



March 26, 2014

Ms. D. McAlpine  
City Clerk  
City of Barrie  
70 Collier Street  
Barrie, Ontario  
L4N 4T5

Dear Ms. McAlpine:

**Re: Public Meeting – March 31, 2014  
Proposed Zoning for Intensification Nodes and Corridors**

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I have had an opportunity to review the City's Staff Report on the above-noted matter and I attended the Zoning Forum held on February 28, 2014. I have also reviewed the proposed development standards for the intensification area zones and am writing to provide my comments.

In general, my concerns relate to reducing the impact of residential intensification on existing stable residential neighbourhoods. I feel that this can be best accomplished by reducing the height of buildings along intensification corridors, ensuring an appropriate rear yard setback, establishing a standard for visitor parking, increasing landscape buffering/fencing standards and modifying the list of permitted uses.

I believe that the proposed allowances for 5 to 8 storey buildings adjacent to existing low density residential areas should be reconsidered, with a view to reducing the heights to between 2 and 4 storeys.

**1. Maximum height of 2 storeys is required in certain locations due to variations in topography**

One of my main concerns is the impact that redevelopment will have in at least 3 particular locations in the City of Barrie (note attached maps). In the examples provided, there is a topographical variation between the intensification corridor lands and the established residential areas located immediately behind and adjacent to the intensification area. Put more simply: the lands that would be permitted more intense development and greater heights are already



topographically higher in elevation than the lands behind. The outcome would be a situation where existing established residential areas would be negatively impacted in terms of height, setbacks, massing and shadowing.

Area A is located on the east side of Yonge Street, from MacLaren Avenue, southerly and including the property known municipally as 481 Yonge Street. These lands are between 4 and 6 metres higher than lands to the east, hence development of these lands to a potential height of between 5 and 8 storeys results in a 7 to 10 storey impact to adjacent single detached dwellings. Although not along an intensification corridor, Area B, located on the north side of Penetang Street, shows a similar topographic variation. The Penetang Street lands are higher than the residential houses on the south side of Queen Street. Area C, located on the east side of Duckworth Street is also topographically higher than those homes built on the west side of Belcourt Avenue.

I question the appropriateness of the minimum and maximum building heights set out in the Proposed Development Standards chart. It is my request that at a minimum, Council consider a site specific Mixed Use Zoning for areas where there are such topographic variations so that the maximum height is limited to 2 storeys, regardless of whether or not ground floor commercial is provided.

While I have attached location maps illustrating three examples, it is my suggestion that there may be other areas in the City that have similar situations. I would ask therefore that City staff consider the topography of each of the intensification corridors and the potential impact on adjacent uses before finalizing any new development standards or recommending an as-of-right height permission. Similarly, it is my suggestion that for all redevelopment projects, a solar shadow study be required and peer reviewed.

**2. Rear yard setbacks adjoining residential zones should be 10 metres when ground floor commercial is provided.**

The City's current zoning by-law requires a 10 metre rear yard setback when General Commercial or Convenience Commercial uses are developed adjacent to a residential zone. Given that ground floor commercial is contemplated along intensification corridors, it is my position that the same 10 metre setback (not 7 metres as proposed) should be carried through in the new Mixed Use zoning. A 10 metre rear yard setback recognizes the need to adequately separate commercial uses from existing residential uses.

As buildings are moved closer to the street, the rear yards along intensification corridors, which are closest to existing established residential neighbourhoods, now become the active areas. I am not convinced that ground floor commercial



should be permitted as-of-right along all intensification corridors. However, in instances where ground floor commercial uses are proposed, careful consideration should be given to increasing the width of landscape buffers, providing acoustic fencing, and requiring garbage disposal areas to be within the main building, all in an effort reduce the impact on existing residential areas.

### **3. New Visitor and Barrier Free Parking standards are required.**

The new development standards propose a parking standard of 1 space per dwelling unit. This is a generally accepted standard for intensification areas where there is an expectation that transit will be used. However, many municipalities have recognized the need to implement a standard for visitor parking. As on-street parking is unlikely to be permitted along intensification corridors such as Essa Road, Dunlop Street West, Yonge Street and the northern part of Duckworth Street, it is important that new developments have dedicated areas for visitor parking. It is my suggestion that for both the mixed use node and corridor areas, a parking standard of 1.5 spaces per residential unit be required of which 25 percent of the spaces would be dedicated for visitor parking. A minimum of 2 barrier free parking spaces should be required, over and above the usual parking standard. To avoid the use of parking spaces for snow storage, many municipalities are now requesting the identification of snow storage areas as part of Site Plan approval.

### **4. Permitted uses within intensification areas.**

Staff are suggesting that automotive service stations be permitted within the intensification corridors though site specific rezoning approvals. In my opinion, further consideration needs to be given to this approach. Has an inventory been completed to identify all existing automobile service stations along intensification corridors? Is there a need for additional service stations? Would this use be more appropriate in a location away from existing established residential neighbourhoods?

Other uses that in my opinion are inappropriate in the intensification corridor areas (adjacent in many cases to low density residential uses) are uses that often create "outdoor" noise including: arcade or game establishment, building supply centre, bus terminal, entertainment establishment, nursery or garden supply centre, outdoor display and sales area, recreational establishment.

As a final point, I note that staff are suggesting (Staff Report PLN029-13, December 9, 2013) that they will be recommending that Council consider *pre-zoning* all lands within intensification nodes and corridors to the newly created zones. I wish to indicate my objection to this approach as I feel it is important for



each redevelopment application to be considered in terms of its impact on the immediately adjacent uses. Pre-zoning lands would deny this opportunity to the residents of numerous established neighbourhoods in Barrie.

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The removal of obstacles to redevelopment and the establishment of new zone permissions and standards for intensification nodes and corridors should not in turn result in a negative impact to the adjacent stable residential neighbourhoods. While I recognize the importance of encouraging residential intensification within the built boundary, I think we must be mindful of its impact on existing residential areas not only in terms of zoning standards but also with respect to the types of uses that will be permitted and how those uses could impact immediately surrounding residential areas.

Please add my name to the list of those requesting notification regarding this matter.

Sincerely,

Celeste Phillips, MCIP RPP





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March 26, 2014

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| <ul style="list-style-type: none"> <li>--- Municipal Border</li> <li>--- Contour - 2 Meter</li> <li>--- Trail</li> <li>--- Rail Line</li> <li>--- Highway</li> <li>--- Major Road</li> <li>--- Ramp</li> <li>--- Local Roads</li> <li>--- Unassumed and Seasonal Roads</li> </ul> | <ul style="list-style-type: none"> <li>--- Water Line, Intermittent</li> <li>--- Water Line, Permanent</li> <li>--- Building Footprint</li> <li>--- Provincial Park</li> <li>--- Water Area, Permanent</li> <li>--- Wetland Area, Permanent</li> <li>--- Wooded Area</li> <li>--- Cartographic Urban Area</li> <li>--- Cemetery - Polygon</li> </ul> | <ul style="list-style-type: none"> <li>--- First Nations Land</li> <li>--- Municipal Park</li> <li>--- Land Use</li> <li>--- Amusement Park</li> <li>--- Commercial</li> <li>--- Educational</li> <li>--- Golf Course</li> <li>--- Government</li> <li>--- Industrial</li> <li>--- Medical</li> </ul> |
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# Area B

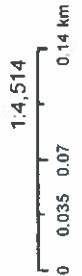


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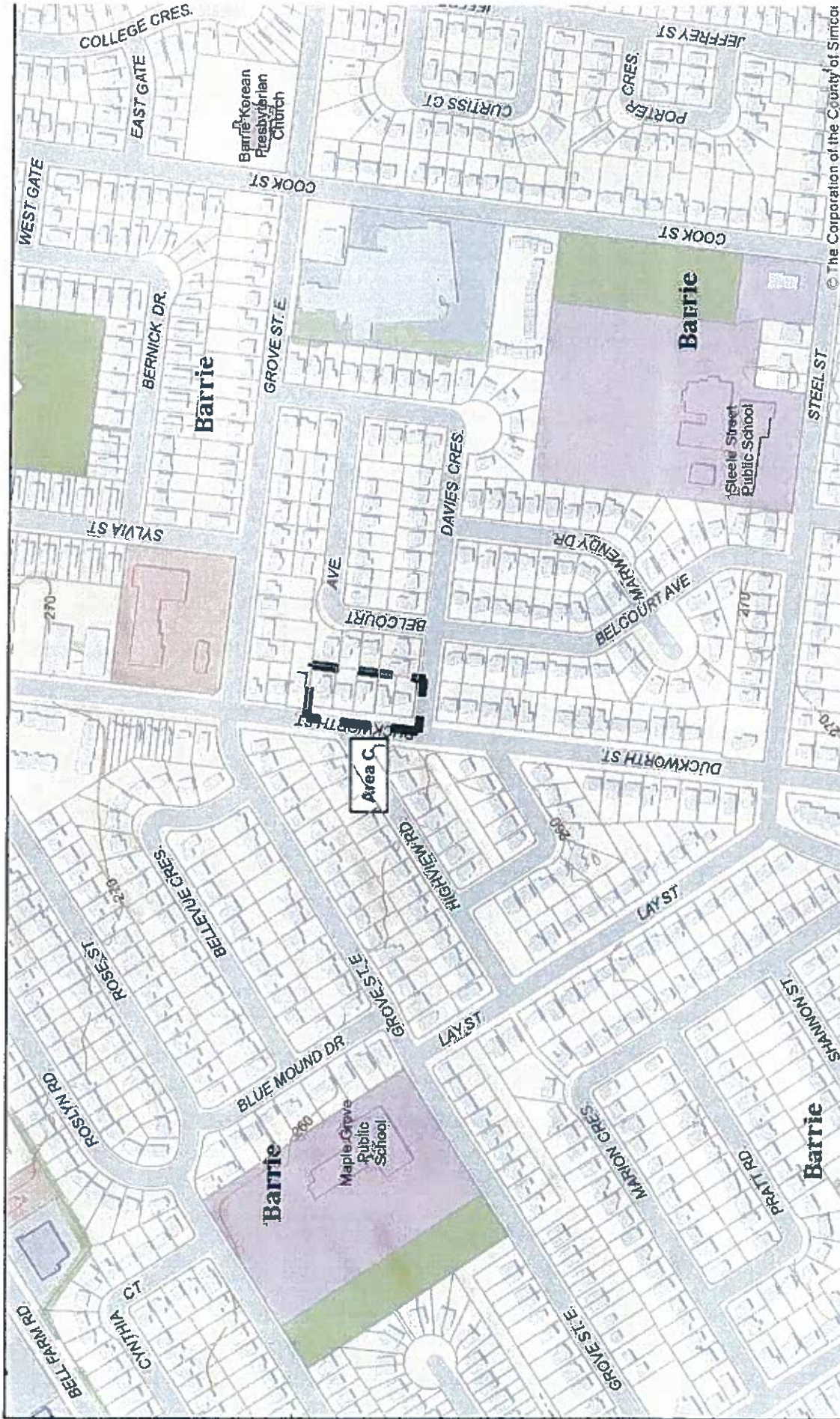
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# Area C



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- Municipal Border
- Conour - 2 Meter
- Trail
- Railway
- Highway
- Major Road
- Ramp
- Local Roads
- Unassumed and Seasonal Roads
- Water Line, Intermittent
- Water Line, Permanent
- Building Footprint
- Provincial Park
- Water Area, Permanent
- Wetland Area, Permanent
- Wooded Area
- Cartographic Urban Area
- Cemetery - Polygon
- First Nations Land
- Municipal Park
- Amusement Park
- Commercial
- Educational
- Golf Course
- Government
- Industrial
- Medical

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## Building Healthy Communities

### Healthy Communities

**Where you live affects your health.** The way our communities are designed can influence our lives in many ways, from the quality of the air we breathe to how physically active we are.

**How you live affects the environment.** The choices you make everyday can have an impact on the environment in a positive or negative way. We share our surroundings with each other and must work together to make changes for the better. Municipalities, health units and others are working to create healthier communities by planning for trails and sidewalks, parks and public spaces, safe roads, reductions in personal vehicle use, access to healthy local food, energy conservation and many other health supporting features. You can help too! Good health starts with each person, but it takes a community to support it.

**Healthy Community Planning & Design  
= A Healthier Community  
= A Healthier You**

**Healthy communities** are ones that are planned and designed with people in mind. They are communities that strive for a strong economy, a clean environment and a healthy population. A community protects and promotes the health of its residents when it: provides opportunities for physical activity and recreation; ensures access to healthy foods; creates a safe physical environment; provides infrastructure and buildings designed for people of all ages and abilities; protects and sustains the natural environment; and encourages citizen participation in municipal affairs. Creating a healthy community requires the support, energy and assets of all the people who live there.

Think about the decisions your municipality makes and the actions you take to help create a healthier community.



## Did you know?

- ⚙ Neighbourhoods that are spread out and car-dependent result in fewer people walking and cycling, which contributes to poor health.
- ⚙ Having access to fresh, healthy foods at neighbourhood grocery stores and farmers' markets increases the chance that a person's food choices will be healthier.
- ⚙ Designing communities to accommodate cars results in more vehicles on the road. This can increase the risk of motor-vehicle related injuries and deaths.
- ⚙ Preserving and protecting trees and greenspace is critical to the quality of our air.
- ⚙ Having access to open space and the opportunity to interact with others at public gathering places can increase a person's sense of well-being.



## You can make a difference when you...

- Walk or cycle more often and use your car less; buy fresh food at your local farmers' market; conserve energy in your home; and volunteer with a local club or group.
- Speak with your neighbours about the issues affecting your community and discuss ways to address them.
- Learn more about your municipality's official plan and how it affects your community.
  - The official plan guides how land should be used in your community, such as where housing, industry, shops, parks and schools will be located, what services are needed, and how road and transportation systems are designed.
  - Official plans are updated at least every five years. A copy of the plan is made available to the public and your local council must ensure a public meeting is held about the plan.
- Contact your municipality at any time to discuss opportunities for input into your community's official plan. Any person can provide written comments and/or speak at the public meeting about the proposed plan.
- Participate on a municipal or community committee on issues of mutual interest or concern.

## Municipalities show leadership when they...

- Regularly maintain and upgrade sidewalks, trails and walkways so they are safe and convenient for pedestrian movement throughout the year.
- Plan for compact and mixed land use development that reduces distances that people need to travel to jobs, shopping, schools and recreational areas.
- Provide a variety of transportation and housing options for people of all ages, income and abilities.
- Include official plan policies that support energy conservation and reflect healthy community design standards.
- Build within community boundaries where infrastructure, roads and services already exist.

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### For more information:

Refer to other fact sheets in this series: Air Quality, Active Transportation, Road Safety and Food Access.



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