONT OF DUNLOP STREET PL 2 BEING PART 3 51R34529 AS IN SC475394; S/T EASE IN GROSS OVER PT OF LOCATION CL13761 BEING PT OF THE BED OF KEMPENFELT BAY IN FRONT OF DUNLOP STREET, PL 2, AND PT OF DUNLOP STREET (CLOSED BY BYLAW SC475354) LYING SOUTH OF SAMPSON STREET, PL 2 DESIGNATED AS PTS 3, 4 & 5 ON PL 51R34529 AS IN SC475391, SC475392 AND SC475393; CITY OF BARRIE, BEING ALL FROM PIN 58795-0613 (LT), known municipally as 217 Dunlop Street East, from Central Area Commercial (C1-1) and Transition Centre Commercial (C2-1) to Transition Centre Commercial - Special Provisions No. XXX (C2-1) (SP- XXX); and,

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

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

1. THAT the zoning map is amended to change the zoning on lands known municipally as 217 Dunlop Street East, from Central Area Commercial (C1-1) and Transition Centre Commercial (C2-1) to Transition Centre Commercial – Special Provisions No. XXX (C2-1) (SP-XXX) 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 6.3.1 of By-law 2009-141, a minimum interior side yard setback of 6.0 metres adjoining a Residential Zone shall be permitted in the Transition Centre Commercial – Special Provisions No. XXX (C2-1) (SP-XXX) Zone.
3. **THAT** notwithstanding the provisions set out in Table 6.3.1 of By-law 2009-141, a minimum interior side yard setback of 6.0 metres adjoining a Commercial Zone shall be permitted in the Transition Centre Commercial – Special Provisions No. XXX (C2-1) (SP-XXX) Zone.

4. **THAT** notwithstanding the provisions set out in Table 6.3.1 of By-law 2009-141, a maximum permitted gross floor area of 595% of the lot area shall be permitted in the Transition Centre Commercial – Special Provisions No. XXX (C2-1) (SP-XXX) Zone.
5. **THAT** notwithstanding the provisions set out in Tables 6.3.1 and 6.3.2 of By-law 2009-141, a maximum building height of 49.5 metres shall be permitted in the Transition Centre Commercial – Special Provision No. XXX (C2-1) (SP-XXX) Zone.
6. **THAT** notwithstanding the provisions set out in Tables 6.3.1 and 6.3.2 of By-law 2009-141, a maximum building height of 49.5 metres within 5.0 metres of the front lot line and of 49.5 metres beyond 5.0 metres of the front lot line shall be permitted in the Transition Centre Commercial – Special Provision No. XXX (C2-1) (SP-XXX) Zone.
7. **THAT** notwithstanding the provisions set out in Table 6.3.2 of By-law 2009-141, the minimum coverage for commercial uses of 0.0 % of the lot area shall be permitted in the Transition Centre Commercial – Special Provisions No. XXX (C2-1) (SP-XXX) Zone.
8. **THAT** notwithstanding the provisions set out in Sections 4.8.2.1 and 6.3.7.1 of By-law 2009-141, the minimum landscaped buffer width along a public street, along the side yard abutting a Residential Zone, along the side yard abutting a Commercial Zone, and along the rear yard shall be variable and shall be 0.0 metres in some locations the Transition Centre Commercial – Special Provision No. XXX (C2-1) (SP-XXX) Zone in accordance with Schedule “B” attached to this By-law.
9. **THAT** notwithstanding the provisions set out in Section 4.6. By-law 2009-141, residential tandem parking spaces shall be permitted in the Transition Centre Commercial – Special Provision No. XXX (C2-21) (SP-XXX) Zone.
10. **THAT** the owner/applicant is required to provide community benefits as per Section 37 of the Planning Act and Section 6.8 Height and Density Bonus of the City of Barrie Official Plan to the satisfaction of the Director of Development Services.
11. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule “A” to this By-law shall continue to apply to the said lands except as varied by this By-law.

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 _____, 20__.

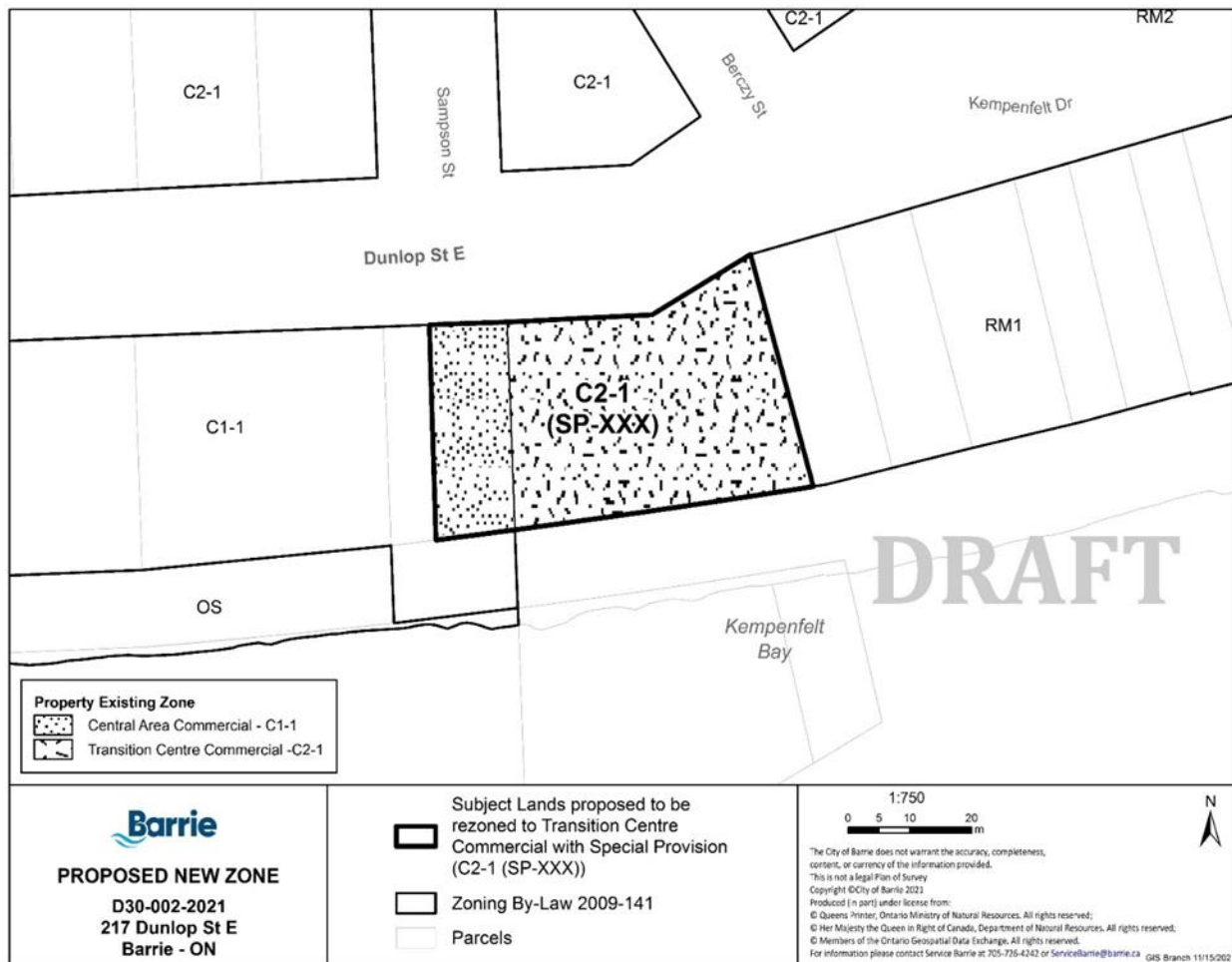
READ a third time and finally passed this _____ day of _____, 20__.

THE CORPORATION OF THE CITY OF BARRIE

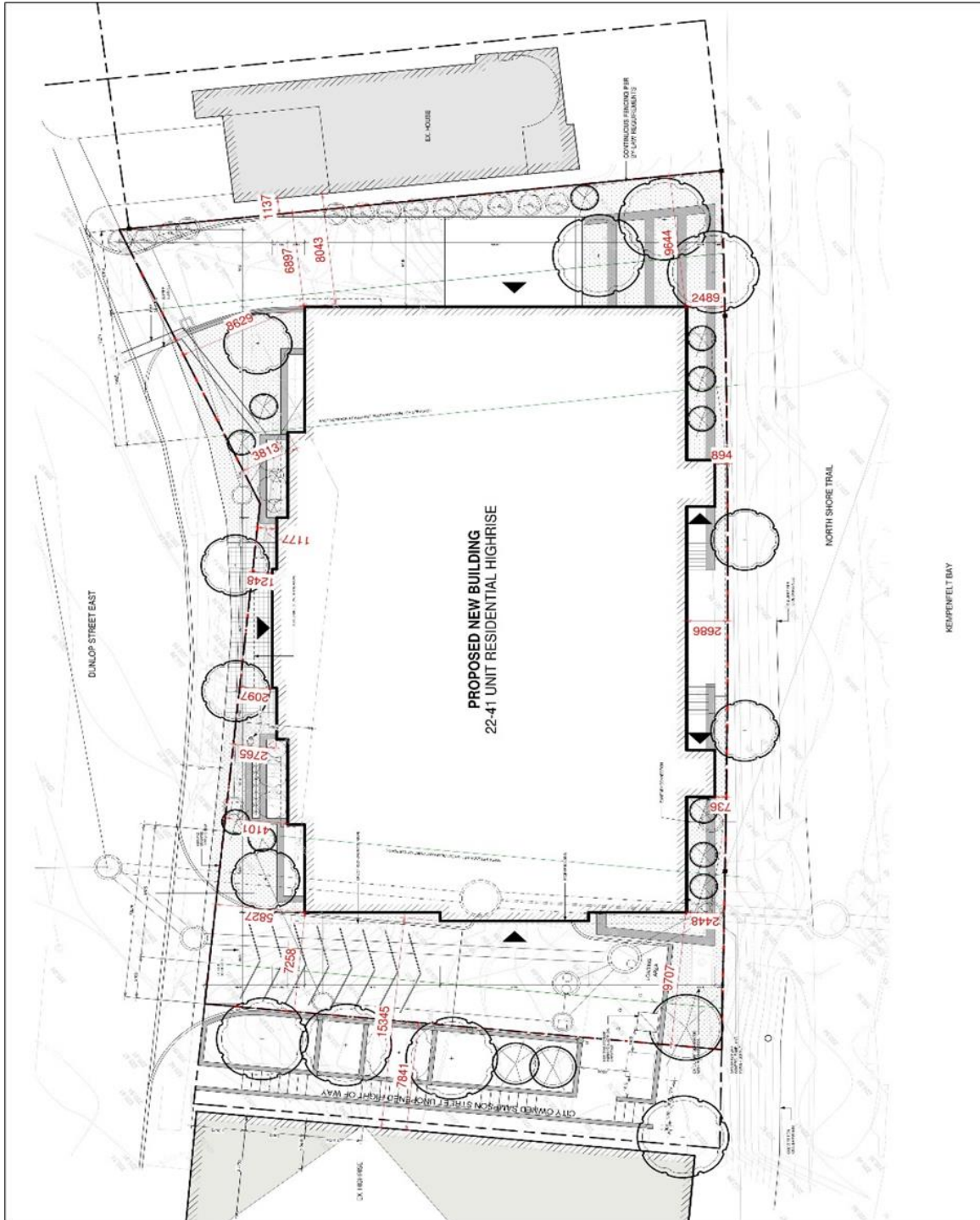
MAYOR J.R. LEHMAN

CITY CLERK – WENDY COOKE

SCHEDULE "A" TO BY-LAW 2022-XXX



SCHEDULE "B" TO BY-LAW 2022-XXX



APPENDIX "B"

Application Summary

The subject lands are located on lands known municipally as 217 Dunlop Street East in the City of Barrie.

Proposed Number of Units: 22-41 units
Proposed Building Height: 12 storeys + underground parking level
Key Design Features: Strong building edge along Dunlop Street and North Shore Trail
 Side step-backs on the 5th and 12th storeys
 Setbacks and landscape buffers to adjacent residential land uses
 Improvements to the unopened Sampson Street ROW plus public connection to waterfront and trails

Together, these features result in development that improves the public realm and is compatible with the surrounding neighbourhood and its mix of building types and heights.

The subject property is designated 'City Centre' and 'City Centre' on Schedule "A" – Land Use in the City's Official Plan. The property is split-zoned 'Central Area Commercial' (C1-1) and 'Transition Centre Commercial 1' (C2-1) in the City's Comprehensive Zoning By-law 2009-141, as amended. The property is also located within the Urban Growth Centre and has frontage on Dunlop Street, as identified on Schedule "I" of the City's Official Plan.

The application proposes to amend the zoning of the subject lands from to 'Transition Centre Commercial 1 – Special Provision No. XXX' (C2-1) (SP-XXX) with site-specific provisions (see Table 1). The rationale for the site-specific zoning provisions is discussed in paragraphs 78 to 96 of this staff report.

Table 1: Site-Specific Zoning Provisions

Zoning Standard	Required: C2-1 Zone	Proposed: C2-1 Zone, SP
Side Yard Adjoining – Residential Zone (min.)	6 m and where the height of the main building in a the C2 Zone is in excess of 11 m, the minimum side yard shall be increased by 0.5 m for every 2 m of additional height over 11 m = 15.63 m	6 m
Side Yard (min.)	3 m and where the height of the main building in a the C2 Zone is in excess of 11 m, the minimum side yard shall be increased by 0.5 m for every 2 m of additional height over 11 m = 12.625	6 m
Gross Floor Area (max % of lot area)	400%	595%
Lot Coverage for Commercial use (min)	50%	0%
Maximum Permitted Building Height	10.0 metres within 5.0 metres of the front lot line and the lot flankage, 30.0 metres beyond 5.0 metres of the front lot line and lot flankage	49.5 m

Landscape Buffer Areas – Apartment Dwellings	Continuous landscaped buffer area of a minimum width of 3 m shall be provided along the side and rear lot lines	No landscaped buffer proposed
Landscape Buffer Areas - Adjacent to a Residential Zone (min)	Continuous landscaped buffer area of a minimum width of 3 m shall be provided along the east lot line	Variable buffer, with a minimum of 0 m

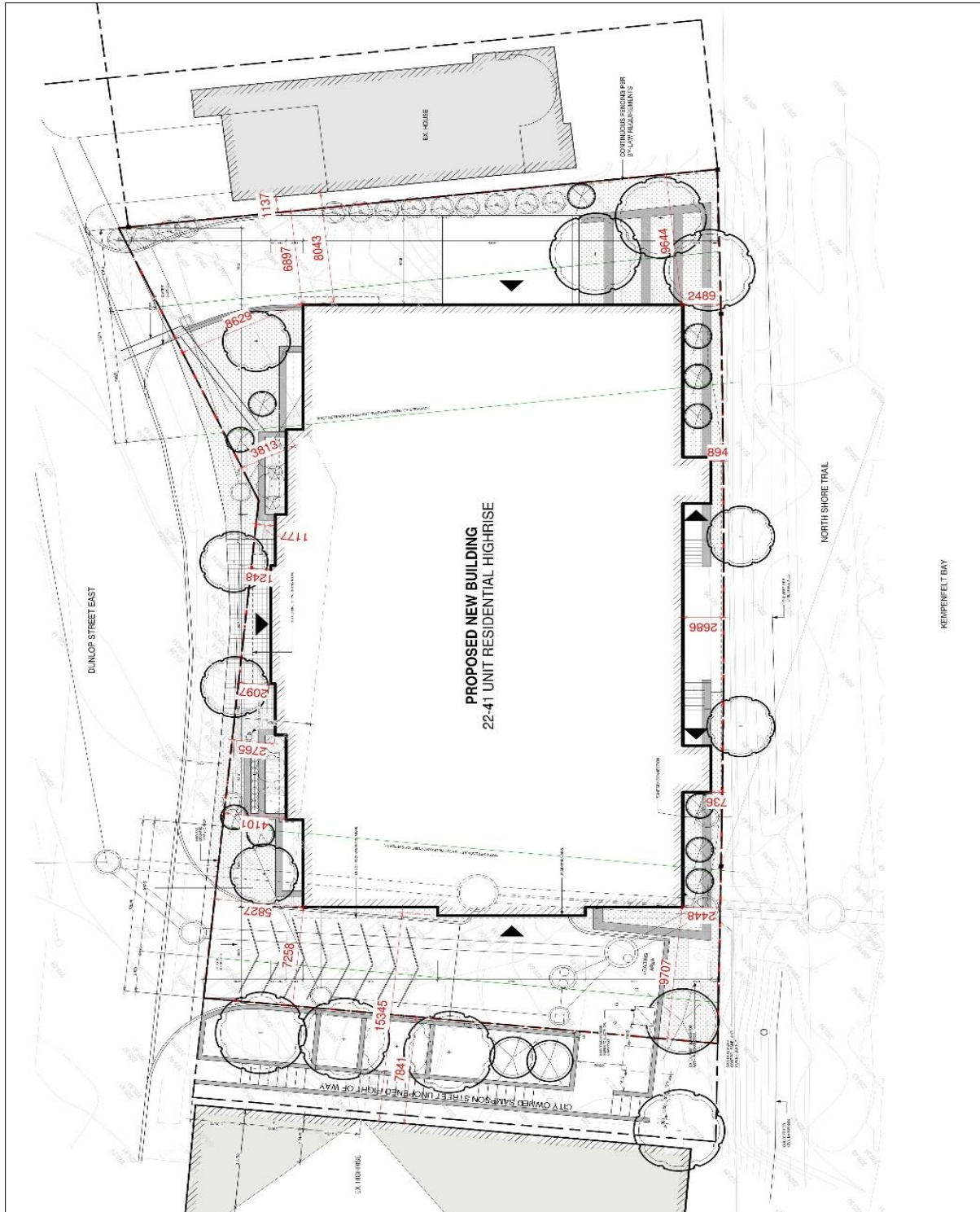
In a response to the public feedback received on the application, as well as to comments from City Staff, the applicant revised their proposal by:

- Reducing the number of parking spaces to 47 spaces and the number of parking levels from 3 to 2.
- Reducing the building height from 56 m to 49.5 m. A 30m building is permitted as of right.
- Removing the most easterly driveway access and elevated ramp, for a total of 2 driveways and improved streetscape condition. The eastern parking access is now at grade to mitigate noise and visual impacts on adjacent property at 1 Kempenfelt (also owned by the applicant).
- Increasing the landscape area in the northeast corner of the site. The landscape buffer exceeds the 3.0 m requirement in other locations (ranging up to 8.0+ m in width).
- Removing the commercial space to facilitate the reduction in building height and parking area.

The Planning rationale provided throughout this staff report demonstrates that the proposed zoning by-law amendment is consistent with the Provincial Policy Statement (2020), and conforms to the A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, City of Barrie Official Plan and the City's Urban Design Guidelines for Intensification Areas, while also being mindful of existing land uses adjacent to the proposed development.

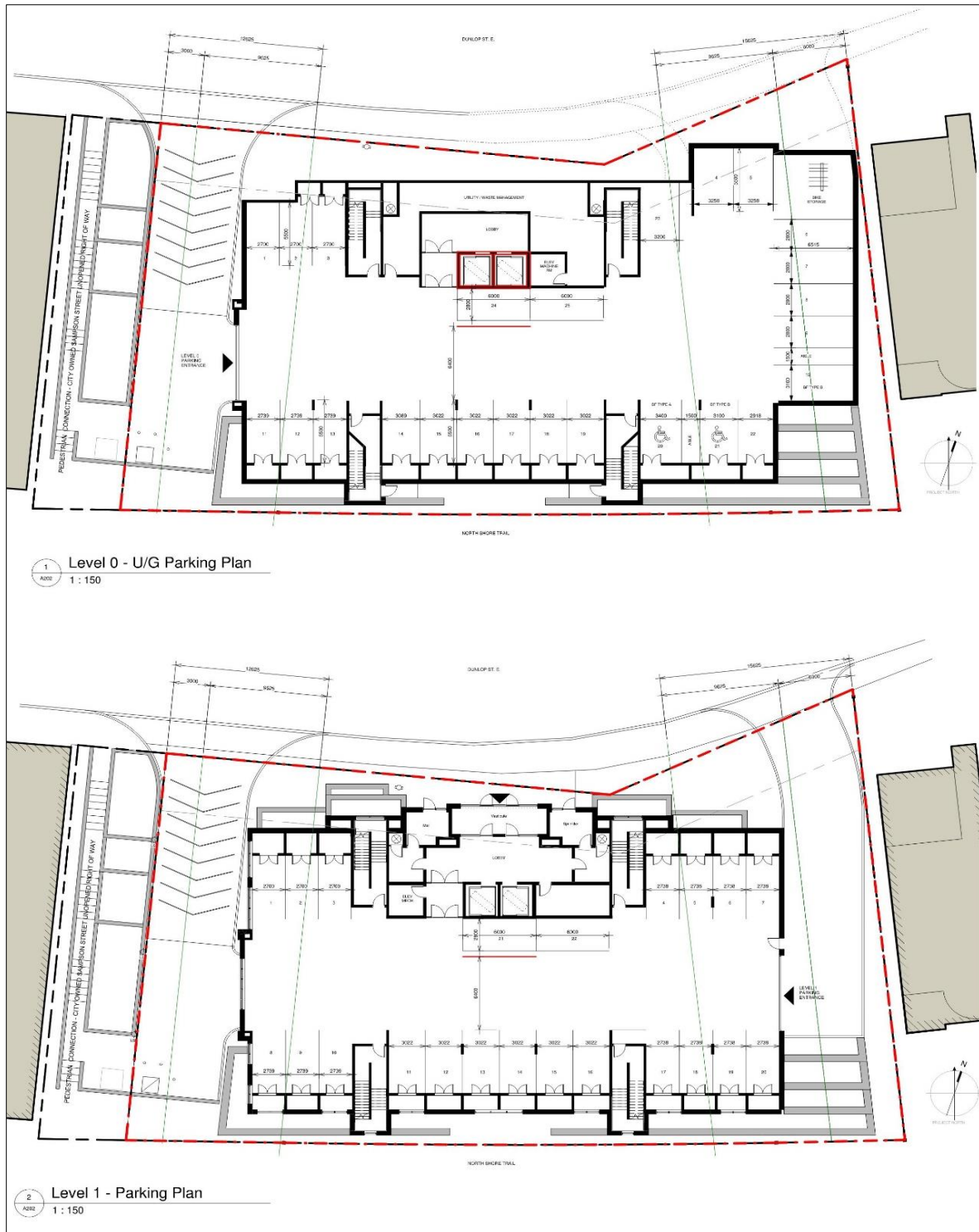
APPENDIX "C"

Site Plan

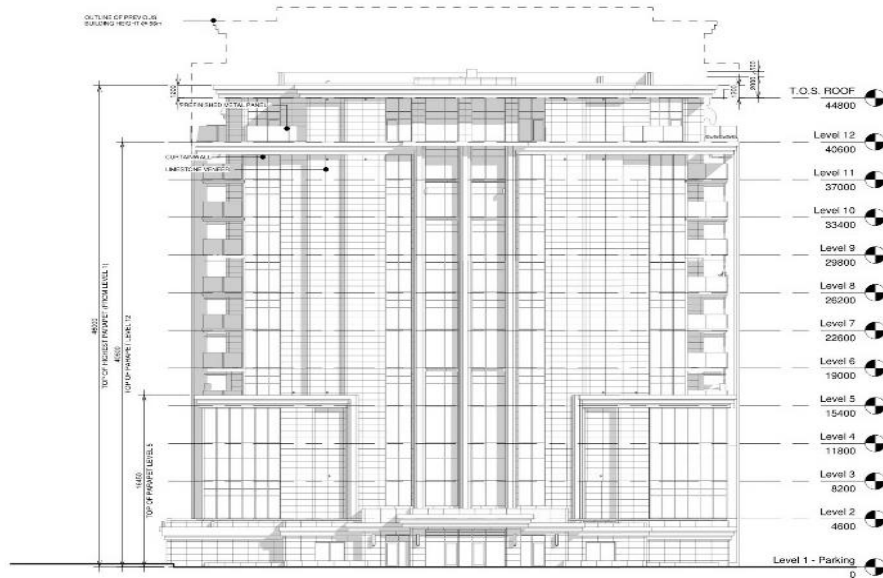


APPENDIX "D"

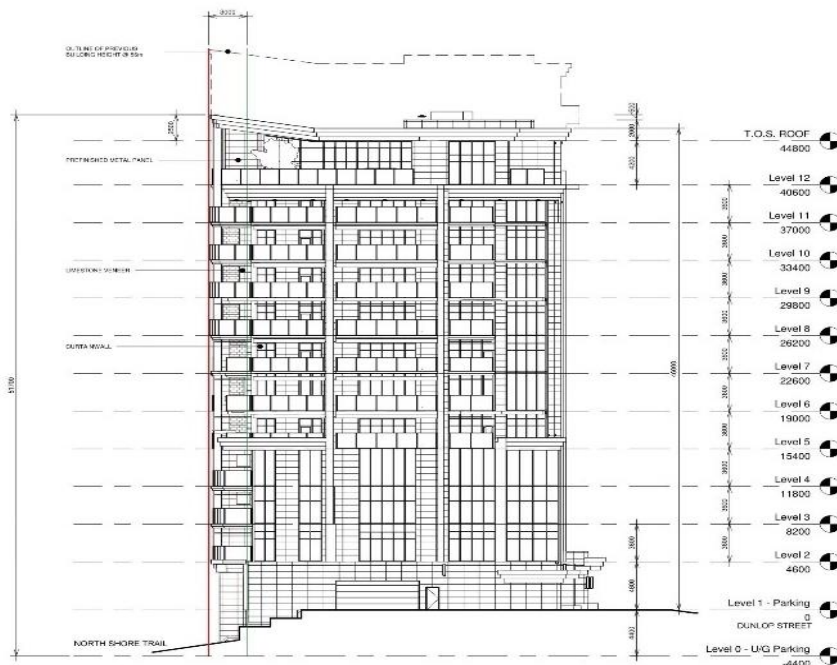
Conceptual Parking and Group Floor Plans



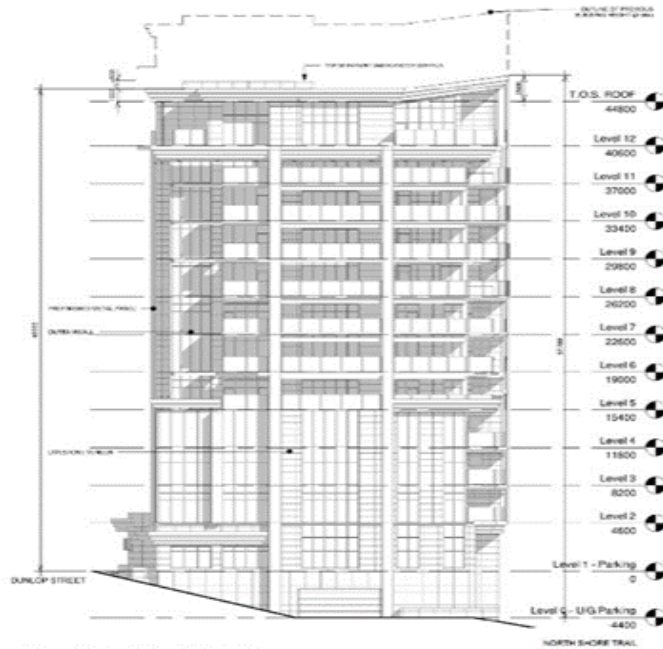
APPENDIX "E" Elevations



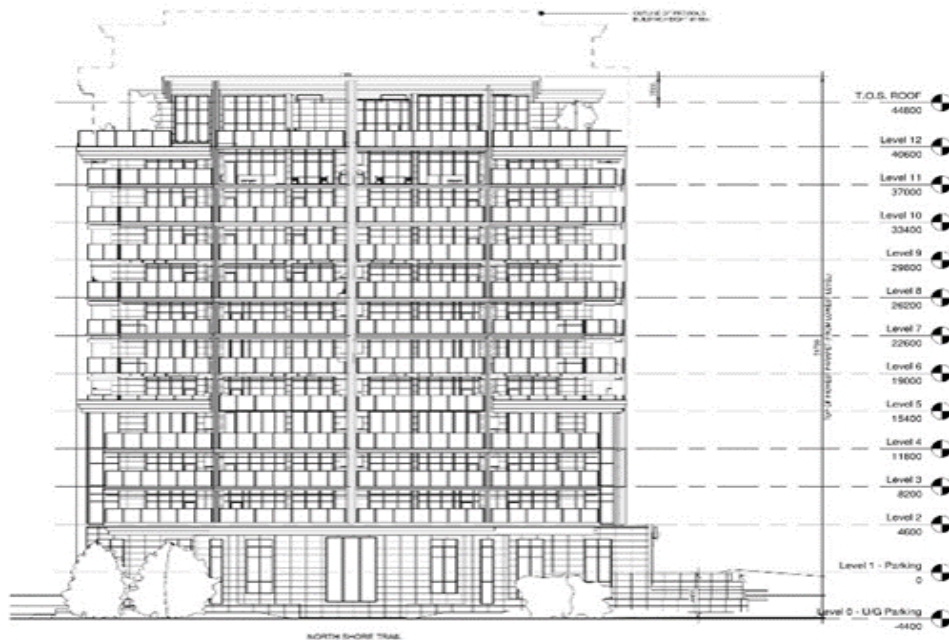
1 Elevation - North Facade
1 : 200



3 Elevation - East Facade
1 : 200

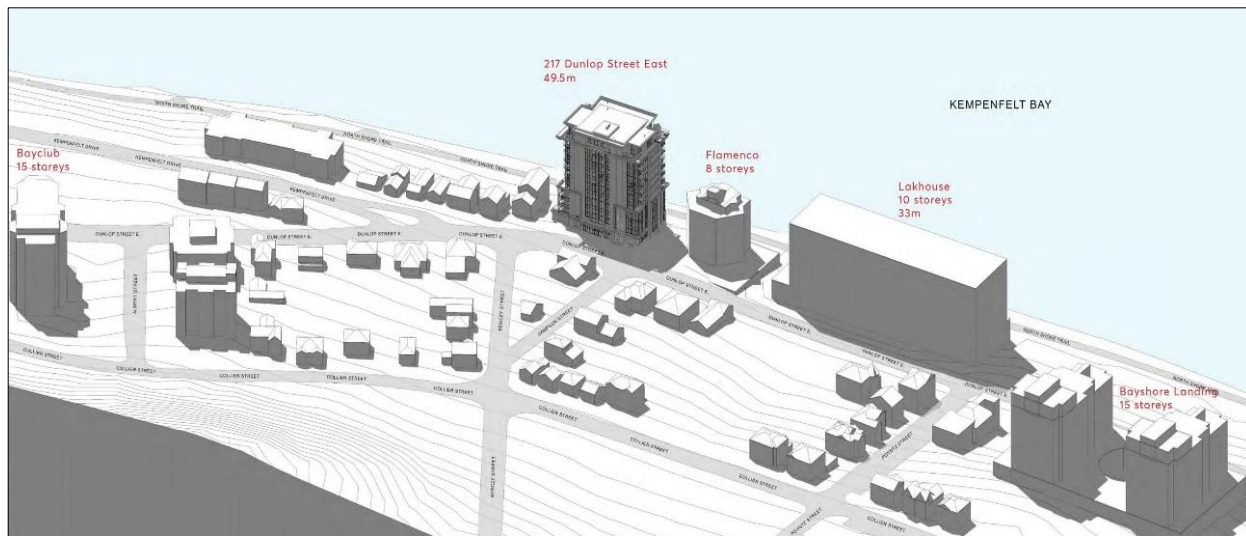


2 Elevation - West Facade
1 : 200

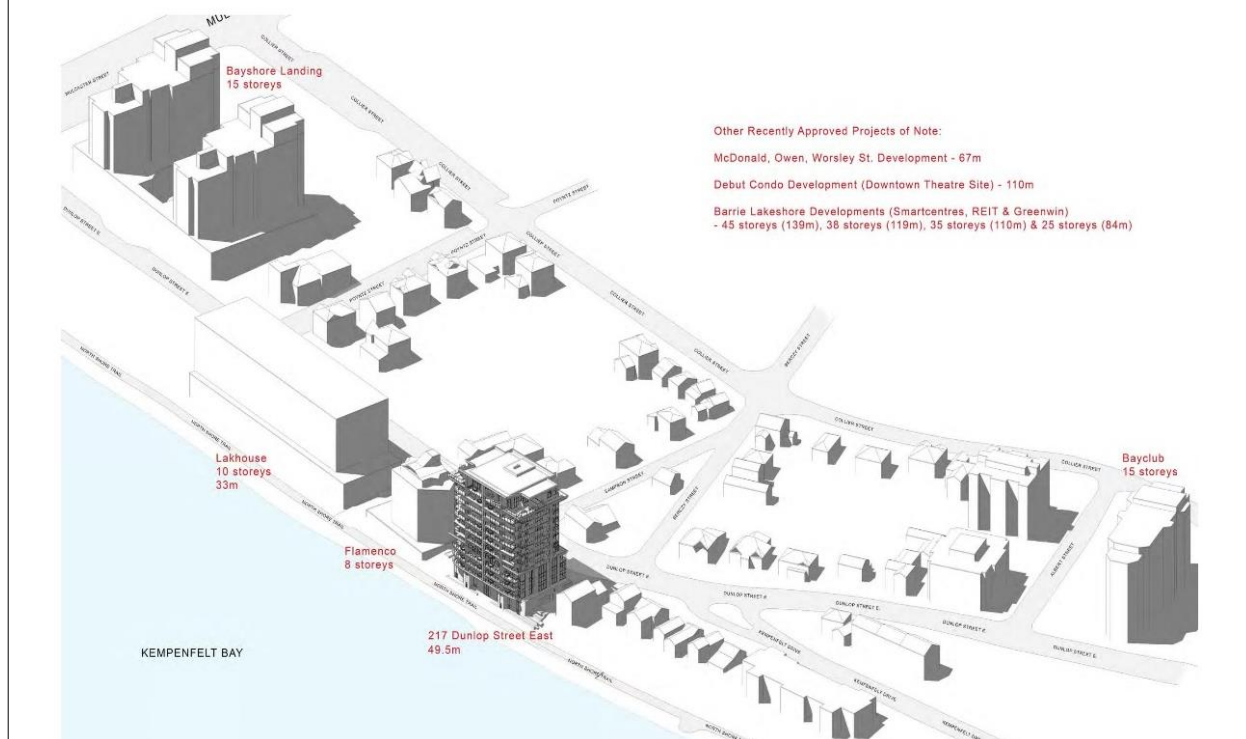


4 Elevation - South Facade
1 : 200

APPENDIX "F" Block Context Plan

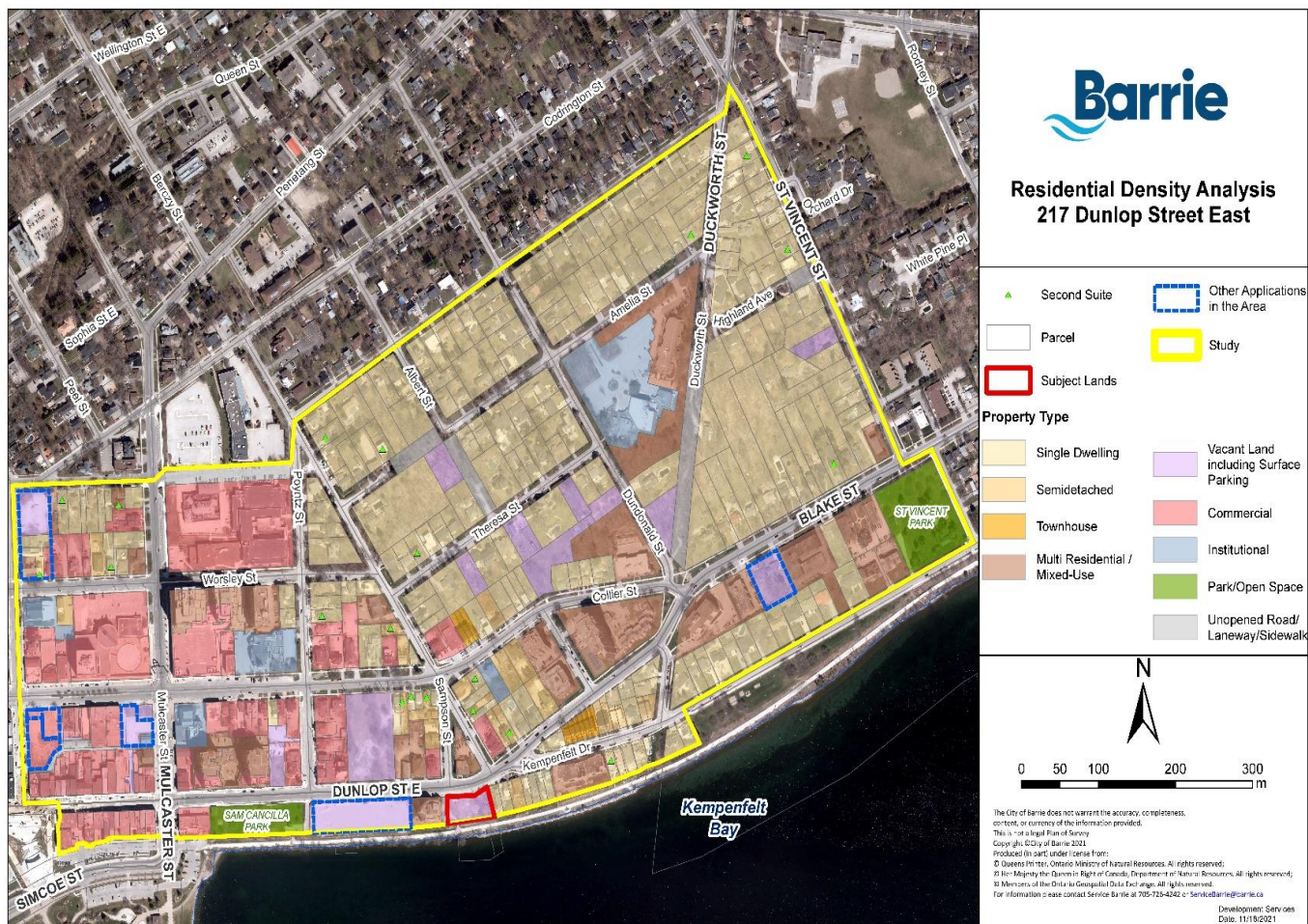


Block Plan



APPENDIX "G"

Density Analysis



RESIDENTIAL DENSITY ANALYSIS
D30-002-2021
217 DUNLOP STREET EAST, BARRIE -ON

Total Study Area	60.51 ha
Total Developable Area - <i>Only residential</i> (Private properties)	32.78 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	42.31 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	2.74 ha
Total Area Roads right of way	15.46 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	229	21.12	10.84
*Single family detached (not on water)- 192 units *Including 11 Second Suite *Residence with a commercial- 5 units *Single family detached on water – year round residence - 11 units			
Semis/ Duplex	37	1.27	29.08
Townhouse Dwelling Unit	9	0.22	41.47
Multiresidential	1121	6.67	168.03
Vacant residential and Commercial lands		1.77	
Non- residential areas(Commercial/ Institutional)		9.51	
Parks/ Open Space/ Walkway / Laneway		2.74	
Other Proposed Developments with Residential Dwellings			
D11-001-2018 - 185-205 Dunlop St E (A mixed-use, 10-storey building with 174 residential condominium units and 1,764.0 m2 of ground floor commercial area)	174	0.47	372.91
D11-003-2018 - 27-31 Blake St (Apartment building with 35 units)	35	0.23	151.35
D11-003-2020 - 9-25 Owen St/ 47-53 Collier St (16-storey, 314-unit retirement residence, with ground floor commercial space.)		0.26	
D11-023-2020 -79 Collier St (15 storey mixed used building with 136 residential units and 368.93 m2 ground floor commercial area)	136	0.17	808.30
D11-016-2021 - 53-67 Owen St / 70-78 Wosley St/55-57 McDonald St (6-storey mixed-use podium building with two residential towers above, an 8-storey tower	307	0.45	678.76
Subject Property 217 Dunlop St E D30-002-2021			
Option 1 - 22 Apartment Building	22	0.19	116.28
Option 2 -41 Apartment Building	41	0.19	216.70

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Current Residential Density (Only Residential Lands included)	1396	32.78	42.58
Current Residential Density (All Residential and Non- residential lands included)	1396	42.31	32.99
Projected Residential Density Including Proposal for Subject Lands (OPTION 1) (Only Residential Lands included)	1418	32.78	43.25
Projected Residential Density Including Proposal for Subject Lands (OPTION 2) (Only Residential Lands included)	1437	32.78	43.83
Projected Residential Density Including Proposal for Subject Lands (OPTION 1) (All Residential and Non- residential lands included)	1418	42.31	33.51
Projected Residential Density Including Proposal for Subject Lands (OPTION 2) (All Residential and Non- residential lands included)	1437	42.31	33.96
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 1) (Only Residential Lands included)	2070	32.78	63.14
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 2) (Only Residential Lands included)	2089	32.78	63.72
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 1) (All Residential and Non- residential lands included)	2070	42.31	48.92
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 2) (All Residential and Non- residential lands included)	2089	42.31	49.37

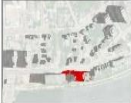










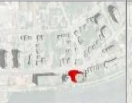








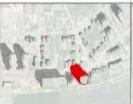
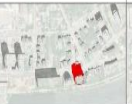



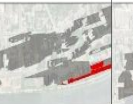


Note:

Prepared by: Development Services
Date: November 17, 2021

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.

APPENDIX "H"

Shadow Study

SUNRISE - 6:25am		APRIL							SUNSET - 8:11pm	
8:00am	9:30am	11:00am	12:30pm	2:00pm	3:30pm	5:00pm	6:30pm	8:00pm		
										
SUNRISE - 5:34am		JUNE							SUNSET - 9:07pm	
7:00am	8:30am	10:00am	11:30am	1:00pm	2:30pm	4:00pm	5:30pm	7:00pm	8:30pm	
										
SUNRISE - 7:05am		SEPTEMBER							SUNSET - 7:18pm	
8:30am	10:00am	11:30am	1:00pm	2:30pm	4:00pm	5:30pm	7:00pm	8:30pm		
										
SUNRISE - 7:52am		DECEMBER							SUNSET - 4:42pm	
9:30am	11:00am	12:30pm	2:00pm	3:30pm	5:00pm					
