
To	General Committee
Subject	Zoning By-law Amendment - 204 Dunlop Street West
Date	August 13, 2025
Ward	2
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV030-25

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of Koutroulakis Management Ltd., to rezone lands municipally known as 204 Dunlop Street West from 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-189) to 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX), attached as Appendix A to Staff Report DEV030-25 be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a) Permit a maximum front yard setback of 5.60 metres for 100% of the lot frontage, whereas a maximum 5.0 metre setback for 25% of the lot frontage is required;
 - b) Permit a maximum side yard setback of 3.7 metres (west lot line), whereas a maximum side yard setback of 3.0 metres is permitted;
 - c) Permit a maximum rear façade step-back of 57 degrees with no step-backs, whereas a maximum rear façade step-back of 45 degrees is permitted;
 - d) Permit a minimum ground level floor height of 3.2 metres, whereas a minimum ground level floor height of 4.5 metres is required;
 - e) Permit a minimum coverage for commercial uses of 40.0%, whereas a minimum coverage for commercial uses of 50% of the first floor area is required;

- f) Permit a maximum front yard parking and driveway coverage area of 48%, whereas parking areas are not permitted within the front yard;
 - g) Permit a minimum continuous landscaped buffer area of 0.60 metres along the west lot line, and 1.2 metres along the east lot line, whereas a minimum 3.0 metre wide landscape buffer is required;
 - h) Permit a maximum lot coverage of 60% for parking areas, whereas a maximum of 35% is permitted;
 - i) That the requirement for fully paved and seamless front yard connections to abutting sidewalks shall not apply;
 - j) That the requirement for one (1) parking space per 30.0 metres of gross floor area for commercial uses shall not apply; and
 - k) That lands shall be developed generally in accordance with the Conceptual Site Plan, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape strips, access and parking areas.
3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV030-25.
4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

Executive Summary:

The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands municipally known as 204 Dunlop Street West so as to facilitate the future development of five-storey mixed use building with sixteen (16) residential walk-up apartment units. The draft Zoning By-law Amendment is attached to Staff Report DEV030-25 as Appendix A. The application was submitted by Innovative Planning Solutions, on behalf of Koutroulakis Management Ltd. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes. The Planning Analysis with respect to the submitted amendments to the Zoning By-law is attached as Appendix C. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Site Plan Control application as per Section 41 of the *Planning Act* and in accordance with By-law 99-312.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject application and are of the opinion that the proposal is consistent with the Provincial Planning

Statement (2024) and the City of Barrie Official Plan (2024). Staff have worked with the applicant’s consulting team and have reviewed multiple revised conceptual plans in consideration of the comments received through the technical review and public consultation process, which included a Neighbourhood Meeting on September 28, 2023, and Public Meeting on September 18, 2024, and are of the opinion that the requested special provisions are considered desirable for the appropriate development or use of the land.

Financial Implications:

The proposed development will be subject to development charges, cash in lieu for parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the site would be the applicant’s responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 - General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing ‘Residential Multiple Dwelling Second Density with Special Provisions’ (RM2)(SP-189) zoning over the subject property.

This alternative is not recommended as the proposed development conforms to all Provincial and municipal policies as noted throughout this report and is considered an appropriate use of the subject lands.

Alternative #2 - General Committee could approve the proposed Zoning By-law Amendment application with modifications to the Special Provisions (SP) being requested.

This alternative is not recommended as this property and surrounding lands have been comprehensively planned and the proposed development is in conformity with the Strategic Economic and Employment (SEED) land use designation and responds to comments received through the technical review process and adjacent community through the public consultation process. The applicant has submitted multiple revised concepts based on comments received that has resulted in a detailed conceptual site plan which is generally consistent with the current City standards with respect to building orientation/placement/massing, setbacks, access, parking, landscaped areas, etc. Staff are satisfied that the proposed site-specific provisions are appropriate and that detailed design elements would be adequately addressed through the Site Plan Control application process.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide additional dwelling units and add the potential for more affordable and attainable housing options, support the local and regional transit
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		network, thereby contributing to the desirable aspects of a complete community.
Community Safety		
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Site Description and Location

The subject lands are rectangular in shape and are located on the north side of Dunlop Street West, east of the intersection of Frances Street and Dunlop Street West. A single detached dwelling with commercial uses currently occupies the property and would be removed from the site in the future through the submission of a demolition permit to Building Services should the lands be successfully rezoned.

The surrounding land uses include the following:

North: Residential uses in the form of single-detached residential dwellings and townhomes are located to the north. Beyond the residential areas are commercial properties along Wellington Street West including the Wellington Plaza.

South: The subject lands are bordered by Dunlop Street West. Beyond are properties containing mostly single detached dwellings.



East: Residential uses in the form of single detached dwellings. Beyond the residential area are lands containing a mixture of commercial uses.

West: Residential uses in the form of single-detached and semi-detached residential dwellings, townhouses, and an apartment building are located to the east of the subject lands. Beyond the residential areas are a mixture of commercial uses/plazas at the intersection of Dunlop Street West and Anne Street North.

Existing Policy

The subject lands are located within a 'Strategic Growth Area' and along the Dunlop Street West 'Intensification Corridor' pursuant to Map 1 – Community Structure and are designated 'Strategic Employment and Economic District (SEED)' on Map 2 – Land Use Designations in the City's Official Plan. The lands are zoned 'Residential Multiple Dwelling

Density Second Density with Special Provisions' (RM2)(SP-189) in accordance with the City of Barrie Comprehensive Zoning By-law 2009-141. SP-189 permits office uses in addition to residential uses on the subject lands.

Department and Agency Comments

In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available under [Ward 2 – 204 Dunlop Street West](#):

- a) Planning Justification Report (Innovative Planning Solutions, July 2024, revised May 2025)
- b) Shadow Analysis (Innovative Planning Solutions, October 2023, revised April 2024)
- c) Functional Servicing Report (Tatham Engineering, May 2024)
- d) Traffic Impact Study (Tatham Engineering, September 2023, revised February 2025)
- e) Tree Inventory and Preservation Plan (Landmark Environmental Group Ltd., May 2023)
- f) Urban Design Report (Innovative Planning Solutions, October 2023, revised May 2025)
- g) Architectural Design Plans (Naylor Architect Inc., May 2025)
- h) Hydrogeological Report (Tatham Engineering, August 2023)

The subject application was circulated to staff in various departments and external agencies for review and comment. No objections were received as it relates to the subject Zoning By-law Amendment application. The following departments and agencies provided comments on the application:

- a) Development Services - Addressing, Approvals, Parks Planning and Transportation Planning;
- b) Fire and Emergency Services;
- c) Waste Management and Environmental Sustainability – Environmental Risk Management and Compliance;
- d) Finance – Development Charges Department;
- e) Transit and Parking Strategy Department;
- f) Infrastructure Services Department (Water Operations Branch);
- g) Engineering Standards;
- h) Alectra Utilities, Bell Canada, Enbridge and Hydro One;
- i) Simcoe County District School Board;
- j) Simcoe Muskoka Catholic District School Board; and
- k) The Lake Simcoe Region Conservation Authority (LSRCA)

Any comments that were provided will be addressed through subsequent approvals associated with the future Site Plan Control application.

Site Plan Control

Subject to Council approval of the proposed application, 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 including

access, servicing, stormwater management, landscaping, lighting, zoning compliance, building orientation/placement/massing and parking, etc. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.

Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application.

Consultation and Engagement:

A Neighbourhood Meeting was held virtually on September 28, 2023. There were eleven (11) attendees, including Ward 2 Councillor Craig Nixon, the applicant and their consultants, and Planning staff. The following comments and concerns were provided by members of the public at the meeting:

- Questions related to the orientation of balconies;
- Comments regarding the preservation of existing trees on site and associated boundary trees; and,
- Comments regarding the inclusion of electric vehicle charging stations.

A statutory Public Meeting was held on September 18, 2024, to present the subject application to the Affordability Committee and the public. One member of the public attended the Public Meeting and provided comments related to the removal of trees located on the site, and the orientation of any included balconies/amenity areas. In response to these comments, the applicant has increased the landscape buffer area located at the rear of the property to provide a larger area for the retention and future planting of vegetative material. In addition, no balconies are oriented towards the rear yard of the property.

Environmental and Climate Change Impact Matters:

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

The application, if approved, would result in the redevelopment of a site within an area designated for mixed use residential development which is serviced by existing infrastructure and public service facilities. Alternative built forms for residential dwellings, and maximizing the use of land, services and resources, reduces pressures on greenfield development and the extension of significant municipal services where they do not already exist.

Appendix:

Appendix A – Draft Zoning By-law Amendment
Appendix B – Conceptual Site Plan
Appendix C – Planning Analysis
Appendix D – Density Analysis
Appendix E – Elevation Drawings

Report Author:

Tyler Butler, Planner, Development Services

File #:

D30-014-2024

Pending #:

Not Applicable

Appendix A - Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025-XX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands legally described as: Lot 9, Plan 27 in the City of Barrie, known municipally as 204 Dunlop Street West, and as shown on Schedule “A” to this By-law from the ‘Residential Multiple Dwelling Second Density with Special Provisions’ (RM2)(SP-189) to ‘Mixed Use Corridor with Special Provisions’ (MU2)(SP-XXX); and,

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

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

1. **THAT** the Zoning Map be amended to change the zoning from ‘Residential Multiple Dwelling Second Density with Special Provisions’ (RM2)(SP-189) to ‘Mixed Use Corridor with Special Provisions’ (MU2)(SP-XXX); pursuant to the City of Barrie Comprehensive 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 5.4.2 of By-law 2009-141, a maximum front yard setback of 5.60 metres for 100% of the building frontage shall be permitted in the ‘Mixed Use Corridor – Special Provision’ (MU2)(SP-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Section 5.4.3.2 (a) of By-law 2009-141, the requirement for fully paved and seamless front yard connections to the abutting sidewalks shall not apply in the ‘Mixed Use Corridor – Special Provision’ (MU2)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Table 5.4.2 of By-law 2009-141, a rear façade step back with a 57 degree angular plane above 7.5 metres with no step-backs is permitted in the ‘Mixed Use Corridor – Special Provision’ (MU2)(SP-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.4.4.0 of Comprehensive Zoning By-law 2009-141, a minimum landscaped buffer area of 0.60 metres along the west lot line, and 1.2 metres along the east lot line shall be permitted in the ‘Mixed Use Corridor – Special Provision’ (MU2)(SP-XXX) zone.

6. **THAT** notwithstanding the provisions set out in Table 5.4.2 of By-law 2009-141, a maximum side yard setback of 3.7 metres along the west lot line shall be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone.
7. **That** notwithstanding the provisions set out in Table 4.6 of By-law 2009-141, commercial parking spaces are not required to be provided in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone.
8. **THAT** notwithstanding the provisions set out in Table 5.4.2 of By-law 2009-141, a minimum ground level floor height of 3.2 metres shall be permitted in the 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) zone.
9. **THAT** notwithstanding the provisions set out in Section 5.4.3.5 of By-law 2009-141, a minimum first floor commercial coverage of 40% is required in the 'Mixed-use Corridor – Special Provision' (MU2)(SP-XXX) zone.
10. **THAT** notwithstanding the provisions set out in Table 5.4.2 of By-law 2009-141, a maximum lot coverage for parking areas of 60% is permitted in the 'Mixed-use Corridor – Special Provision' (MU2)(SP-XXX) zone.
11. **THAT** notwithstanding the provisions set out in Section 5.3.6.1 (a) of By-law 2009-141, a maximum front yard parking and driveway coverage of 48% shall be permitted in the 'Mixed-use Corridor – Special Provision' (MU2)(SP-XXX) zone;
12. **THAT** lands zoned 'Mixed Use Corridor – Special Provision' (MU2)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B" to this By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces, access and parking areas.
13. **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.
14. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

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

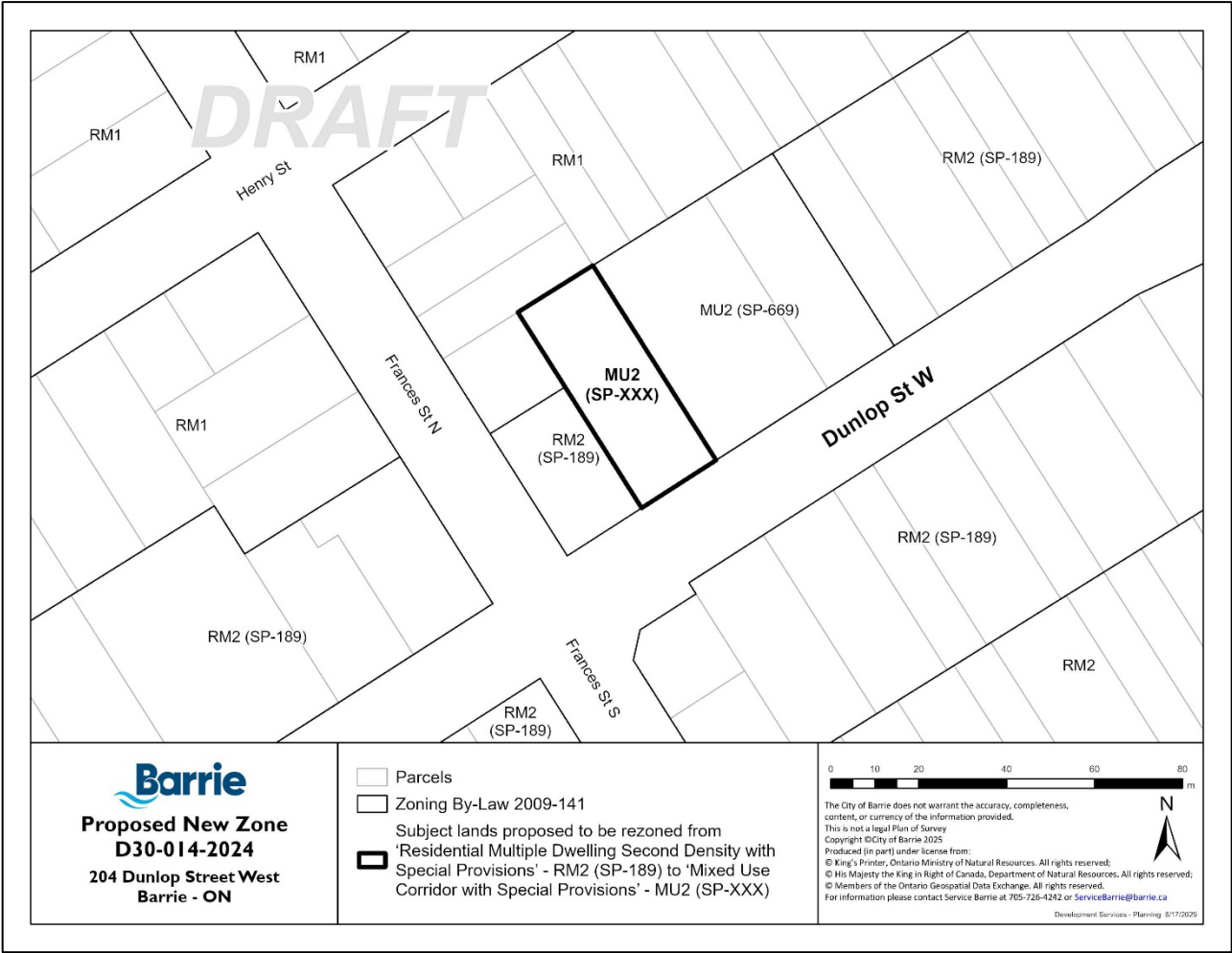
READ a third time and finally passed this ____ day of ____, 2025.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – A. NUTTALL

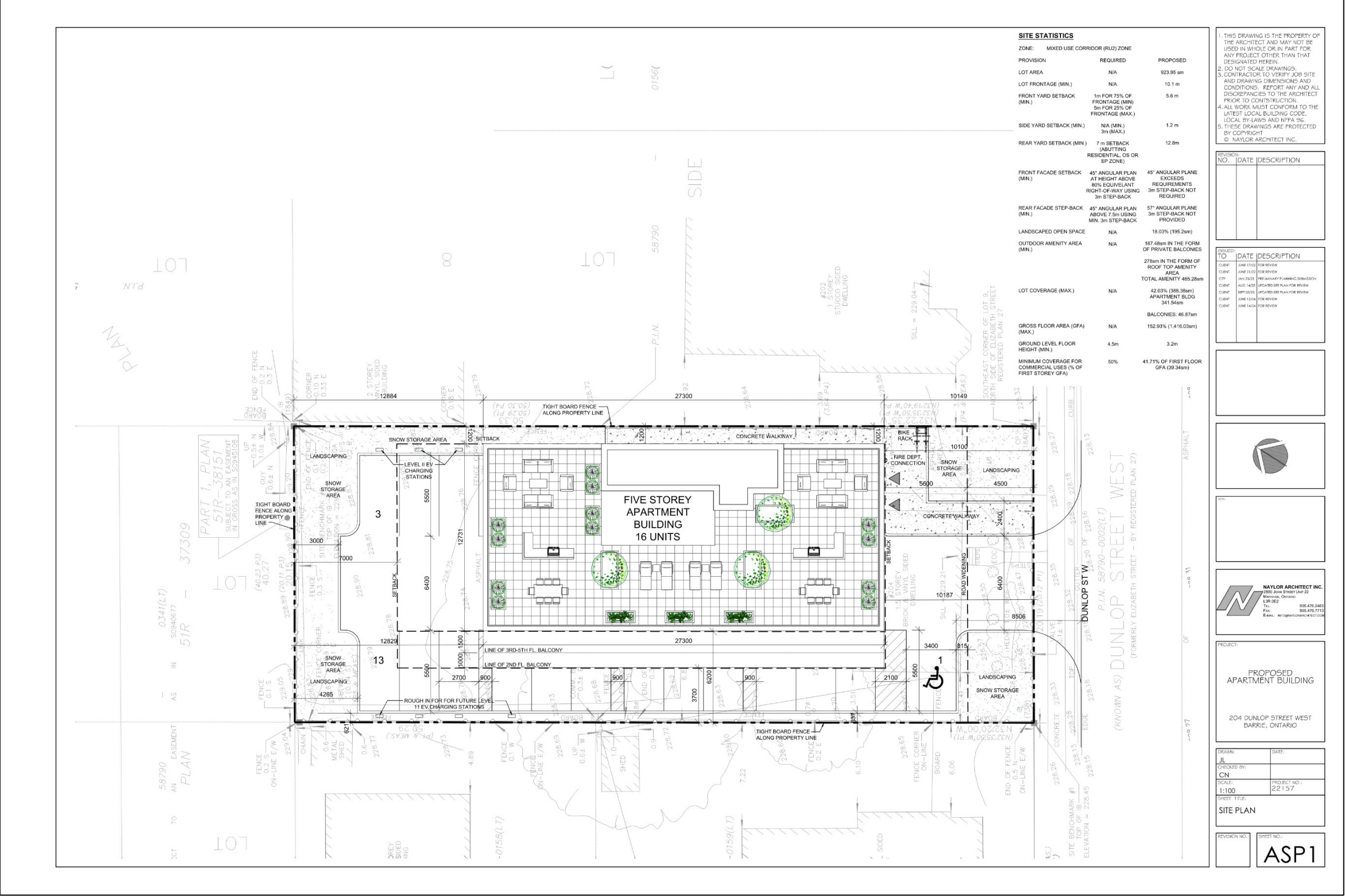
CITY CLERK – WENDY COOKE

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



City of Barrie Zoning By-law Amendment - 204 Dunlop Street West

Appendix B - Conceptual Site Plan



Appendix C - Planning Analysis

Provincial Planning Statement (2024) (PPS)

Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Planning Statement (2024) which supports the achievement of complete communities by accommodating a wide range and mix of land uses and options to meet long-term needs and improving accessibility, social equity and overall quality of life for all people. A mix of housing options and densities to meet housing needs must be provided and land use patterns should be based on densities and a mix of uses which are efficient, support active transportation and are transit and freight supportive. Intensification and redevelopment shall be supported by planning for a range and mix of housing options and infrastructure investment as well as economic competitiveness through a diversified economic base, a range of employment, institutional and mixed uses, intensification and compatible mixed use development and consideration of land use compatibility. The proposed development supports the policies of a healthy, liveable, and compact community that efficiently uses land, supports active transportation and transit usage and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

City of Barrie Official Plan (2024)

Staff have reviewed the relevant policies in the City of Barrie Official Plan which apply to the application and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are located within a 'Strategic Growth Area' and along the Dunlop Street West 'Intensification Corridor' pursuant to Map 1 – Community Structure and are designated 'Strategic Employment and Economic District (SEED)' on Map 2 – Land Use Designations in the City's Official Plan. General policies for Strategic Growth Areas are provided in Section 2.3.3 and within Section 2.3.6 related to Intensification Corridors. The land use policies that guide development within a Strategic Economic and Employment District are identified within Section 2.6.8.

Strategic Growth Areas are identified at key locations throughout the City. They are intended as focal points and long-term centres of residential growth, commerce, jobs, and social interaction. Strategic Growth Areas are planned to become complete communities by accommodating higher levels of intensification, tall buildings, a mix of uses and be transit oriented to maximize the use of existing and planned transit infrastructure. The function of 'Intensification Corridors' is to support transit oriented, higher density development along arterial streets that connect Barrie's growth centres. More specifically, the Strategic Growth Area centered at Dunlop Street West and Anne Street will be planned to support non-industrial economic and employment growth by providing space for clusters of economic activity, supported by residential development at higher densities.

The proposed Zoning By-law Amendment application would facilitate a purpose-built rental development with commercial space located on the ground floor. The residential uses provide a range of unit sizes designed to be transit supportive through the efficient design of the site which will utilize existing infrastructure and meets the parking requirements for residential uses. The site has been designed to be accessible by walking and cycling and is within proximity to a bus stop. While there are no minimum or maximum density provisions identified within a SEED, a density of 178.0 units per hectare is proposed and

will contribute to the density targets across the Strategic Growth Area and City as a whole. A Density Analysis is included as Appendix D and identifies the overall residential density of the study area. The current residential density of the area is approximately 33.21 units per net hectare. Should the development be approved and constructed, the overall residential density of the area will increase to 34.40 units per net hectare.

Section 2.6.8 identifies the policies and goals of Strategic Employment and Economic Districts (SEED). The SEED designation identifies lands within the City where there is potential for the development of clusters of employment which are established or emerging. To enable Strategic Employment and Economic Districts to become complete communities, it is expected that these areas will be planned for a critical mass of population that will attract commercial opportunities in addition to higher levels of intensification to serve both local residents and the City as a whole. While these areas and their associated permitted uses are identified to be primarily for non-industrial economic and employment functions, residential uses are supported on upper levels of low rise, and mid rise buildings.

As discussed, the application is for a five-storey mixed use building within a Strategic Growth Area, along the Dunlop Street West Intensification Corridor, and within a Strategic Economic and Employment District that is in transition from lower density uses to higher density mixed uses. The proposed development would provide a range of unit sizes and be designed to reflect the general character of the area at a scale that is generally reflective of the existing and planned future uses. The application proposes to include commercial space located on the ground floor that is oriented toward the street with residential dwellings located on upper levels.

Urban Design policies in Section 3.2.1 strive to create context-appropriate built form and street frontages that engage with and animate adjacent streets and open spaces that provide appropriate transitions between existing and planned land uses. Strategic Growth Areas are the focus of increased heights and densities and will experience built form changes to achieve the City's overall development goals. These areas shall be designed for a diversity of land uses and housing choices with good connectivity to transit, facilities and amenities, activation of the street and open spaces and the integration of safety and crime prevention principles. Staff are of the opinion that the proposed Zoning By-law Amendment application generally conforms to Section 3.2.1, however, design requirements will be further addressed as part of a future Site Plan Application should the zoning by-law amendment be approved.

The proposed development is compatible with and will contribute to the surrounding neighbourhood. The development provides a low rise building which, in addition to increased landscape buffers at the rear of the property, will provide an appropriate transition to adjacent commercial and residential uses in consideration of future uses that are anticipated along this stretch of Dunlop Street West. Amenity spaces will be provided in the form of balconies that serve each unit and a consolidated amenity area on the rooftop. Additional landscaping along the street frontage will enhance the aesthetic quality of the site. The development supports active transportation by providing bicycle parking and seamless pedestrian connections to the municipal sidewalk for convenient walking access to nearby transit stops and a range of uses along Dunlop Street and Anne Street to the west.

Comprehensive Zoning By-law 2009-141

The applicant is proposing to amend the zoning on the subject lands from the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-189) to 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX).

The table below illustrates the required zone provisions and the proposed site-specific provisions as it relates to the proposed development.

Table 1. Proposed Site Specific Provisions

Zoning Standard (MU2)	Required by Zoning By-law 2009-141 (MU2)	Proposed Zoning Standard (MU2)(SP-XXX)
Front Yard Setback Table 5.4.2	1.0m for 75% of frontage; 5.0m for 25% of frontage	5.6m for 100% of frontage
Side Yard Setback (Max.) Table 5.4.2	3.0 metres	3.7 metres (west lot line)
Ground Level Floor Height (Min.) Table 5.4.2	4.5 metres	3.2 metres
Minimum Coverage for Commercial uses (% of first storey GFA)	50%	40%
Front Yard Parking and Driveway Coverage (Max.) Section 5.3.6.1 (a)	0%	48.0%
Front Yard Setback Section 5.4.3.2 (a)	Front yard setback areas shall be fully paved and seamlessly connected with abutting sidewalk	Shall not apply
Lot Coverage for Parking Areas Section 5.3.6.1 a)	35% of lot area	60%
Landscaped Buffer Areas Section 5.4.4.0	3.0 metres	3.0 metres (north) 1.2 metres (east) 0.60 metres (west)
Rear Façade Step Back (Min.) Table 5.4.2	45 degree angular plane at height above 80% equivalent right of way using 3.0 metre step-backs	57 degree angular plane, no step-backs provided
Required Parking Spaces Table 4.6	1 space per residential dwelling unit (16 units) 1 space per 30.0 metres of commercial area	16 residential parking spaces 0 commercial parking spaces

Front Yard Setback (Minimum and Maximum)

The application proposes a front yard setback of 5.60 metres for 100% of the building frontage, whereas a minimum front yard setback ranging from 1.0 metre for 75% of the frontage to a maximum of 5.0 metres for 25% of the building frontage is permitted in the MU2 zone. Planning staff are of the opinion that the requested front yard setback meets the intent of the By-law. The required front yard setback generally reflects the vision of intensification areas to have buildings constructed closer to the street in order to engage the street frontage. The proposed front yard setback will still provide a seamless connection to the sidewalk and street while also providing sufficient areas for landscaping that will enhance the street presence of the building. Non residential uses are proposed to be located at grade that will animate the streetscape and will be accessible to both residents of the building and the surrounding community.

Side Yard Setback

The subject application proposes a maximum side yard setback of 3.70 metres to the west lot line, whereas a maximum side yard setback of 3.0 metres is permitted in the MU2 zone. The general intent and purpose of restricting side yard setbacks is to ensure that the City's intensification corridors develop with compact medium and high-density mixed-use developments that create a continuous urban streetscape. Recognizing this, Planning staff are of the opinion that it is also important to have regard for existing land uses and ensure that appropriate building transitions and buffering are provided between new and existing developments, particularly lower density residential land uses. As such, staff are of the opinion that the increased side yard setback is appropriate to provide an appropriate setback and transition to the existing residential uses to the immediate west of the subject lands.

Ground Level Floor Height

The development proposes a ground floor height of 3.2 metres whereas the Zoning By-law requires a minimum ground floor level height of 4.5 metres. The intent of the zoning provision is to ensure that ground floor commercial uses can be effectively accommodated within mixed use developments. To minimize the overall height of the building and reduce potential impacts on adjacent properties, the height of the ground floor has been reduced. Despite this reduction, the proposed 3.2 metre ground floor height is sufficient to accommodate the required mechanical equipment, maintain an attractive streetscape, and support active commercial uses at grade. It also allows for appropriate clearance to access on-site parking through the open driveway design. Overall, the reduction in ground floor height does not compromise the functionality of the site or the viability of the commercial space and as such, staff have no concerns with a reduced ground level floor height of 3.2 metres.

Minimum Ground Floor Commercial (Percentage of Gross Floor Area)

The applicant is proposing that a minimum of 40 percent (16.41m²) of the total gross floor area of the ground floor be dedicated to commercial uses, whereas the Zoning By-law requires a minimum of 50 percent of total gross floor area of the ground floor be dedicated for commercial uses in the MU2 zone. The general intent and purpose of this zoning

provision is to ensure that adequate commercial uses are provided along the City's Mixed Use Intensification Corridors to create an active pedestrian-friendly streetscape.

The building has been designed with a compact footprint and limited ground floor area, which constrains the space available for commercial uses. While the applicant is seeking a reduction in the required percentage of ground floor area dedicated to commercial uses, active commercial uses are still being provided along the Dunlop Street West frontage. Staff note that a range of existing commercial uses are located within 450.0 metres of the site. Additionally, hardscaped outdoor areas and direct connections from the commercial unit to the municipal sidewalk are proposed, enhancing accessibility and pedestrian engagement. Given the proximity of other commercial uses in the vicinity of the Anne Street North and Dunlop Street West intersection, the proposed commercial space is considered to be appropriate and consistent with the mixed-use intent of the area.

Front Yard Parking Coverage

The proposal includes 48% front yard coverage for parking and driveways, whereas the Mixed Use Corridor zoning permits 0%. This provision is intended to encourage rear-lot parking and support a vibrant, pedestrian-oriented streetscape along intensification corridors. Due to site constraints, including the inability to provide side yard access while maintaining a functional building footprint, a front yard driveway is the most practical solution. The driveway occupies less than half of the front yard and includes a barrier-free space to ensure accessible entry to the building. Additionally, front yard parking responds to City staff's request to increase landscaped areas at the rear of the site. While both the driveway and parking areas contribute to paved surface coverage, they do not impede site circulation or detract from the building's street presence. As such, staff have no concerns with the proposed front yard parking configuration.

Front Yard Setback (Paved Area)

The application proposes that the front yard not be fully paved, whereas a fully paved front yard which is seamlessly connected with abutting sidewalk is required in the MU2 zone. Planning staff support the requested site-specific zoning provision to permit soft landscaping within the required front yard setback. The requirement for a fully paved front yard in the MU2 zone is based on the assumption of active ground floor commercial uses with unobstructed public access. However, the proposed design includes soft landscaped areas along the front of the building which are considered more appropriate for this context. These landscape elements enhance the streetscape, while maintaining clear pedestrian access to the commercial space located on the ground floor. As such, staff recommend that the provisions of section 5.4.3.2 (a) of the Zoning By-law requiring fully paved and seamlessly connected front yards with the abutting sidewalk, not apply to the subject lands.

Maximum Lot Coverage for Parking as a Percentage of Lot Area

The applicant is proposing a maximum lot coverage of 60% for parking areas, whereas a maximum of 35% is permitted. This provision is intended to preserve space at grade for landscaping, amenity areas and to encourage active transportation. In this case, the proposed parking meets the residential requirements of the Zoning By-law. In consultation with staff, two (2) commercial parking spaces were removed to increase the width of landscape buffers and increase the overall permeable surface area of the site. Given the

nature of the development as an infill development, the site faces spatial constraints that justify a higher parking coverage. Planning staff acknowledge that such developments may require flexibility and as such have no concerns with the proposed increase in parking area coverage.

Landscaped Buffer Areas

In accordance with the City's Comprehensive Zoning By-law, any lot within a Mixed Use zone that abuts a residentially zoned lot requires a 3.0 metre wide landscape buffer and 2.0 metre high tight board fence along the abutting lot line. The general intent and purpose of prescribing minimum widths for landscape buffer strips is to enhance privacy, particularly adjacent to low density residential uses, and to assist with stormwater infiltration and snow storage. The application proposes reduced landscaped buffer widths of 0.60 metres along the west side lot line and 1.2 metres along the east lot line.

In this case, the proposed five-storey building is not considered a tall building, as it measures less than six (6) storeys in height, and the side and rear yard setbacks exceed the minimum requirements of the Zoning By-law, thereby mitigating perceived privacy concerns associated with building height. Further, a 2.0 metre high tight board fence will be required to be installed around the parking area and periphery of the site, further reducing potential impacts on adjacent properties.

It is noted that a 3.0 metre wide landscaped buffer area is provided along the north lot line which will accommodate larger plantings and support the preservation of existing trees. Given the nature of the development as an infill development, proposing a modest form intensification, the site has been designed to efficiently use the available land while meeting the required residential parking provisions and directing much of the parking to the rear of the building to support an active streetscape.

Parks Planning staff have confirmed that the rear lot landscape buffer strip can viably accommodate planting and fencing to effectively screen adjacent properties from vehicular lighting and activity, particularly during evening hours. It is important to note that the landscape buffer strip is widest along the rear lot line, where the impacts associated with vehicular lighting of traffic flow into the site would be generated. Additionally, snow storage has been addressed through designated areas identified on the Conceptual Site Plan, without unreasonably impacting the functionality of the site during the winter months, and Approvals (Engineering) staff have not identified any concerns with stormwater management or infiltration on-site.

Rear Façade Step Back (Angular Plane)

The application proposes a rear façade angular plane of 57 degrees, whereas the zoning by-law would limit the angular plane to 45 degrees using 3.0 metre step-backs. The general intent and purpose of limiting the angular plane of taller buildings is to ensure a gradual transition in height which aids in protecting access to sunlight, and privacy for adjacent properties. Elevation Drawings of the proposed building, including the angular plane details are included as Appendix E. In this case a 57 degree angular plane is being requested at the rear of the building to ensure the functionality and liveability of the 5th floor rear dwelling units. An increase to a 57 degree angular plane will permit a greater building height and floor area within the same footprint, which aligns with the Official Plan objectives of the

Strategic Growth Area (SGA) and Strategic Economic and Employment District (SEED) to promote compact, and efficient residential developments. The increase to angular plane will support intensification on an identified intensification corridor, and as identified above, the landscaped buffer area at the rear of the site has been increased in width to ensure larger and more mature vegetation can be planted to mitigate any concerns. Additionally, no balconies are located or oriented towards the rear of the building, reducing concerns related to creating unnecessary overlook conditions into private amenity areas. As such, staff have no concerns with increasing the angular plane from 45 degrees to 57 degrees, as the proposal maintains adequate separation from the properties located at the rear of the site, including an increased landscaped buffer area at the rear lot line in order to support the retention and planting of larger, more mature vegetation.

Required Parking Spaces (Commercial Parking Spaces)

The application proposes a reduction to the required commercial parking, which is one (1) space per 30.0 square metres of commercial gross floor area. When considering parking ratios for new developments, it is important to consider the locational context of the site as it relates to proximity to commercial, employment, and community uses, as well as access to transit. As recommended by staff, two commercial parking spaces were removed to increase the landscape buffers and landscaped open space on the subject property. Residential parking is being provided at the required parking ratio of one (1) space per dwelling unit, totaling sixteen (16) parking spaces on site. In staff's opinion, the reduction in commercial parking has no negative impact on the overall site; rather, it enhances site functionality by increasing landscape buffer areas and snow storage capacity while supporting transit-oriented development.

Development Generally in Accordance with the Conceptual Site Plan

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

Appendix D - Density Analysis

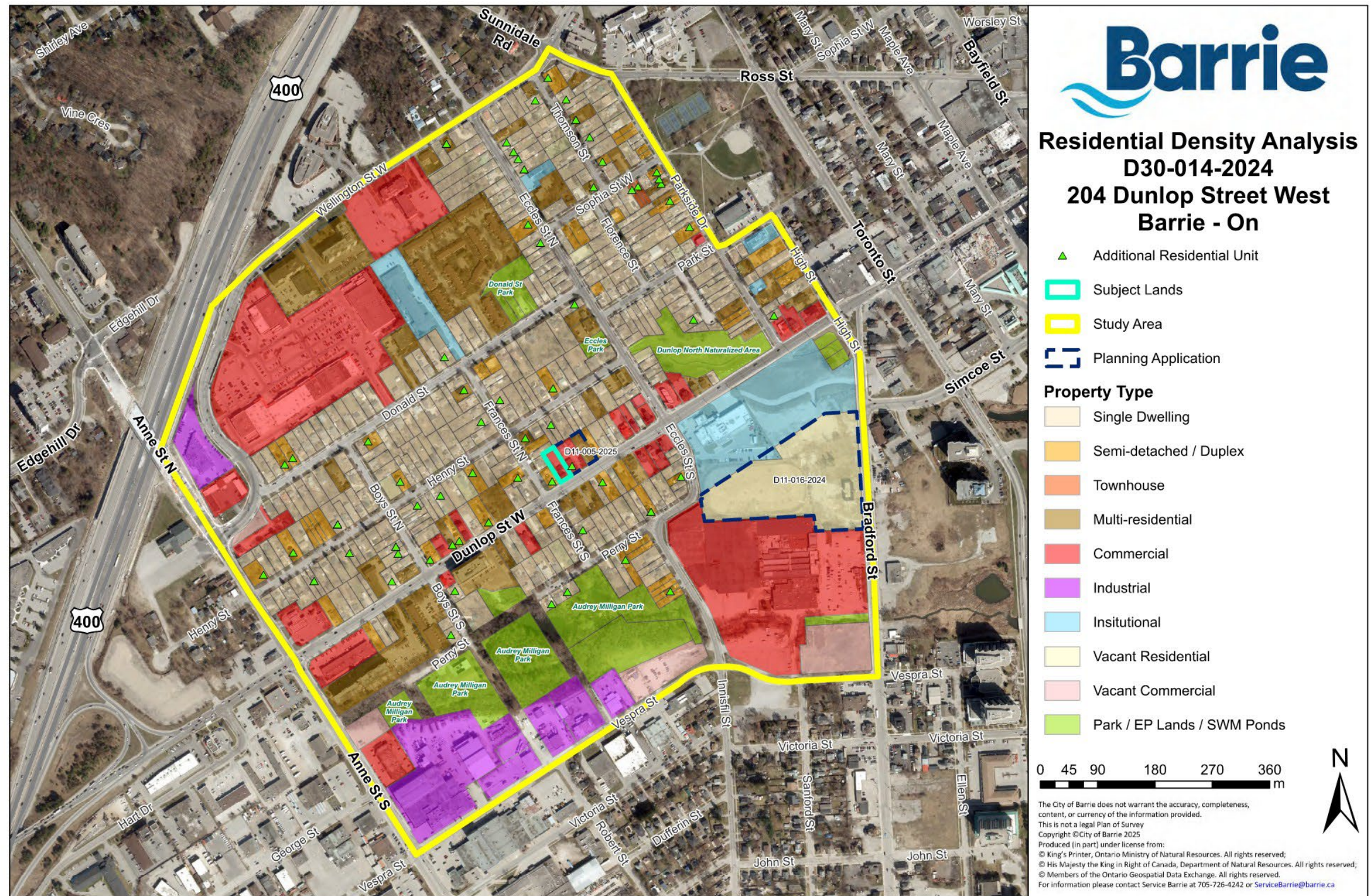
RESIDENTIAL DENSITY ANALYSIS FILE D30-014-2024 204 DUNLOP STREET WEST, BARRIE - ON			
Total Study Area		88.08 ha	
Total Developable Area - <i>Only residential</i> (Private properties)		36.31 ha	
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)		62.46 ha	
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways		7.02 ha	
Total Area Roads right of way		18.60 ha	
PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	385	20.78	18.53
Semis/ Duplex Dwelling Unit	99	3.41	29.01
Townhouse Dwelling Unit	4	0.08	49.33
Multiresidential Dwelling Unit	718	8.44	85.04
Vacant Residential		0.29	
Vacant Commercial		1.76	
Non- residential areas(Industrial/ Commercial/ Institutional)		24.39	
Parks/ Open Space/ Walkway / Laneway		7.02	
Subject Property 204 Dunlop Street West - D30-014-2024 <i>A zoning by-law amendment proposes to amend the existing Residential Multiple Dwelling Second Density – Special (RM2)(SP-189) zoning of the property to Mixed Use Corridor – Special (MU2)(SP-XXX) to facilitate the development of a 5-storey, mixed-use building containing 16 rental residential dwelling units and 1 commercial unit with an area of approximately 39.34m2 on the ground floor.</i>	16	0.11	151.30
Other Proposed Developments in the area			
<i>D11-005-2025 - 196 & 202 Dunlop Street West</i> <i>A Site Plan Control application that would facilitate the development of a 4-storey mixed-use development with 33 residential apartment units and two (2) ground floor commercial units with surface parking at the rear of the site.</i>	33	0.25	131.48
<i>D11-016-2024 - 34, 38, 40, 44 & 50 Bradford Street</i> <i>A Site Plan Control applicationto permit two 26 and 30 storey towers on a 6-storey podium with a total of 629 residential units and 6 ground floor commercial units that extend along the Bradford Street frontage.</i>	629	2.95	213.30
Current Residential Density <i>(Only Residential Lands included)</i>	1206	36.31	33.21
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	1206	62.46	19.31
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	1222	36.31	33.65
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	1222	62.46	19.56
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area <i>(Only Residential Lands included)</i>	1249	36.31	34.40
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area <i>(All Residential and Non- residential lands included)</i>	1249	62.46	20.00

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.
Additional Residential units registered in the area were also added; they were counted on their corresponding dwelling unit.
Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.
Any residential units existing in the properties listed under Other Proposed Developments in the Area as well as in the Subject Lands have been included in the analysis; adding them for current density calculation and subtracting them for the Projected Densities as needed.

Prepared by: Development Services
Date: June 16, 2026

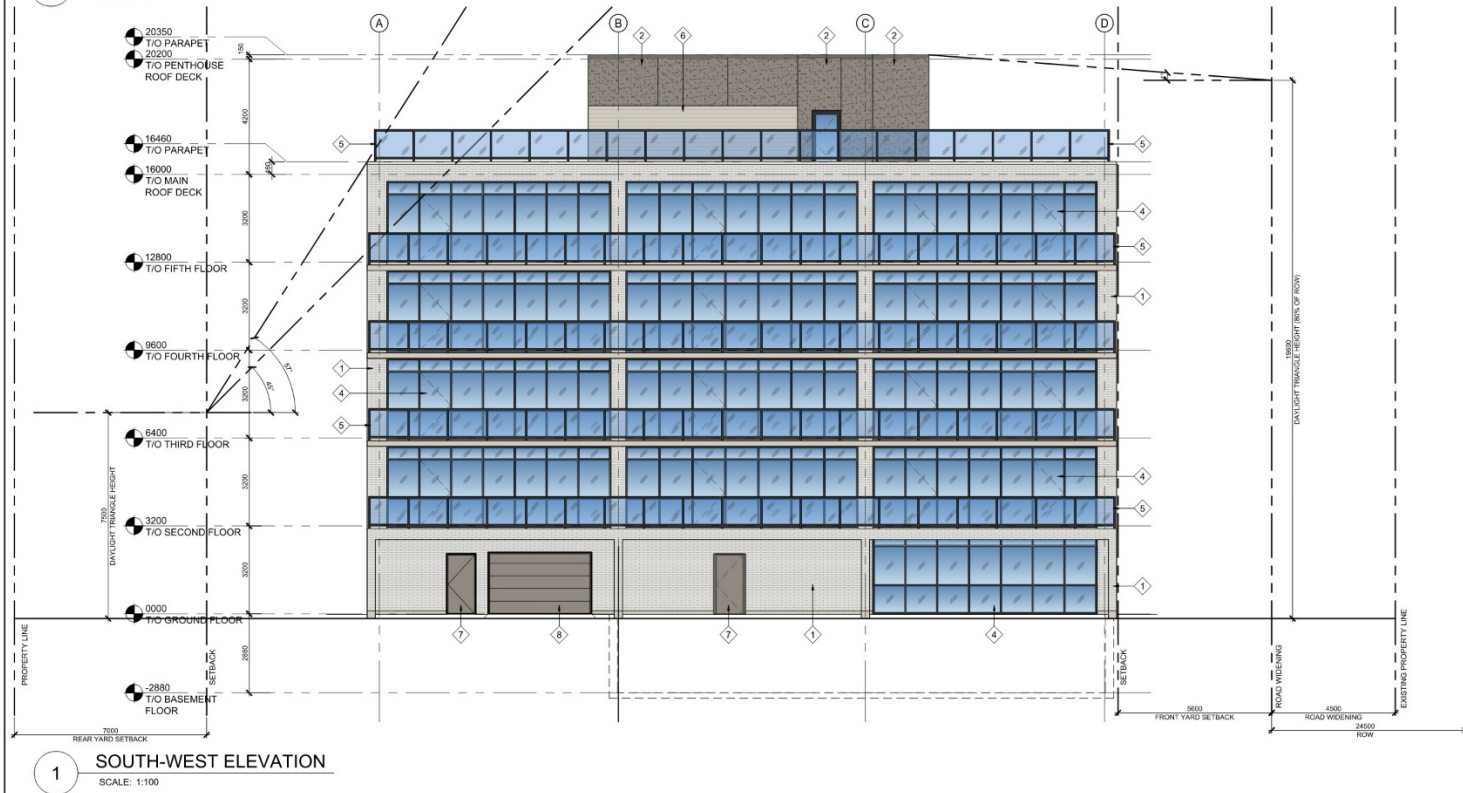
Appendix D - Density Analysis (Continued)



Appendix E – Elevation Drawings



2 SOUTH-EAST (DUNLOP ST. W) ELEVATION
SCALE: 1:100



EXTERIOR ELEVATIONS NOTES LEGEND	
1	CONCRETE BRICK BRAMPTON BRICK - FINISHES SERIES COLOUR: POLAR WHITE TEXTURE: QUANTZ
2	EIPS SYSTEM WITH STUCCO FINISH TEXTURE: FINE COLOUR: TO MATCH SHERWIN WILLIAMS WITH HIGH IMPACT REINFORCING MESH AT GROUND LEVEL
3	NONCOMBUSTIBLE STUCCO FINISH WITH STUCCO FINISH SW 7018 COVEAL COLOUR: TO MATCH SHERWIN WILLIAMS SW 7018 COVEAL WITH HIGH IMPACT REINFORCING MESH AT GROUND LEVEL
4	WINDOW FRAME KARNER METROVIEW FG 5011 OUTSIDE COLOUR: BLACK ANODIZED GLASS: TINTED LOW E BEADED UNO OR INSULATED SPANDREL GLASS
5	4" HIGH RAILING ALUMINUM RAILING SYSTEM TOP LAMINATED GLAZING COLOUR: BLACK/WHITE ROOF TIGHT EQUIPPED SCHED ENCLOSURE SCREEN
6	HOLLOW METAL DOOR PAINT DOOR AND FRAME TO MATCH SHERWIN WILLIAMS SW 7018 COVEAL INSULATED SECTIONAL OVERHEAD DOOR
7	FLARE PARTITION CONNECTION

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4. ALL WORK MUST CONFORM TO THE LATEST LOCAL BUILDING CODE, LOCAL BY-LAWS AND NFPA 96.

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REVISION:		
NO.	DATE	DESCRIPTION

ISSUED TO			DATE	DESCRIPTION
CIENT	JUNE 17/22	FOR REVIEW		
CITY	JAN 23/23	PRELIMINARY PLANNING SUBMISSION		
CIENT	JUNE 12/24	FOR REVIEW		
CIENT	JUNE 14/24	FOR REVIEW		



PROJECT:

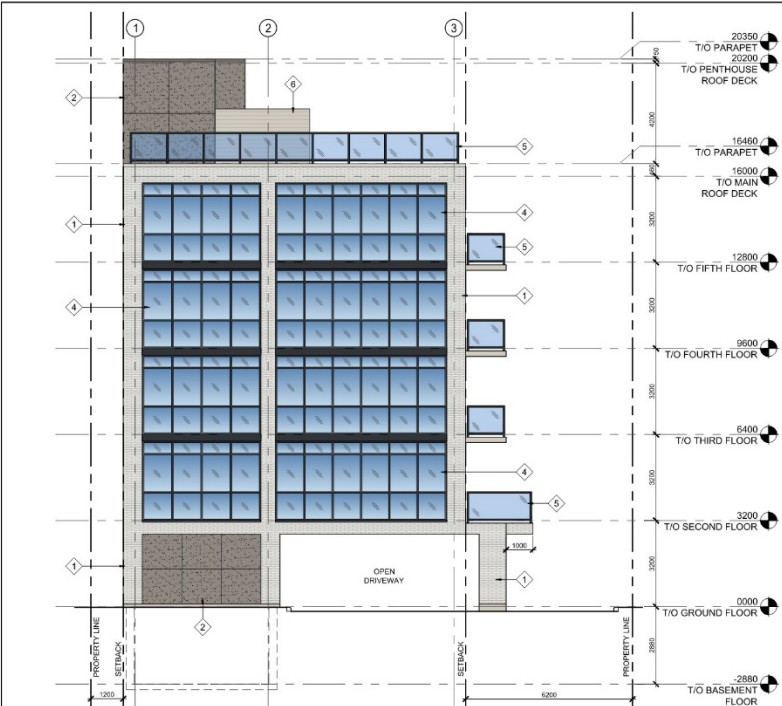
PROPOSED
APARTMENT BUILDING

204 DUNLOP STREET WEST
BARRIE, ONTARIO

DRAWN: JL	DATE:
CHECKED BY: CN	
SCALE: AS SHOWN	PROJECT NO.: 22157
SHEET TITLE: EXTERIOR ELEVATIONS	

REVISION NO.:
SHEET NO.:
A3.1

Appendix E – Elevation Drawings (Continued)



4 NORTH-WEST ELEVATION
SCALE: 1:100



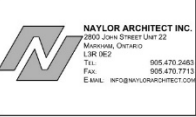
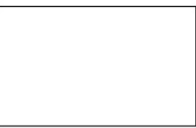
3 NORTH-EAST ELEVATION
SCALE: 1:100

EXTERIOR ELEVATIONS NOTES LEGEND	
1	CONCRETE BRICK BRAMPTON BRICK - FINESSE SERIES SIZE: METRIC NORMAN COLOUR: POLAR WHITE TEXTURE: QUARTZ
2	EPS SYSTEM WITH STUCCO FINISH TEXTURE: FINE COLOUR: TO MATCH SHERWIN WILLIAMS SW 7018 DOVETAIL WITH HIGH IMPACT REINFORCING MESH AT GROUND FLOOR
3	NON-COMBUSTIBLE EPS SYSTEM WITH STUCCO FINISH TEXTURE: FINE COLOUR: TO MATCH SHERWIN WILLIAMS SW 7018 DOVETAIL WITH HIGH IMPACT REINFORCING MESH AT GROUND FLOOR
4	WINDOW WALL HAWKEER METROVIEW PG 5011 OUTSIDE GLAZE COLOUR: BLACK-ANODIZED GLAZING: 1" INSULATED TINTED LOW E SEALED UNIT OR INSULATED SPANDREL GLASS
5	47" HIGH RAILING CFL ARS ALUMINUM RAILING SYSTEM WITH CLEAR LAMINATED GLAZING COLOUR: BLACK MATTE
6	ROOF TOP EQUIPMENT SOUND ENCLOSURE SCREEN
7	HOLLOW METAL DOOR PAINT DOOR AND FRAME TO MATCH SHERWIN WILLIAMS SW 7018 DOVETAIL
8	INSULATED SECTIONAL OVERHEAD DOOR
9	FIRE DEPARTMENT CONNECTION

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REVISION NO.	DATE	DESCRIPTION

SOLED TO	DATE	DESCRIPTION
CLIENT	JUNE 17/22	FOR REVIEW
CITY	JUNE 20/22	FOR REVIEW
CLIENT	JUNE 12/24	FOR REVIEW
CLIENT	JUNE 14/24	FOR REVIEW



PROJECT:
PROPOSED APARTMENT BUILDING

204 DUNLOP STREET WEST
BARRIE, ONTARIO

DRAWN: JL	DATE:
CHECKED BY: CN	PROJECT NO.: 22157
SCALE: AS SHOWN	SHEET TITLE: EXTERIOR ELEVATIONS

REVISION NO.	SHEET NO.
	A3.2