Comments Summary Matrix: Index of Comments Received

D. Agencies and Special Interest Groups

No.	Commenter	Date Received
D1.	**Metrolinx** A. Chan, Manager, Adjacent Development Third Party Projects Review U. Samuels, Manager, Adjacent Development Third Party Projects Review	Aug. 1, 2024
D2.	**A. Dick**	Aug. 30, 2024
D3.	**Redwood Park Communities**	Sep. 17, 2024
D4.	**County of Simcoe** Tiffany Thompson, RPP – Manager of Planning	Sep. 27, 2024
D5.	**A. Ivsins**	Sep. 27, 2024
D6.	**Active Transportation & Sustainability Committee** J. Northcote, Committee Member	Sep. 27, 2024
D7.	**L. Gerry**	Sep. 28, 2024
D8.	**L. Palomba**	Sep. 28, 2024
D9.	**Pollinate Barrie** K. Patterson McGrath, Co-Founder, Pollinate Barrie A. Hammell, Co-Founder, Pollinate Barrie	Sep. 29, 2024
D10.	**B. & S. Miller**	Sep. 30, 2024
D11.	**Lake Simcoe Region Conservation Authority (LSRCA)** S. Payne, BES, Planner 1	Sep. 30, 2024
D12.	**Allandale Neighbourhood Association (ANA)** C. Colebatch B. Mackie	Oct. 1, 2024
D13.	**Infrastructure Ontario (IO)** S. Hastings, MCIP, RPP, Senior Planner, Portfolio Planning and Pre-Construction Services	Oct. 7, 2024
D14.	**Simcoe County District School Board (SCDSB)** K. Bartmann, MPLAN, Planner, Planning & Enrolment	Oct. 11, 2024
D15.	**Hospice Simcoe** R. Savage, Board Chair K. Hubbard, Executive Director	Nov. 7, 2024
D16.	**Barrie Arts Alliance** C. Ruttan, Administrator	Nov. 13, 2024
D17.	**Gary Bell, Consulting Planner**	Nov. 13, 2024
D18.	**Nottawasaga Valley Conservation Authority (NVCA)** G. Marek, RPP, MCIP, Senior Planner	Nov. 13, 2024
D19.	**Judy Poyntz**	Nov. 14, 2024

METROLINX

BY EMAIL ONLY

To: Celeste Kitsemetry, Supervisor of Growth Management, City of Barrie
Liam Munnoch, Planner, City of Barrie

From: Alvin Chan, Manager, Adjacent Development Third Party Projects Review
Uton Samuels, Manager, Adjacent Development Third Party Projects Review

CC: Vibha Singh, Project Manager, Adjacent Development Third Party Projects Review
David Tsai, Project Manager, Adjacent Development Third Party Projects Review

Date: August 1, 2024

Re: **City of Barrie – 3rd Draft New Proposed Zoning By-law – Metrolinx Response**

Metrolinx has received a request to provide high level comments regarding the City of Barrie's proposed 3rd Draft Zoning Bylaw, specifically in regard to the included *Table 0-10 Proximity to Metrolinx Rail Line* as well as any additional standard provisions that are generally requested to be included in municipal zoning by-laws.

Please refer to Appendix A for detailed Metrolinx comments.

Should you have any questions or concerns, please do not hesitate to contact development.coordinator@metrolinx.com with copy to noted parties above.

Best regards,
Adjacent Development
Third Party Projects Review **– GO (Heavy Rail)**
Metrolinx
20 Bay Street Suite 600, Toronto

METROLINX

BY EMAIL ONLY

Appendix A: Metrolinx Comments

<table>
<tr><th colspan="2">Item</th><th>Metrolinx Comments (August 1st, 2024)</th></tr>
<tr><td colspan="3">Feedback on Table 0-10: Proximity to Metrolinx Rail Lines</td></tr>
<tr><td>1.</td><td>Table 0-10: Proximity to Metrolinx Rail Lines
<table><tr><th>Uses</th><th>Setback</th></tr><tr><td>Residential</td><td>30 m</td></tr><tr><td>Commercial</td><td>30 m</td></tr><tr><td>Institutional Uses</td><td>30 m</td></tr><tr><td>Industrial (high occupancy)</td><td>30 m</td></tr><tr><td>Programmed Open Space</td><td>30 m</td></tr><tr><td>Industrial (low occupancy)</td><td>15 m</td></tr></table></td><td>In addition to Table 0-10, we suggest for consideration, as per the Metrolinx Adjacent Development Guidelines to include the following additional use and setback.

“Limited occupancy/passively used spaces (including parking garages, storage facilities, passive (non programed) open space (incl. road rights-of-way and paths): No setback required and are acceptable uses within the setback area of Sensitive Uses”</td></tr>
<tr><td colspan="3">Zoning Requirements for Developments in Proximity to Metrolinx Principal Main Line Tracks</td></tr>
<tr><td>2.</td><td>Railway Adjacency Requirements are determined by the Rail Corridor Owner, and we therefore cannot speak to any rail corridors under CN/CP Ownership, but provide the following with respect to Metrolinx owned Rail Corridors:</td><td>1) All setbacks are to be accompanied by requisite rail mitigation, standard mitigation being a berm. Alternative mitigation is subject to review and approval.

2) In its most basic form, the setback is assumed to be measured as a straight-line horizontal distance. Where circumstances dictate (e.g., spatially constrained urban sites), the building setback distance may be measured as a combination of horizontal and vertical distances, as long as the horizontal and vertical values satisfy the total setback requirement in combination (refer to Figure 5.2). In this context, a minimum horizontal setback of up to five (5) metres is recommended to accommodate building maintenance requirements.</td></tr>
</table>

		3) Landscape Restriction: Only low-lying vegetation within 3.5m of mutual property line. 4) Security Fencing per MX standards shall be required along and inset (Private property) from the mutual property line, minimum fencing standard is a 2.4-metre-high security/anti-trespass (non-cuttable/non-climbable) fence.
Additional Requirements for Developments in Proximity Principle Main Line Tracks		
3.	In addition to the above, as per the Metrolinx Adjacent Development Guidelines, the following are requisite considerations when development falls within Metrolinx designated review zones, up to 300m from Principal Main Line Tracks:	a) Alternative Rail Safety Mitigation measures are subject to Technical Review with all costs borne by owner/developer. b) Work permits must be obtained for any work within 30ft (~10m) from live rail and beyond depending on equipment and construction methodology. c) Stormwater – no new drainage patterns, flows, or impacts to Metrolinx lands and corridors. Proposed alteration of existing drainage pattern is subject to Technical Review with all costs borne by the owner/developer. d) Noise & Vibration Study shall be provided using up to date Metrolinx rail-data. e) Air quality study shall be provided where deemed required due to operations. f) Respective agreements and easements shall be executed with all costs/fees borne by the owner/developer. g) Applicable warning clauses shall be applied in development agreements and/or purchase/sale/lease agreements. h) Transportation Study/Traffic Management Report shall be provided if in proximity to Metrolinx Infrastructure (e.g., Stations/parking lot/grade-crossing etc.). i) In all cases, timelines required to advance requisite agreements and reviews should be considered in developer/owner schedule(s) accordingly.

From: alf dic [redacted]
Sent: Friday, August 30, 2024 9:44 AM
To: New Zoning Bylaw
Subject: Allandale Station Park forest

Categories: Draft 3 Comment

I submit the following with respect to the new proposed City of Barrie Zoning Bylaw:
1. The Allandale Station Park forest land, being all that portion of the Park lying to the east of the existing Military Garden, should be rezoned as EP Environmental Protection.
2. The permitted use of " Outdoor Recreation" in the EP Zone should be deleted; that wording is too general and broad and could include a sportsfield which should not be permitted in the forest area of Allandale Station Park; in the alternative,perhaps the permitted Use could be redescribed as " Passive Outdoor Recreation Without Structures ".
Alfred Dick
[redacted]
Sent from my iPhone

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Zoning By-law Draft 3 Concerns

Ahead of the City of Barrie Zoning By-law Open House on September 17th, 2024, we would like to bring to your attention some key concerns regarding the proposed zoning changes in Draft 3. While we look forward to discussing these matters in more detail at the open house, we wanted to provide an overview of the issues that we believe may impact current and future developments. The following sections outline the property-specific concerns that we hope to address prior to the Zoning By-law coming into effect.

This document outlines a series of concerns regarding zoning changes in the Draft 3 Zoning By-law for several properties within the City of Barrie. These concerns primarily focus on height restrictions, setbacks, parking requirements, and specific zoning designations, which may have significant implications for site plans, building configurations, and project viability. Below are the overall and property specific concerns:

Overall Concern/Questions:

- The removal of affordable housing parking accommodations, present in Draft 2 under policy 16.2.1(d), may impact future projects.
- Could common amenity spaces for apartment buildings be on the rooftop? Would there need to be a public access to the rooftop?

Property Specific Concerns:

- **506/510 Ferndale Dr N:** The proposal to change the zoning from Institutional to Community Hub Neighbourhood (CHN) raises concerns about reduced building height, altered setbacks, and stricter parking requirements. Additionally, the ground-floor height requirement for flex buildings does not align with the current site plan. Please provide clarity on parking criteria for District 5 for any commercial entertainment, community facilities uses, institutional uses, restaurants or schools, as there are two separate criteria for this.

- **1 Berczy Street:** Proposed for Urban Transition zoning with District 5 parking requirements, concerns arise regarding the lot's historical boundary as per the Official Plan, as well as the parking zone mismatch with the mixed-use, pedestrian-friendly goals of the Urban Transition zone.

- **Toronto Street Block:** The Urban Core zoning limits building height to 25 storeys, but examples of taller developments in the area raise questions about the rationale for this restriction. Additional questions include the land swap proposal for 105 Dunlop Street W (Stephen's Park) zoned as GS for the parcel of land at Bradford St. and Simcoe St., due to new city infrastructure previously discussed with the city. In addition, we wanted to understand the rationale for office and government service allowances in Greenspace (GS) Zones.

- **92 Davidson Street – Redwood Offices:** Zoned as Neighbourhood Low 2 (NL2), concerns are focused on the prohibition of office use, even though offices currently operate on the site. Additionally, clarification is sought on whether required amenities can be located on rooftops with public access or with restricted access to maintain resident privacy and security.

These concerns are critical to the successful planning and development of these properties and require further clarification and discussion with the City of Barrie.

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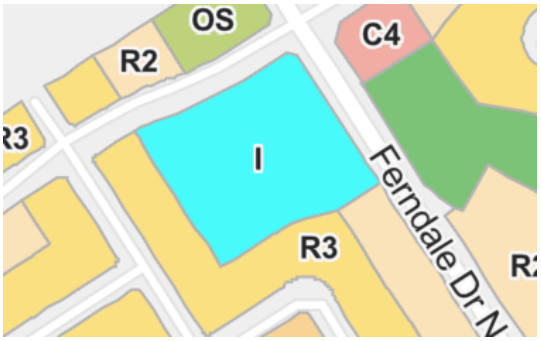
Draft 3 Zoning By-law Specifics and Concerns

506/510 Ferndale Dr N:

Snippet of Current and New Zoning:



Current



Draft 3

Community Hub Neighbourhood (CHN) Zoning:

Permitted Uses:

Permitted Uses	Community Hub Urban (CHU)	Community Hub Neighbourhood (CHN)
Accessory Retail	◊	◊
Assisted Living Facility	•	•
Bed & Breakfast Establishment	•	•
Cemetery	•	•
Child Care Centre	•	•
Child Care, Private Home	•	•
Community Facilities	•	•
Farmers Market	•	•
Fitness or Health Club	•	•
Food/Refreshment Stands	•	•
Health Services Facility	•	•
Hospice	◊	◊
Institutional Uses	◊	◊
Local Convenience Retail	•	•
Mobility Hub(s)	•	•
Office	•	•
Outdoor Patio	◊	◊
Outdoor Recreation	◊	◊
Residential	◊	◊
Restaurant	•	•
School	•	•
Shared Accommodation	◊	◊
Supportive Housing	◊	◊

Table Notes:

- *A minimum 50% of the **ground floor gross floor area** is required for non-residential **uses** in **low-rise** and **flex buildings** in the Community Hub **zones**.*

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Permitted Structures:

Permitted Building Types	Community Hub Urban (CHU)	Community Hub Neighbourhood (CHN)
Flex Building	•	•
Low-Rise Building		•
Mid-Rise Building	•	

Lot Standards:

		Flex Building	Low-Rise Building
Lot Standards	Lot Area (Minimum)	800 sq m	
	Lot Coverage (Maximum)	75%	
	Lot Frontage (Minimum)	28 m	
	Exterior Side Yard Setback (Minimum)	3 m	
Yard Standards	Front Yard Setback	20% more or less than the Average Front Yard Setback between adjacent lots, otherwise, 3 m	
	Interior Side Yard Setback (Minimum)	3 m	
	Landscaped Area (Minimum)	20%	
	Rear Yard Setback (Minimum)	7.5 m	
Amenity Area Requirements	Common Amenity (Minimum)	N/A	8 sq m per Dwelling Unit
	Private Amenity (Minimum)	N/A	

Building Standards:

	Flex Building	Low-Rise Building
Building Height	2 Storeys (6.4 m) Minimum 4 Storeys (14 m) Maximum	
Building Length (Maximum)	60 m	
Ground Level Floor Height (Minimum)	3.7 m	N/A

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Parking District 5:

Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Dwelling Unit	N/A	0.6 Parking Spaces per Dwelling Unit	0.7 Parking Spaces per Dwelling Unit	N/A	1 Parking Space per Dwelling Unit
For any Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces	1 Parking Space for every 4 persons (e.g., spectators, patrons, visitors, members of the audience, worshippers, or students, as the case may be).

Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools					1 Parking Space per 50 sq m of Gross Floor Area but in no case less than 2 Parking Spaces
For any Grocery Store Use	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces

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Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Industrial Uses	N/A	N/A	N/A	1 Parking Space per 1000 sq m of Gross Floor Area	N/A
For any other Non-Residential Use	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area	1 Parking Space per 25 sq m of Gross Floor Area

Parking Flexibility:

4.7. Parking Flexibility

4.7.1. Shared Parking on a Lot

a) If the required number of **parking spaces** serves both **residential** and non-residential land uses on the same **lot**, then the number of required **parking spaces** may be reduced by one (1) **parking space** for every five (5) **dwelling units**.

4.7.2. Car-Share

a) **Car-share** spaces are permitted in any **parking lot**, commercial parking lot, or **parking structure** in any **zone**, and do not contribute to the minimum number of **parking spaces** required on a **lot**.

4.7.3. Distances to Off-Site Parking

a) A maximum of 25% of required parking is permitted to be provided off-site; and

b) Where off-site parking is permitted, the maximum distance from the **lot** to the off-site **parking lot** must comply with the below:

Parking District	Maximum Distance to Off-Site Parking Lot
District 1	150 m
District 2	150 m
District 3	100 m
District 4	30 m
District 5	30 m

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Concerns:

- Permitted Uses – Some changes in the uses but overall shouldn't impact project
- Building type allowed is a low-rise and flex building (see attached zoning by-law)
- Min Exterior side yard setback 3m min – Site plan is 7m from building A
- Min Front yard is 3m or 20% more or less than average front yard setback adjacent lots – Site plan is 7m from building B
- Min Interior 3m – Site plan is 20.4m from building B
- Min Landscape 20%
- Min Rear yard 7.5m – Site plan is 27.7m from building A
- Min Amenity area 8 sq.m per dwelling unit
- 4 storeys max – Site plan shows 5 storeys both buildings
- Length 60m max – Both buildings site plan shows 37.5m length
- Min Ground Floor Height for Flex building is 3.7m and Low-rise is N/A – Elevation Drawings is 3m on the ground floor
- Residential Parking: 1 space per dwelling unit – Parking study shows 0.5/unit
- For any commercial, entertainment, community facility uses, institutional uses, restaurants or schools: 1 parking space for every 4 persons - Parking study shows 47 spaces (church & school) and not for commercial uses
- For any commercial entertainment, community facility, institutional, restaurants, schools are 1 parking space per 50 sq.m of GFA but no case less than 2 parking spaces – Parking study shows 47 spaces (church & school) and not for commercial uses
  - Why are there two criteria for same uses?
- For grocery store use 1 parking space per 50 sq.m of GFA but no case less than 2 parking spaces - Parking study shows 47 spaces (church & school) and not for commercial uses
- For any other non-residential use 1 parking space per 25sq.m of GFA – Parking study shows 47 spaces (church & school) and not for commercial uses
- Parking flexibility of 1 space for every 5 dwelling units on a shared lot – Parking Study 100 spaces TOTAL
- CITY IS MISSING: Affordable Housing Parking Flexibility Previously Shown in Draft 2

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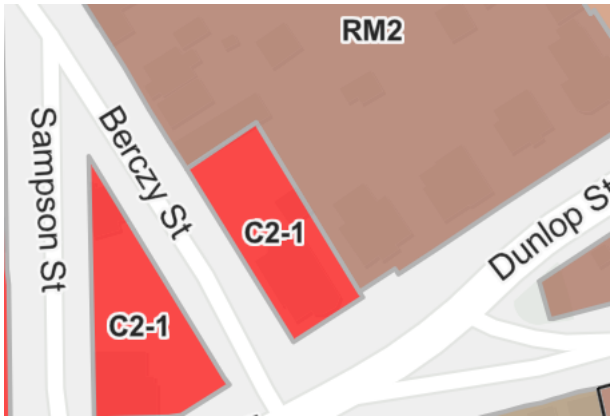
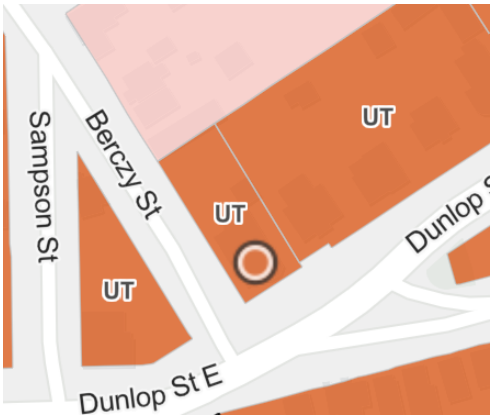
1 Berczy Street

Snippet of Current and New Zoning:



Current



Draft 3

Urban Transition (UT) Zoning:

Permitted Uses:

Permitted Uses	Urban Core (UC)	Urban Transition (UT)
Assisted Living Facility	•	
Bed and Breakfast Establishment		•
Body Rub Parlour	•	
Commercial Entertainment	•(1)	
Parking, Commercial	•	
Commercial School	•(1)	
Commercial Uses	•(1)	
Community Facilities	•	
Conference Centre	•	
Farmers Market	•	
Fitness or Health Club	•(1)	
Food/Refreshment Stands	•	
Food/Refreshment Vehicle	•	

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Permitted Uses	Urban Core (UC)	Urban Transition (UT)
Funeral Establishment	•	
Gaming Establishment	•(1)	
Government Services	•	
Grocery Store	•	
Group Home	•	
Health Services Facility	•	
Home Occupation	•	
Hospice	•	
Hospitality	•	
Hotel	•	
Institutional Uses	•	
Laundry or Dry Cleaner	•(1)	
Live-Work Space	•	
Local Convenience Retail	•(1)	
Long-Term Care Facility	•	
Micro Brewery	•	
Micro Distillery	•	
Office	•	
Outdoor Display & Sales Area	•	

Permitted Uses	Urban Core (UC)	Urban Transition (UT)
Outdoor Patio	•	
Outdoor Recreation	•	
Personal Services	•	
Repair Service	•(1)	
Residential	•	
Restaurant	•(1)	
Retail Store	•(1)	
School	•(1)	
Shared Accommodation	•	
Studio	•	
Supportive Housing	•	

Permitted Structures:

Permitted Building Types	Urban Core (UC)	Urban Transition (UT)
Mid-Rise Building	•	•
High-Rise Building	•	

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7.7.4. Mixed-Use Development

a) A combination of a minimum of two (2) **uses,** such as but not limited to, **residential**, **commercial**, **retail**, **institutional** and **office** development, are required on **lots** fronting onto **arterial** and **collector streets**, as per Appendix F, in the Urban Core (UC) and Urban Transition (UT) **zones**.

Lot Standards:

		Mid-Rise Building
Lot Standards	**Lot Coverage (Maximum)**	N/A
	Lot Frontage (Minimum)	N/A
	Exterior Side Yard Setback (Minimum)	3 m
Yard Standards	**Front Yard Setback**	0.5 m
	Interior Side Yard Setback (Minimum)	N/A
	Landscaped Area (Minimum)	N/A
	Rear Yard Setback (Minimum)	N/A
Amenity Area Requirements	**Common Amenity (Minimum)**	10 sq m per Dwelling Unit
	Private Amenity (Minimum)	5 sq m per Dwelling Unit

Building Standards:

	Mid-Rise Building
Dwelling Unit Width (Minimum)	N/A
Building Height	5 Storeys (17.5 m) Minimum 12 Storeys (42 m) Maximum
Building Length (Maximum)	65 m
Non-Residential Gross Floor Area (Minimum)	250 sq m
Ground Level Floor Height (Minimum)	4.5 m

Parking District 5:

Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Dwelling Unit	N/A	0.6 Parking Spaces per Dwelling Unit	0.7 Parking Spaces per Dwelling Unit	N/A	1 Parking Space per Dwelling Unit
For any Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces	1 Parking Space for every 4 persons (e.g., spectators, patrons, visitors, members of the audience, worshippers, or students, as the case may be).

Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools					1 Parking Space per 50 sq m of Gross Floor Area but in no case less than 2 Parking Spaces
For any Grocery Store Use	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces

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Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Industrial Uses	N/A	N/A	N/A	1 Parking Space per 1000 sq m of Gross Floor Area	N/A
For any other Non-Residential Use	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area	1 Parking Space per 25 sq m of Gross Floor Area

Concerns:

- Need more clarity on historical neighbourhood boundary shown in Official Plan and how it may impact the building standards outlined in UT zone, primarily height.
- Need to understand rationale behind District 5 parking in a UT zone and the lot abutting the UGC zoning.

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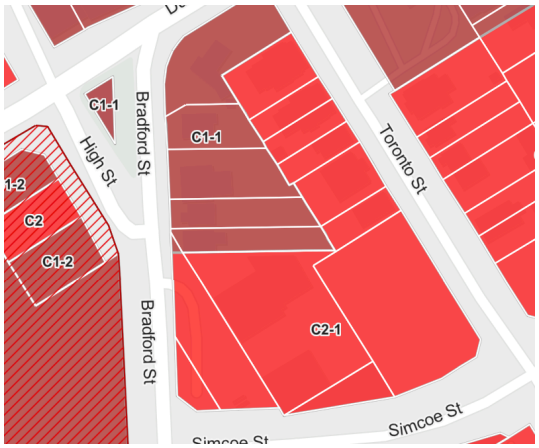
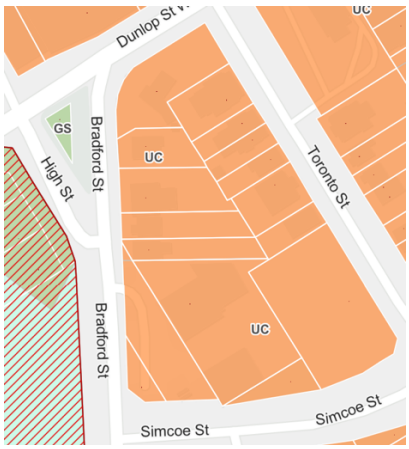
36 Toronto Street and Toronto Street Block:

Snippet of Current and New Zoning:



Current



Draft 3

Urban Core (UC) Zone:

Permitted Uses:

Permitted Uses	Urban Core (UC)	Urban Transition (UT)
Assisted Living Facility	•	
Bed and Breakfast Establishment		•
Body Rub Parlour	•	
Commercial Entertainment	•(1)	
Parking, Commercial	•	
Commercial School	•(1)	
Commercial Uses	•(1)	
Community Facilities	•	
Conference Centre	•	
Farmers Market	•	
Fitness or Health Club	•(1)	
Food/Refreshment Stands	•	
Food/Refreshment Vehicle	•	

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Permitted Uses	Urban Core (UC)	Urban Transition (UT)
Funeral Establishment	•	
Gaming Establishment	•(1)	
Government Services	•	
Grocery Store	•	
Group Home	•	
Health Services Facility	•	
Home Occupation	•	
Hospice	•	
Hospitality	•	
Hotel	•	
Institutional Uses	•	
Laundry or Dry Cleaner	•(1)	
Live-Work Space	•	
Local Convenience Retail	•(1)	
Long-Term Care Facility	•	
Micro Brewery	•	
Micro Distillery	•	
Office	•	
Outdoor Display & Sales Area	•	

Permitted Uses	Urban Core (UC)	Urban Transition (UT)
Outdoor Patio	•	
Outdoor Recreation	•	
Personal Services	•	
Repair Service	•(1)	
Residential	•	
Restaurant	•(1)	
Retail Store	•(1)	
School	•(1)	
Shared Accommodation	•	
Studio	•	
Supportive Housing	•	

Permitted Structures:

Permitted Building Types	Urban Core (UC)	Urban Transition (UT)
Mid-Rise Building	•	•
High-Rise Building	•	

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7.7.4. Mixed-Use Development

a) A combination of a minimum of two (2) **uses,** such as but not limited to, **residential**, **commercial**, **retail**, **institutional** and **office** development, are required on **lots** fronting onto **arterial** and **collector streets**, as per Appendix F, in the Urban Core (UC) and Urban Transition (UT) **zones**.

Lot Standards:

		Mid-Rise Building	High-Rise Building
Lot Standards	**Lot Coverage (Maximum)**	N/A	
	Lot Frontage (Minimum)	N/A	
	Exterior Side Yard Setback (Minimum)	0.5 m	
Yard Standards	**Front Yard Setback**	0.5 m	
	Interior Side Yard Setback (Minimum)	N/A	
	Landscaped Area (Minimum)	N/A	
	Rear Yard Setback (Minimum)	N/A	
Amenity Area Requirements	**Common Amenity (Minimum)**	10 sq m per Dwelling Unit	N/A
	Private Amenity (Minimum)	5 sq m per Dwelling Unit	N/A

Building Standards:

	Mid-Rise Building	High-Rise Building
Dwelling Unit Width (Minimum)	N/A	
Building Height	5 Storeys (17.5 m) Minimum 12 Storeys (42 m) Maximum	12 Storeys (42 m) Minimum 25 Storeys (87.5 m) Maximum
Building Length (Maximum)	N/A	
Non-Residential Gross Floor Area (Minimum)	250 sq m	
Ground Level Floor Height (Minimum)	4.5 m	

Parking District 2:

Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Dwelling Unit	N/A	0.6 Parking Spaces per Dwelling Unit	0.7 Parking Spaces per Dwelling Unit	N/A	1 Parking Space per Dwelling Unit
For any Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces	1 Parking Space for every 4 persons (e.g., spectators, patrons, visitors, members of the audience, worshippers, or students, as the case may be).

Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools					1 Parking Space per 50 sq m of Gross Floor Area but in no case less than 2 Parking Spaces
For any Grocery Store Use	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces

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Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Industrial Uses	N/A	N/A	N/A	1 Parking Space per 1000 sq m of Gross Floor Area	N/A
For any other Non-Residential Use	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area	1 Parking Space per 25 sq m of Gross Floor Area

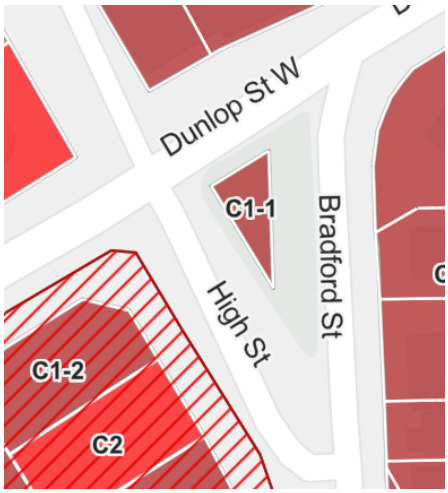
Concerns:

- To understand the reasoning behind a 25-storey height limit for high-rise buildings in UC zones
    - Other development applications with a 32-storey height has been approved such as 55 Dunlop Street West

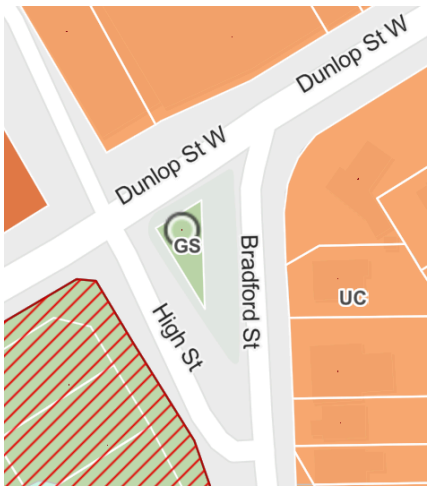
Redwood Park Communities *Hope Through Housing.*

105 Dunlop Street W Part of Toronto Block:

Snippet of Current and New Zoning:



Current



Draft 3

Greenspace (GS) Zone:

Permitted Uses:

Permitted Uses	Greenspace (GS)
Boat Launch	•
Cemetery	•
Environmental Interpretative Facility	•
Farmers Market	•
Food/Refreshment Stands	•
Government Services	•
Marina	•
Golf Course	•
Golf Driving Range	•
Outdoor Recreation	•
Office	◊
Stormwater Management Facility	•

12.2. Permitted Buildings and Structures

a) No **buildings** or **structures** are permitted in the Greenspace (GS) **zone**, except for those associated with the uses identified in Table 74.

Lot Standards:

		Buildings and Structures Permitted, as per Section 12.2.a)
Lot Standards	**Lot Area (Minimum)**	N/A
	Lot Coverage (Maximum)	30%
	Lot Frontage (Minimum)	N/A
	Exterior Side Yard Setback (Minimum)	15 m
Yard Standards	**Front Yard Setback**	15 m
	Interior Side Yard Setback (Minimum)	5 m
	Rear Yard Setback (Minimum)	5 m

12.3.2. Impervious Surface Coverage

a) The maximum impervious surface coverage shall not exceed 35% of a **lot** within the Greenspace (GS) **zone**.

Building Standards:

	Buildings and Structures Permitted, as per Section 12.2.a)
Building Height (Maximum)	9 m

Parking:

4.6.1. Parking Structures

a) **Parking structures** are permitted in all **zones**, except for the Greenspace (GS), and Environmental Protection (EP) **zones**, **accessory** to a permitted **use**, and subject to the below, Table 11 and Table 12; and

Concerns:

- From previous discussion with City of Barrie there was a suggestion to do a land swap between 105 Dunlop Street W (Stephen's Park) zoned as GS for the parcel of land at Bradford St. and Simcoe St. zoned as UC due to new city infrastructure previously discussed with the city, is this still considered?
- What is the rationale for office and government service allowances in Greenspace (GS) Zones?

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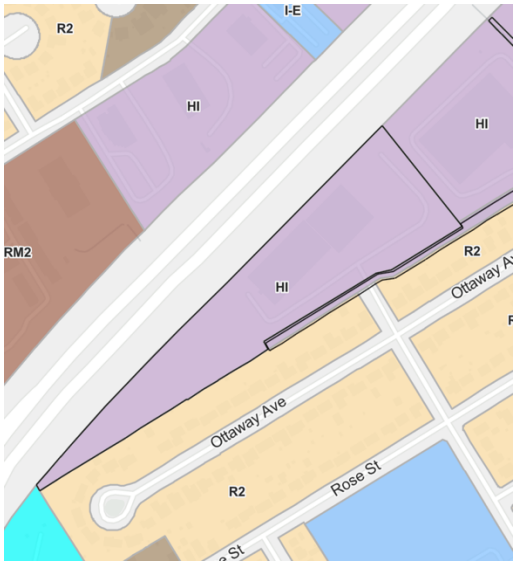
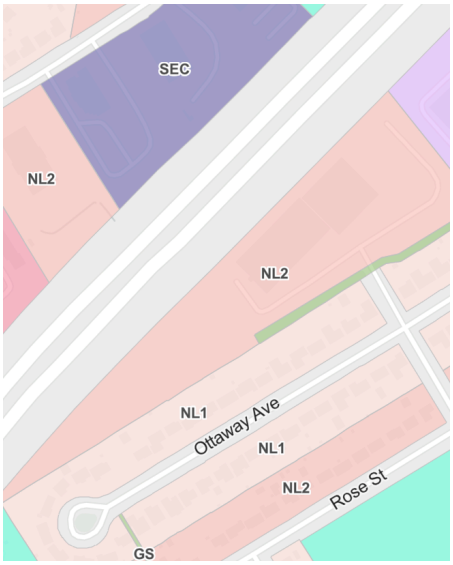
92 Davidson – Redwood Head Office

Snippet of Current and New Zoning:



Current



Draft 3

Neighbourhood Low 2 (NL2) Zone:

Permitted Uses:

Permitted Uses	Neighbourhood Low Zones: NL1, NL2, and NL3	Neighbourhood Intensification (NI)	Neighbourhood Mid-Rise (NMR)	Neighbourhood Commercial (NC)
Animal-related Services				•
Assisted Living Facility	•	•	•	•
Automotive Repair and Service Station				•
Bed & Breakfast Establishment	•	•	•	
Cemetery	•	•	•	

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Commercial Uses[1]	•	◊	◊	•
Community Facilities				•
Child Care Centre	•	•	•	•
Child Care, Private Home	•	•	•	•
Farmers Market				•
Fitness or Health Club[1]	•	•	•	•
Funeral Establishment				•
Food/Refreshment Stands				•
Food/Refreshment Vehicle				•
Grocery Store[1]	•	•	•	•
Group Home	•	•	•	◊
Health Services Facility			•	•
Home Occupation	•	•	•	•
Hospice	•	•	•	•
Hotel				•
Institutional Uses	•	•	•	•
Live-Work Space	•	•	•	•
Long-term Care Facility	•	•	•	◊
Office		•	•	•
Outdoor Recreation	•	•	•	•
Repair Service				•
Parks and Open Space	•	•	•	•
Residential	•	•	•	◊
Retail Store[1]	•	•	•	•
School	•	•	•	•

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Shared Accommodation	•	•	•	◊
Studio	◊	◊	◊	•
Supportive Housing	•	•	•	◊

Permitted Structures:

Permitted Building Types	Neighbourhood Low 1 (NL1)	Neighbourhood Low 2 (NL2)	Neighbourhood Low 3 (NL3)	Neighbourhood Intensification (NI)	Neighbourhood Mid-Rise (NMR)	Neighbourhood Commercial (NC)
Coach House	•	•	•			
Detached House	•	•*				
Semi-Detached	•	•*	•			
Rowhouse, On-Street, and Back-to-Back	•	•*				
Rowhouse, On-Street, Rear Access	•	•				
Rowhouse, Cluster			•			
Low-Rise	•	•	•	•		•
Mid-Rise				•	•	
Flex Building						•

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Redwood Park Communities *Hope Through Housing.*

Lot Standards:

		House Types			Rowhouse Types				
		Coach	Detached	Semi-Detached	On-Street	Back-to-Back	Rear Access	Cluster	Low-Rise Building
Lot Standards	**Lot Coverage (Maximum)**	N/A	60%	60%	70%	N/A	70%	70%	60%
	Lot Frontage (Minimum)	N/A	9 m	6 m	4.5 m				30 m
	Exterior Side Yard Setback (Minimum)	3 m	2 m					3 m	
Yard Standards	**Front Yard Setback (Minimum)**	N/A	20% more or less than the Average Front Yard Setback between adjacent lots, otherwise, 3 m						
	Interior Side Yard Setback (Minimum)	3 m	1.2 m on one side, otherwise, 0.6 m	1.2 m, on one side	1.2 m for End Units				5 m
	Landscaped Area (Minimum)	N/A							20%
	Rear Yard Setback (Minimum)	3 m	5 m	5 m	1.2 m	N/A	1.2 m	5 m	5 m

		House Types			Rowhouse Types				
		Coach	Detached	Semi-Detached	On-Street	Back-to-Back	Rear Access	Cluster	Low-Rise Building
Amenity Area Requirements	**Common Amenity (Minimum)**	N/A							10 sq m per Dwelling Unit
	Private Amenity (Minimum)	N/A							

Building Standards:

	House Types			Rowhouse Types				
	Coach	Detached	Semi-Detached	On-Street	Back-to-Back	Rear Access	Cluster	Low-Rise Building
Dwelling Unit Width (Minimum)	N/A			4.5 m				N/A
Building Height (Maximum)	1 Storeys (4.5 m)	3 Storeys (11 m)						4 Storeys (14 m)
Building Length (Maximum)	N/A			60 m				

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705.881.1890 • 1-92 Davidson St, Barrie ON, L4M 3R8
info@redwoodparkcommunities.com • www.redwoodparkcommunities.com

Parking District 5:

Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Dwelling Unit	N/A	0.6 Parking Spaces per Dwelling Unit	0.7 Parking Spaces per Dwelling Unit	N/A	1 Parking Space per Dwelling Unit
For any Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces	1 Parking Space for every 4 persons (e.g., spectators, patrons, visitors, members of the audience, worshippers, or students, as the case may be).

Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools					1 Parking Space per 50 sq m of Gross Floor Area but in no case less than 2 Parking Spaces
For any Grocery Store Use	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces	1 Parking Space per 50 sq m of Gross Floor Area, but in no case less than 2 Parking Spaces

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Use	District 1 (Major Transit Station Areas)	District 2 (Urban Growth Centre)	District 3 (Strategic Growth Areas and Intensification Corridors)	District 4 (Employment Areas)	District 5 (All Other Lands)
For any Industrial Uses	N/A	N/A	N/A	1 Parking Space per 1000 sq m of Gross Floor Area	N/A
For any other Non-Residential Use	N/A	N/A	N/A	1 Parking Space per 50 sq m of Gross Floor Area	1 Parking Space per 25 sq m of Gross Floor Area

Concerns:

- NL2 restrictions with office uses outlined in Draft 3 Zoning By-law, how would this impact the Redwood office currently on the lot?

County of Simcoe
Planning Department
1110 Highway 26,
Midhurst, Ontario L9X 1N6

Main Line (705) 726-9300
Toll Free (866) 893-9300
Fax (705) 727-4276
simcoe.ca

September 27, 2024

VIA EMAIL

Celeste Kitsemetry, Supervisor of Growth Management
Liam Munnoch, Planner
Development Service Department – Planning
City of Barrie,
70 Collier Street, P.O. Box 400
Barrie, ON L4M 4T5

RE: New Comprehensive City-Wide Zoning By-law
City File: D30-016-2024

Thank you for circulating the County on the City's new comprehensive city-wide zoning by-law for comment. It is understood that this is the third draft and that the statutory public meeting is scheduled for October 1, 2024. The County's comments on the proposed draft by-law are included below.

Planning Comments

Under the proposed General Standards, Section 3.3.3 identifies permitted uses in all zones.

It is requested that subsection 3.3.3 d) be revised to state:

> *d) Any service or utility owned and/or operated by the City of Barrie, the County of Simcoe, an agency of the Province of Ontario, or the Federal Government of Canada, is not subject to the provisions and standards of this By-Law;*

Including the County of Simcoe within provision 3.3.3 d) will allow for increased flexibility and agility in the delivery of County services such as affordable housing, assisted living, social services and emergency housing within the City.

Subsection 3.3.3 f) states:

> *f) Emergency services of any public authority;*

It is noted that the term *Public Authority* is defined as *"*means Federal, Provincial or Municipal agencies, and includes any commission, board, authority, or department established by such agencies and includes any telephone company, power utility, cable television system and natural gas piped distribution system*."*

The County is supportive of the continuation of this provision from the existing Zoning By-law as this enables County paramedic services to locate stations and posts in any zone where needed to serve City residents.

If you have any questions or require any further information regarding the above-noted comments, please feel free to contact the undersigned.

Sincerely,

The Corporation of the County of Simcoe



Tiffany Thompson, RPP
Manager of Planning
P: 705-726-9300 Ext. 1362
E: tiffany.thompson@simcoe.ca

cc: Nathan Westendorp, Director of Planning/Chief Planner – County of Simcoe
Michelle Banfield, Director of Development Services – City of Barrie
Dawn Hipwell, Director of Procurement, Fleet and Property – County of Simcoe
Brad Spiewak, Director of Social Housing – County of Simcoe
Sarah Mills, Director and Chief of Paramedic Services – County of Simcoe
Jennifer Roberts, Manager of Strategic Initiatives, Policy and Analysis – City of Barrie
Dan Amadio, Manager of Planning – County of Simcoe
Sandra Robinson, Manager of Real Estate – County of Simcoe

From: La Ivsins [redacted]
Sent: Friday, September 27, 2024 3:09 PM
To: cityclerks
Cc: New Zoning Bylaw
Subject: Zoning By-Law Draft

Good day.
Unfortunately I will be unable to attend Tuesday's Public Meeting with regards to the proposed Zoning By-Law Draft.
Therefore I would like to share my thoughts in terms of protecting Allandale Station Park.
This last refuge on Barrie's shores should stand as a testament to what was, and that is a naturalized, passive space for residents and visitors alike to enjoy.

It is my understanding that it is currently zoned Open Space, and the Draft Proposal recommends it be changed to Greenspace.
Having lived in Barrie since 1981, I have witnessed lands designated EP or Greenspace be overturned for development.

Therefore I ask that Council and City Staff designate Allandale Station Park as a Nature Conservancy, or as an Area of Natural and Scientific Interest.
The area should never be developed and only be used for environmental conservation, have ecological management measures installed, include naturalized buffers, be used for educational and passive purposes only including signage, nature trails, benches and lookout points. Establishing a Tall Grass Prairie and an Oak Savanna supplemented with other native plant species would only enhance this area's natural habitat, including wildlife.

Respectfully,
Arnie Ivsins

From: John Northcote [redacted]
Sent: Friday, September 27, 2024 10:23 PM
To: External link
Cc: Ann-Marie.Kungl@barrie.ca
Subject: Draft Zoning By-law Review

Hi Celeste,

The City's Active Transportation & Sustainability Committee has reviewed the Draft Zoning By-law and respectfully request that the City consider the following revisions:

- Provide a minimum Electric Vehicle Ready Parking (EVRP) requirement for Major Transit Station Area (MTSA)
    - Since the EVRP requirement is tied to the minimum parking requirement, it is recommended that a specific EVRP rate is noted in the ZBL for the MTSA.
- Revise the parking requirement for daycare, elementary school, secondary school and post-secondary to be based on the number of classrooms*
    - It is our understanding that a new elementary school is typically around 60,000sq.ft. (5,575sq.m.) and would have about 25 classrooms (650 students) – based on the proposed minimum parking criteria (1 space/50sq.m.) this is 112 parking spaces or about 4.5 spaces per classroom. This is more than 4 times higher than the current ZBL rate and the rates of similar municipalities.
    - Oversupplying parking at elementary schools would undermine the City's objective to encourage kids walking to school.
    - A oversized parking lot would also have negative environmental impacts and is an inefficient use of the land allocated to a school block.
    - Similarly, for bike parking the rate is 0.1 space/100sq.m., so the above-noted elementary school would require 6 long-term and 6 short-term bike parking spaces, which is significantly less than the typical demand observed by our Committee Members.
- Revise the bicycle parking requirement for community centres
    - For example – a 20,000sq.m. community centre (similar to what is anticipated for Hewitt's) would require 20 short-term bicycle parking spaces, whereas similar facilities in southern Ontario are being constructed with approximately 4-5 times this amount.
- Decrease the minimum parking requirement in District 5 for any other Non-Residential Use from 1 space /25sq.m. to 1 space /40 spaces.
    - A minimum parking requirement of 1 space/25sq.m. is an increase in parking requirement from the current ZBL for almost all development types.
    - This would align with the City's objective to encourage forms of development that will use active transportation and transit.
- Remove the residential parking minimums in District 2 (Urban Growth Centre).
    - This would align with the City's objective to encourage forms of development that will use active transportation and transit in areas where the infrastructure and amenities already exist or can be provided economically.
    - With the reduction in parking minimum, the EVRP rate would need to be specifically included for this land-use.
- Remove the minimum parking requirement for affordable housing.
    - This would reduce the cost of affordable housing, reduce the environmental impact of construction, encourage the use of active transportation and transit and is a more accurate reflection of the historic demand for this type of development.

    - With the reduction in parking minimum, the EVRP rate would need to be specifically included for this land-use.
- Add a parking category for retirement residence / long-term care facility and permit a minimum parking requirement of 0.5 spaces per unit for District 5 and permit no minimum parking for other Districts.
    - This would reduce the cost of this form of housing, reduce the environmental impact of construction, encourage the use of active transportation and transit and is a more accurate reflection of the historic demand for this type of development.
    - With the reduction in parking minimum, the EVRP rate would need to be specifically included for this land-use.
- Review the "Commercial Entertainment, Community Facilities Uses, Institutional Uses, Restaurants or Schools" category.
    - There are two criteria for the minimum parking requirement in District 5. We suggest that it is noted that the minimum parking criteria is the lower of the two.
- Consider using a non-GFA based standard for the following uses:
    - Hotel, gas station, car wash, self-storage
    - Using the current approach will oversupply parking in some cases which has an unnecessary environmental impact.
- Reduce the bicycle parking requirement for industrial uses
    - The current standard has industrial uses grouped in with other commercial uses at 1 spaces / 50sq.m.
    - This would mean that a 25,000sq.m. industrial building (like the building that Hormann is currently in on Fairview behind McDonalds) would have a minimum vehicle parking requirement of 25 spaces and would require a minimum 50 short-term bicycle parking spaces and 50 long-term bicycle parking spaces. This amount of bicycle parking is inconsistent with other land uses.
- Consider including a parking reduction for car-share spaces
    - This would encourage the installation of car-share spaces and help to facilitate a reduction in car ownership.
- Recommend removing the note for Table 20
    - Ground-oriented dwellings within a podium would benefit from bicycle parking.
    - The category in the table "For a building containing 10 or more Dwelling Units" would capture the detached, semi-detached and rowhouse uses that are intended to be excluded.
- Include a requirement that bike parking is to be distributed around the building in convenient locations, near entrances.

Thank you,

John Northcote
Active Transporation and Sustainability Committee Member

*please be advised that not all committee members agreed that a reduction in the minimum school parking requirement was appropriate.

Subject: FW: Allendale Station Park

-----Original Message-----
From: [redacted]
Sent: Saturday, September 28, 2024 8:48 PM
To: cityclerks <cityclerks@barrie.ca>
Subject: Allendale Station Park

Hello,

As a Barrie citizen who enjoys the waterfront of Barrie and considers it to be the highlight of Barrie, I would like to make some comments concerning the Allendale Station Park. I am strongly in favour of keeping the forest as a passive eco park to be used for educational purposes. The forest is presently zoned as Open Space and I would like to see that changed to Environmental Protection with Provisions so that the land can be protected from development. This is the last old growth forest on Kempenfelt Bay and it is very important to preserve it for environmental and cultural reasons.

Please consider my comments at the Affordability Committee meeting on Tuesday, October 1.

Yours truly,
Linda Gerry
[redacted]

Subject: FW: Re-Zoning of the south shore forest

From: lauro palomba [redacted]
Sent: Saturday, September 28, 2024 10:35 AM
To: cityclerks <cityclerks@barrie.ca>
Subject: Re-Zoning of the south shore forest

Dear City Staff,

I would just like to add my voice to those asking that the south shore forest area be re-zoned from Open Space to Environmental Protection with Provisions.
Thank you.

Lauro Palomba
[redacted]

September 29, 2024

Wendy Cook, City Clerk
City of Barrie
via email only

RE: Comments on new Zoning By-law proposed changes
Affordability Committee Meeting October 1, 2024 - Allandale Station Park – proposed zoning Green Space

and;

5.3.5 Landscape and Open Spaces

Attention Mayor Nuttall and members of Council;

Allandale Station Park

We respectfully request that the new zoning designation for Allandale Station Park be changed from Green Space to a designation that would not permit buildings, or any other uses, except environmental conservation, ecological management measures, naturalized buffers, natural restoration and accessory uses of environmental interpretation, nature trails, benches and lookout points.

This could be a Nature Conservancy designation in collaboration with The Ministry of the Environment and Nature Ontario to meet the national standard for Protected and Conserved Areas (also known as Other Effective Area-based Conservation Measures, or OECMs). It's critical that we protect this area with strong management policies and practices that contribute to biodiversity conservation in our City as we grow.

We did not find any clear definition or alignment of the City's EP Zoning or Natural Heritage designation that would specifically address our request in paragraph one.

5.3.5 Landscape and Open Spaces – City Wide Community and Design Guidelines

We would respectfully request that the City of Barrie makes it a requirement, not a suggestion that all new developments (residential or other) be required to plant native trees and plants to build a local eco-system that supports native eco-system restoration. As we understand all new subdivision builds are required to plant and support boulevard trees, we need to tell them what species of native trees to plant to ensure that a healthy eco-system is maintained as our City grows.

Thank you for your time and consideration.

Kelly Patterson McGrath, Co-Founder, kelly@pollinatebarrie.ca
Ashley Hammell – Co-Founder, ashley@pollinatebarrie.ca
Pollinate Barrie – pollinatebarrie.ca

From: Brian Miller [redacted]
Sent: Monday, September 30, 2024 6:33 AM
To: newzoningbylaw@barrie.ca
Subject: Rezoning of Allandale Station Park

Good morning,

We request that the City of Barrie changes the current zoning of Allandale Station Park from it's current designation as Open Space, and rezone Allandale Station Park as an Environmentally Protected Area.

Our request is consistent with the recent recommendations found in the Marshall Green Report submitted to Mayor Nuttall and Barrie Council.

Over the past several years, as a result of the current Open Space zoning of Allandale Station Park, it has been subjected to proposed development, one being a Sports/Multi Entertainment Stadium and as of more recently, an illuminated fenced in Multi Purpose Artificial Turf field. Each of these proposals allowed for the building of large structures on this property which would alter it's current passive natural environment along our waterfront. Both proposals have received considerable opposition from Barrie residents.

Allandale Station Park is the last remaining passive naturalized area along our waterfront and we feel it should remain as such to be enjoyed by future generations. Through this new Zoning By-law, we request that Allandale Station Park be rezoned as an Environmentally Protected Area to restrict similar proposals coming forward in the future.

Thank you for your consideration of our request.

Brian & Shari Miller
[redacted]

From: Steven Payne <S.Payne@lsrca.on.ca>
Sent: Monday, September 30, 2024 10:14 AM
To: newzoningbylaw@barrie.ca
Subject: LSRCA Comments on the City of Barrie's New ZBL

Hi,

LSRCA has reviewed the 3rd draft of the City of Barrie's new Zoning By-Law and has no comments at this time. The draft by-law appears to be cohesive and consistent with LSRCA's regulations and policies.

Please feel free to reach out if you have any questions about LSRCA's comments.

Thank you,

Steven Payne, BES
Planner 1
Lake Simcoe Region Conservation Authority
120 Bayview Parkway,
Newmarket, Ontario L3Y 3W3
Cell: 1-416-294-6973
s.payne@LSRCA.on.ca | www.LSRCA.on.ca
Please note: the LSRCA Board of Directors approved an update to our Fee Schedule. The increase will take effect on January 1, 2024. Any current applications that remain unpaid as of January 1, 2024, will be subject to the updated fees. Please click here to review the Board of Directors Meeting No. BOD-09-23 Agenda for further information.

Allandale Neighbourhood Association

October 1, 2024
Wendy Cooke
City Clerk
City of Barrie

Ms Cooke
Mayor Nuttall and Members of Council

Re: Draft 3 Zoning Comments

We are commenting on behalf of the ANA, Listed and Designated property owners, Heritage homeowners and a brief statement on behalf of the Friends of Allandale Station Park.

First comment I will make is for the average resident with no planning experience have no idea how these potential changes will impact their community until it affects them personally.

The current environment of all of these changes whether updated, constantly modified, approved/pending or not approved make it difficult to understand for all involved including planning staff.

Current approved Official Plan - recognizes Cultural City Features (Map 8) Historic Neighbourhood Boundary, however there are no policies in place in the by-laws. Please include this mapping in the next draft.

Updated urban design guidelines (not yet approved) section 4.4 of that document recognize Historic Neighbourhoods with what we believe should be polices rather than guidelines.

Draft #3 zoning bylaws do not include special provisions associated with Allandale specific and other historic neighbourhoods. In April 2023 during a meeting with planning staff Bill Scott and myself discussed rolling out the same guidelines that Allandale has, across all recognized historic neighbourhoods. It doesn't appear this has been considered. Please consider these policies across all identified historic neighbourhoods.

New Mapping in Draft 3 - does not include all other Historic Streets as it should.

OHA Protection - There is reference to following protections under Ontario Heritage Act for Designated Properties in Urban Design Guidelines but for those not yet evaluated, listed or designated how are we protecting all cultural heritage resources that have not yet been evaluated? HCIA & HIA (does this include individual homes, infill etc.)

Demolition Control By-law - There is reference to a demolition control by-law in the Urban Design Guidelines, when will this be completed?

"Think Pink Building" demolished with-out evaluation or Heritage Committee knowledge. Our Heritage Advisory Committee needs to be advised and involved when demolition permits in historic neighbourhoods are being considered. We need to protect our heritage resources as adaptive reuse spaces.

As of right permissions for 4 story apartments across all NL1,2,3, neighbourhoods, as we understand it removes the ability for the community to engage in the planning process. We have already had issues around applications going to COA to increase height and density in our existing neighbourhoods. These decisions are impacting residents' quality of life. We have no say in our own community. The existing policies allow for continued engagement.

C**ommittee of Adjustment** - why bother with zoning by-laws when developers can simply go to COA for variances. Variances requested at COA are not necessarily small in nature.

Air B&B's - As indicated in the most recent Sport Tourism study made public, the City has 600 plus Air B&B's yet nothing in Zoning around these properties or their locations. How are they being regulated?

Setbacks - Backyard setbacks in Historic Neighbourhoods where large boundary trees exist need to be consistent, at least 5 metres to protect boundary tree root systems (as per City Landscape Architect).

Increase front yard setbacks- would like to see in UT areas (front yard set backs increased from 0.5 metres to at least 2 metres. Think Lakhouse, Gowan St homes when Gowan St was widened, Yonge St, homes so close to sidewalks and roadways. These minimum setbacks create unsafe conditions for pedestrians.

District 1 - Parking (no parking requirement) MTSA, this is absurd. No parking allowed on Essa Rd, Gowan St, Innisfil St, Burton Ave, etc. Where will new residence once towers are built park? You will be creating issues down the road.

Our public transit infrastructure does not include subways, streetcars, or timely meaningful routes to get most residents around. We should be requesting at least 1 parking spot per unit in the MTSA.

Greenspace Section -create specific zone standards similar to North Shore Trail for Allandale Station Park Friends of Allandale Station Park have been actively engaged as residents of the community on protecting this section of our waterfront as a passive nature area to include such things as accessible trails, meadow area, indigenous and native plantings, creating and Oak Savanna with Prairie Grasses. We need to protect our birds, pollinators, wildlife, trees and existing biodiversity with-in this area. We are all looking for a designation that will continue to protect this area in perpetuity for existing and future generations. This is after all part of our Heritage Waterfront Trail. Mayor Nuttall this past summer mentioned creating a land trust, we would be interested in learning more.

Hen Coops - will you do a public education campaign on this piece? reduce height from 4 metres (why do chickens require a coop over 13 ft tall?) to 2 metres if approved. Most backyard fencing is 2 metres. Don't really want to be stared at by Hens while eating my BBQ. However, given the current coyote, rat, & mice problems in Barrie, should we really be approving a Hen by-law. Review Mississauga (pilot project cancelled after two years).

Looking forward to continuing dialog on these issues.

Sincerely
Cathy Colebatch and Barbara Mackie

AllandaleCommunity@gmail.com *Facebook.com/AllandaleCommunity *Twitter.com/ANABarrie *Instagram.com/AllandaleCommunity

From: Hastings, Stuart (IO) <Stuart.Hastings@infrastructureontario.ca>
Sent: Monday, October 7, 2024 11:27 AM
To: Celeste.Kitsemetry@barrie.ca; newzoningbylaw@barrie.ca
Cc: Emm, Amy (IO)
Subject: IO Comments on the draft (version 3) new comprehensive City of Barrie Zoning By-law

Follow Up Flag: Flag for follow up
Flag Status: Flagged

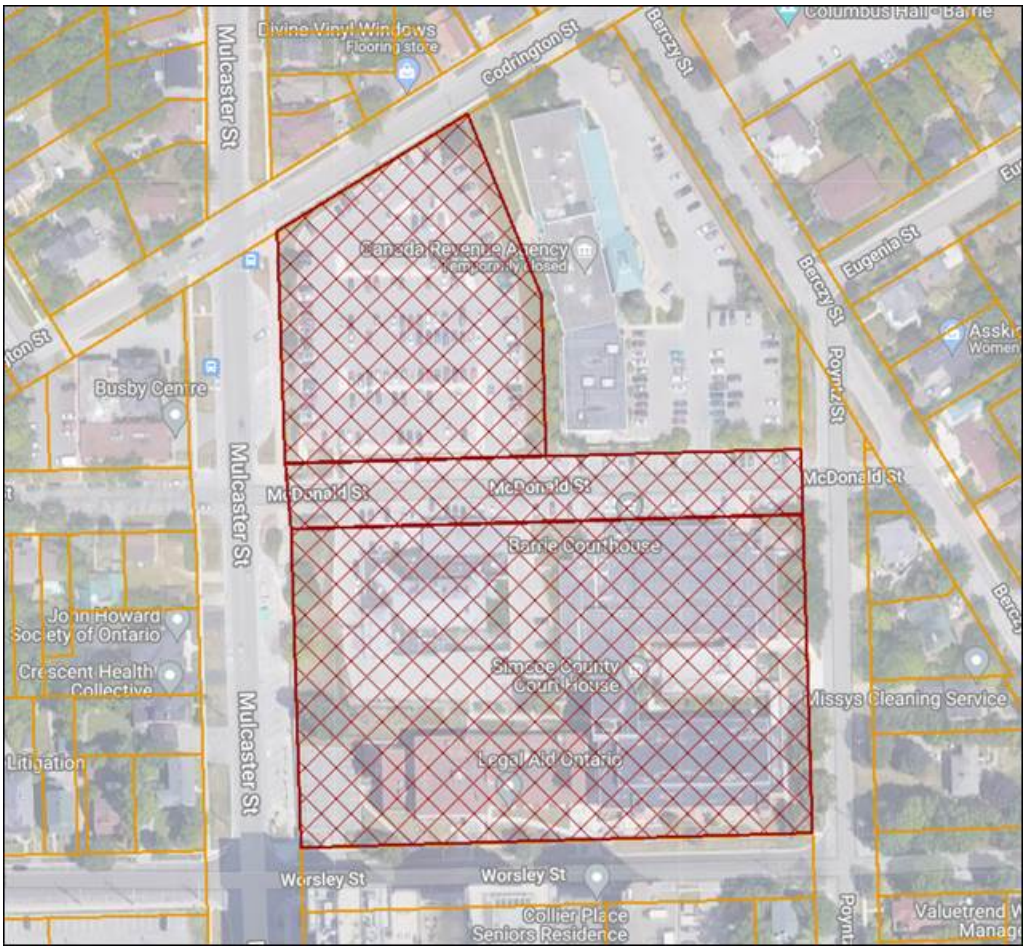
Good morning Celeste,

Thank you for taking the time to speak with me on Friday, it was very informative and helpful.

Further to our call, IO would like to provide the falling comments on the draft (version 3) new comprehensive City of Barrie Zoning By-law:

Infrastructure Ontario ("IO") is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Infrastructure ("MOI"). Part of IO's mandate is to protect and optimize the value of the portfolio, while ensuring real estate decisions reflect public policy objectives. We appreciate the opportunity to provide you with the following site-specific comments for your consideration on the proposed new zoning by-law for the City of Barrie.

Site: Administrative Centre of Justice (PINs: 58818-0073, 58818-0074 , and 58818-003)



Comments:

The property currently contains the Administrative Centre of Justice Complex, including the Barrie Courthouse, Simcoe Country Courthouse, and Legal Aid Ontario. The McDonald Street road allowance that bisects the property is leased from the City of Barrie. The site is proposed to be included in the Community Hub Neighbourhood (CHN) zone. A Court House does not appear to be a permitted use within this zone? Upon review of the proposed new zoning by-law, the Court House use is included within the definition of Government Services, which is included in other zones, but not the CHN zone. With this in mind, I would like to share the following questions/request:

1. If you could please confirm whether or not a Court House use is permitted on this site in the new zoning by-law, it would be appreciated?

2. Secondly, if a Court House use is not permitted, then we would like to request that a site-specific policy be applied to this site to permit Government Services as an additional permitted use to ensure the continued operation of the Court House.

Thank you for considering our comments. IO kindly requests to be notified for all future Zoning By-law Review updates, including any revisions to the draft zoning and schedules.

Please do not hesitate to contact us if you have any questions.

Best regards,
Stuart

Infrastructure Ontario

Stuart Hastings, MCIP, RPP
Senior Planner, Portfolio Planning and Pre-Construction Services
Infrastructure Ontario

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Direct: 437-900-7671

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Simcoe County District School Board

October 11, 2024

Celeste Kitsemetry
Supervisor of Growth Management
City of Barrie
Development Services
70 Collier Street, P.O. Box 400
Barrie ON
L4M 4T5

VIA EMAIL
celeste.kitsemetry@barrie.ca

ZONING BY-LAW REVIEW
DRAFT 3
CITY OF BARRIE

Thank you for circulating the Simcoe County District School Board (SCDSB) regarding the third draft of the City of Barrie's Zoning By-law. The board has been involved with the review of the new Zoning By-law since the draft 1 release in early 2023, including meeting with City staff on multiple occasions to discuss board interests within the Zoning By-law.

SCDSB planning staff understand that outside of implementing the Official Plan, Council also endorsed the following guiding principles for the new Zoning By-law, which include: affordability, particularly housing affordability; compact communities; appropriate transition to lower-scale neighbourhoods; and modernizing parking standards. The board is supportive and understands the critical need for additional residential housing and density, though we wish to highlight the impact of such development proposals on the board's ability to provide elementary and secondary pupil accommodation in the City of Barrie. Residential intensification and infill within the settlement area increases enrolment in local schools. SCDSB planning staff emphasize that continued collaboration with the City of Barrie will be required to ensure that appropriate public school accommodation is available for all City of Barrie residents.

SCDSB planning staff offer the following comments on the draft planning framework and request clarification and amendments in order to support the SCDSB in providing appropriate school facilities in the City of Barrie:

General Comments

The Simcoe County District School Board notes that the draft 3 Zoning By-law currently includes the definition "Institutional Uses", "Public Service Facility", and "School". SCDSB planning staff note that our school facilities could be captured under each of the three above definitions. Each definition is then included as a permitted use in various zones in the Zoning By-law. While this approach appears to be quite permissive, it also creates an opportunity for

significant interpretation over where schools are permitted uses depending on who is interpreting the by-law. For example, “Public Service Facility” is a permitted use in the Infrastructure and Utilities Zone, while “Institutional Uses” and “School” are not, which creates uncertainty. Based on the current structure of the draft Zoning By-law, the board interprets that schools would be permitted as-of-right in any zone that lists “Institutional Use”, Public Service Facility”, or “School” as a permitted use. SCDSB planning staff respectfully request clarification regarding this interpretation and wishes to ensure that the “School” definition is appropriately considered under the umbrella term “Public Service Facility”.

Section 3.1. – Accessory Buildings, and Structures

Section 3.1. of the draft Zoning By-law deals with provisions for accessory buildings and structures, with 3.1.2. providing direction regarding accessory buildings and structures that are not within Neighbourhood Low zones. Policy 3.1.2. c) specifically prohibits the locating of mechanical equipment within the front yard. SCDSB planning staff note that mechanical equipment is often placed within the front yard directly adjacent to the school building in order to provide appropriate and cost-effective connections to servicing infrastructure. The board respectfully requests that schools, as public service facilities, be exempt from policy 3.1.2. c)

Section 3.2. – General Building Standards

The draft Zoning By-law includes various general building standards within Section 3.2. Section 3.2.5. provides specific requirements for buildings to transition to the Neigbhourhood Low Zone. SCDSB planning staff respectfully request clarification regarding how this policy is applied.

Section 3.2.11. of the draft Zoning By-law outlines requirements for the window to wall ratio of buildings. Policy 3.2.11. b) requires that a minimum of 50% of the façade of any low-rise building abutting a street or landscaped open space be windows, openings, or similar. SCDSB planning staff are of the understanding that schools are considered “Flex Buildings”, and thus these provisions would not apply to a school. SCDSB planning staff respectfully request that this interpretation be confirmed.

Section 3.3. – General Standards

General standards are described in Section 3.3. of the draft Zoning By-law. Section 3.3.3. outlines permitted uses in all zones. Policy 3.3.3. d) currently reads:

> d) Any service or utility owned and/or operated by the City of Barrie, an agency of the Province of Ontario, or the Federal Government of Canada, is not subject to the provisions and standards of this By-law;

SCDSB planning staff respectfully request that Policy 3.3.3. d) be amended by adding “or board”, so that the revised policy would read:

> d) Any service or utility owned and/or operated by the City of Barrie, an agency or board of the Province of Ontario, or the Federal Government of Canada, is not subject to the provisions and standards of this By-law;

The revised policy would permit the Simcoe County District School Board flexibility in providing necessary school accommodation within the City of Barrie.

Section 3.3.4. describes required planting buffers between various zones, with a minimum 3 metre contiguous buffer required along lot lines of all zones adjacent to Neighbourhood Low zones. As school sites are generally located within the residential neighbourhoods they are designed to serve, this policy will impact the board. Planting buffers create safety hazards on school sites, as they impact site lines and create areas that are difficult to supervise. Planting buffers are also difficult for operations staff to maintain. SCDSB planning staff respectfully request that schools, as public service facilities, be exempt from policy 3.3.4. a) i. SCDSB planning staff note that our best practices generally include some buffering from adjacent uses and that buffering can be determined on a site-specific basis as part of the site plan control process.

The draft Zoning By-law acknowledges that certain uses are temporary in nature and thus should be handled differently than permanent uses. Temporary uses are described in Section 3.3.10. Simcoe County District School Board planning staff respectfully request that “Portable Classroom” be added as a temporary use within Section 3.3.10. and also be defined in Section 15. as outlined later in this letter. Portable classrooms should be subject to the following provisions in Section 3.3.10.:

- Portable classrooms are part of the primary public service facility (school) use and are permitted on the same lot as the public service facility (school) use;
- Portable classrooms are considered temporary buildings;
- Portable classrooms shall be included in the total lot coverage calculation;
- Portable classrooms shall not be subject to any ground level floor height requirements;
- Portable classrooms shall not be subject to Site Plan Control; and,
- Portable classrooms shall be subject to the requirements of the Building Code, Fire Code, and other applicable legislation.

Section 3.4. – Specific Use Standards

Section 3.4. of the draft Zoning By-law contains multiple specific use standards, one of which is specific to commercial vehicles and school buses (Section 3.4.2.). The board notes that the parking and storage of commercial vehicles, which we interpret as including school buses, is prohibited in Neighbourhood, Greenspace and Environmental Protection zones. The Simcoe County Student Transportation Consortium uses a variety of solutions for the parking and storage school buses, which includes some being stored in residential areas at the homes of their operators. SCDSB planning staff respectfully request that school buses be permitted within Neighbourhood zones.

The SCDSB currently operates 24 elementary schools and four (4) secondary schools within the City of Barrie, with the majority of school sites zoned Community Hub Neighbourhood (CHN) in the draft Zoning By-law. Section 11 outlines the required provisions of the CHN Zone, including: permitted uses; permitted building and structure types; lot, yard and amenity standards; and building standards. These standards do not align with the board's best practices in design, siting, and construction of new schools and school additions. The board also recognizes that although the draft Zoning By-law intends to focus on form rather than specific land use, the unique provisions for each form create a complicated and confusing process for school design and construction. There is significant oversight in the school funding, siting, design, and construction process by the Ministry of Education, which limits the potential form of SCDSB schools. As such, SCDSB planning staff respectfully request that a new section, Section 3.4.12 Schools, be added to the draft Zoning By-law to provide specific provisions for schools as public service facilities:

School is a Permitted Use in any zone that permits "Institutional Use", "Public Service Facility", or "School"	
Permitted Building Form	Any
Lot Area (Minimum)	800 sq. m.
Lot Coverage (Maximum)	75%
Lot Frontage (Minimum)	28m
Front Yard Setback (Minimum)	3m
Interior Side Yard Setback (Minimum)	3m
Exterior Side Yard Setback (Minimum)	3m
Rear Yard Setback (Minimum)	7.5m
Landscaped Area (Minimum)	N/A
Building Height (Maximum)	15m
Building Length (Maximum)	N/A
Ground Level Floor Height (Minimum)	N/A
Where there are conflicting provisions within this By-law, the policies of this section shall prevail.	

The above provisions for schools would permit the board additional flexibility in providing needed accommodation. As the size of new school sites continue to get smaller, particularly in urban areas such as the City of Barrie, the board has to do more with smaller amounts of land while still providing a suitable school building, appropriate on-site parking and loading/unloading facilities, suitable outdoor open field and play areas, and space for future growth in terms of additions and/or portable classrooms. The recommended provisions will ensure the board is able to use school sites in an efficient manner.

Section 4. – Parking and Loading

Significant changes to the City of Barrie parking regime are proposed through the new draft Zoning By-law, which are found in Section 4. As such, the board has thoroughly reviewed this section in order to understand the proposed changes and identify how they will impact both existing and new school sites within the City.

Table 13 indicates the required number of parking spaces in each of the proposed new Parking Districts for all permitted uses. The draft Zoning By-law currently contains two different calculations for schools in Parking District 5, which is where the vast majority of existing and future school sites are located: "1 Parking Space for every 4 persons (e.g., spectators, patrons, visitors, members of the audience, worshippers, or students, as the case may be)", and "1 Parking Space per 50 sq m of Gross Floor Area but in no case less than 2 Parking Spaces." It is not clear how to determine which calculation should be used for a school use. It is also not clear how to determine the number of persons in the former calculation; is this loading occupancy, the On The Ground (OTG) capacity of the school, the actual number of enrolled students, or some other interpretation? Regardless, both calculations result in an immense number of parking spaces being required for a school site, which seems counterintuitive to the stated goal of modernizing parking requirements in the draft Zoning By-law and in the current push towards smaller school sites to more efficiently use land and resources.

To analyze the current required parking for schools in the draft Zoning By-law, SCDSB planning staff have reviewed the above-described calculations in the context of the in-development new elementary school located at Dean Avenue and Mapleview Drive East (see Appendix 1). Based on the required parking calculation using gross floor area, the new elementary school would be required to provide 117 standard parking spaces. Using the calculation based on number of persons, 166 standard parking spaces would need to be provided based on the school's OTG of 662. The current plan for the new elementary school site includes providing 65 standard parking spaces, which exceeds the number of parking spaces required by the current Zoning By-law.

Oversupplying parking is a serious concern for the board, as parking spaces on school sites reduce open field and play spaces, increases the amount of permeable surfaces on sites, increases traffic impacts on the site and on surrounding areas, and further encourages the use of private vehicles which is counter to the board's work to encourage the use of active transportation to support healthy and active lifestyles.

SCDSB planning staff respectfully request that the minimum required number of parking spaces for schools be amended so that the elementary school provision from the current Zoning By-law 2009-141 is brought forward, and that the requirement for secondary schools is based on the board's best practices. These recommended provisions are outlined in Table 1 below:

Table 1: Recommended Parking Requirements for Elementary and Secondary Schools

<table>
<tr><th>Use</th><th>District 5 (All Other Lands)</th></tr>
<tr><td>Elementary School</td><td>1 parking space per classroom and office</td></tr>
<tr><td>Secondary School</td><td>Parking is required in accordance with the On the Ground Capacity of a school (OTG). OTG is defined by the Ministry of Education.
These parking calculations includes OTG plus pupil loading up to 12 portables
<table>
<tr><th>OTG</th><th>Space</th><th>Barrier Free</th></tr>
<tr><td>0 – 400</td><td>80</td><td>4</td></tr>
<tr><td>401 – 700</td><td>100</td><td>5</td></tr>
<tr><td>701 – 1000</td><td>150</td><td>6</td></tr>
<tr><td>1001 – 1500</td><td>200</td><td>7</td></tr>
<tr><td>1501 – 2000</td><td>250</td><td>8</td></tr>
<tr><td>2001 – 2500</td><td>300</td><td>9</td></tr>
</table>
</td></tr>
</table>

The SCDSB is also concerned with Section 4.6.4., dealing with Electric Vehicle Ready Parking (“EVRP”). This section requires that flex buildings provide “all required parking spaces as EVRP” in policy 4.6.4. b). Based on the definition of EVRP provided in Section 15., we understand this to mean that all required parking spaces would need to have energized electrical outlets installed at the time of construction that could support Level 2 charging. Capital funding for schools is provided by the Ministry of Education and is based on a strict series of formulas. The board is simply not allocated funding to provide EVRP nor is appropriate electrical capacity available to provide the level of electricity required by policy 4.6.4. b). SCDSB planning staff also understand that the provision of EVRP would also apply when constructing an addition or adding a portable classroom to an existing school site, resulting in costly upgrades to existing electrical systems to provide the required EVRP for new and existing parking spaces. This may severely impact the timing of providing required school accommodations within the City of Barrie. As such, SCDSB planning staff respectfully request that schools, as public service facilities, be exempt from policy 4.6.4. b).

Section 4.7. of the draft Zoning By-law outlines provisions for parking flexibility, including shared parking on a lot and distances to off-site parking. The SCDSB is pleased with the inclusion of policies to permit off-site parking, as this provides greater flexibility for the provision of parking and recognizes that there can be efficiencies between compatible nearby land uses. The SCDSB has some recommendations to further improve the proposed policies regarding off-site parking.

Currently, Section 4.7. does not permit shared parking on separately conveyable lots where there are no residential uses. The SCDSB often pursues shared parking between school sites

and abutting parkland as the use scenarios tend to be compatible and result in less greenspace being taken up by surface parking. SCDSB planning staff recommend that a new section be added as Section 4.7.5. titled “Shared and Off-Site Parking for Non-Residential Uses”, and recommend the following language be used to permit shared parking arrangements:

> The provision of shared parking or parking on an alternative site from the proposed development at a distance as per Table 18 is permitted, provided the owner of the alternative site is willing to enter into an agreement with the developer and the municipality.

In order to provide the board with additional flexibility regarding the provision of parking and to support efforts to maximize and efficiently use land and resources, SCDSB planning staff respectfully request that policy 4.7.3. a) be revised to permit schools, as public service facilities, to provide up to 50% of required parking off-site.

Distances to off-site parking are presented in Section 4.7.3. b). Policy 4.7.3. b) outlines the maximum distance from the lot to the off-site parking lot for each proposed Parking District. Most existing and future SCDSB school sites are within Parking District 5, which has a maximum distance to an off-site parking lot of 30 metres. While the board understands that this provision is intended to ensure that off-site parking is located very nearby residential uses, the rationale for public service facilities like schools is less clear. Off-site parking for schools is generally used for short-term purposes such as pick up and drop off at bell times, with on-site parking still provided for staff and general use. Increasing the permitted maximum distance for off-site parking for public service facilities will reduce traffic impacts both on the school site and on the surrounding lands as traffic volumes are dispersed over a less concentrated area. SCDSB planning staff respectfully request that Section 4.7.3. b) Table 18 be revised to permit public service facilities, including schools, in Parking District 5 to provide off-site parking at a maximum distance of 150 metres.

Based on the wording of policy 4.7.3. b) SCDSB planning staff are of the impression off-site parking is only permitted if the off-site parking is on a parking lot, defined in the draft Zoning By-law as, “… a **building, structure,** or **lot**, used to provide five (5) or more **parking spaces**”; that is, the parking must be the primary use. If this interpretation is correct, the current wording would preclude off-site parking from being provided as parking spaces on a lot that contains a different primary use with associated on site parking. For example, a school could not use a nearby community centre’s parking spaces as those parking spaces would not be considered a “parking lot”. SCDSB planning staff respectfully request clarification regarding this interpretation.

Section 4.8. of the draft Zoning By-law includes policies regarding the provision of bicycle parking. SCDSB planning staff have some concerns regarding the types of bicycle parking spaces that are required to be provided. A “Bicycle Parking Space, Long-Term” is defined in the draft Zoning By-law as, “… a **bicycle parking space** located in a locked room within a building or part of a building for the exclusive use of parking bicycles.” In Table 19, Non-Residential Uses in Parking District 5 are required to provide 0.1 Long-Term Bicycle Parking Spaces per 100 sq. m. of Gross Floor Area. SCDSB capital projects are subject to a rigorous funding process from the Ministry of Education to ensure that projects are financially responsible and viable. Strict formulas are used to provide funding, and indoor bicycle parking spaces would not qualify for funding within those formulas. Planning staff also note that the

nature of long-term bicycle parking spaces is counterintuitive within a school use, as long-term storage of bicycles is unnecessary, and that such a space would take up a significant amount of room in a school's already limited footprint. As such, SCDSB planning staff respectfully request that public service facilities such as schools be exempt from providing long-term bicycle parking under Section 4.8 Table 19.

Finally, it is not clear within Section 4.1. how parking is supposed to be provided when a lot is within more than one Parking District. For example, the SCDSB is currently investigating a property where a portion of the lot falls within Parking District 3 and the remaining portion of the lot is in Parking District 5. SCDSB planning staff respectfully request clarification regarding how such a situation would be interpreted in regard to providing required parking.

Section 11. – Community Hub Zones

As mentioned previously, the vast majority of the SCDSB's 24 elementary schools and four (4) secondary schools in the City of Barrie are zoned Community Hub Neighbourhood (CHN) in the draft Zoning By-law. The board has requested above specific lot and building standards specific to schools to recognize the unique situation that the board faces in providing required accommodation due to the significant oversight from the Ministry of Education regarding funding, siting, design, and construction of capital projects.

Section 15. – Definitions

The draft Zoning By-law provides definitions for bolded terms found throughout the by-law in order to aid in interpretation and understanding. SCDSB planning staff noted above that there are various definitions that schools may fall under in the Zoning By-law, including "Institutional Uses", "Public Service Facility", and "Schools". The board is interpreting that based on these definitions, a school use may be permitted as-of-right in any zone that permits "Institutional Uses", "Public Service Facility", and "Schools". However, SCDSB planning staff request clarification regarding this interpretation.

The current draft Zoning By-law contains the definitions "Bicycle Parking Space, Long-Term", "Bicycle Parking Space, Short-Term", and "Parking Space, Bicycle". SCDSB planning staff respectfully request that these definitions be amended to include scooters. As a similar form of active transportation to bicycles, the board is seeing increasing numbers of students commuting to and from school on scooters, and so has responded by providing racks to securely lock the scooters to in addition to more traditional bicycle racks. By including scooters in bicycle parking definitions, the board will be able to provide the appropriate parking facilities for both scooters and bicycles and further encourage the use of active transportation at our schools.

The current definition of "Building Height" in the draft Zoning By-law includes an exemption from including certain rooftop/penthouse structures in the building height calculation for roofs which are not a flat roof, mansard roof, or where a dormer is provided. The SCDSB's best practices for school design generally include locating mechanical and service equipment on the roof or in a penthouse structure on school buildings, and school roofs are generally flat

roofs. SCDSB planning staff respectfully request that the height exemption for mechanical and service equipment and penthouses be permitted for all building and roof types, including flat roofs, mansard roofs, and where dormers are provided.

SCDSB planning staff also note that though “Structure” is included throughout the draft Zoning By-law as a bolded term, indicating a specific definition within Section 15., no definition has been included.

At this time, there is no definition of “Portable Classroom” within Section 15. of the draft Zoning By-law. The board respectfully requests that the following definition of “Portable Classroom” be added to Section 15. in order to ensure portable classrooms can be added to school sites to provide required accommodation in a timely manner:

> Portable classroom: Means a temporary building used to provide temporary school accommodation. A portable classroom is part of the primary school use.

SCDSB planning staff request that clarification of “ground level floor height” be provided, as the term is used throughout the draft Zoning By-law but no definition is included in Section 15.

The justification for the consideration of revised language is to provide greater flexibility for the provision of public service facilities when and where they are needed. The SCDSB would welcome ongoing collaborative discussions with the City of Barrie regarding the Zoning By-law Review as it relates to future school site needs. Should you require additional information, please do not hesitate to contact this office.

Sincerely,

Kristen Bartmann, MPLAN
Planner, Planning & Enrolment

cc: City of Barrie
Liam Munnoch, Planner

Simcoe County District School Board
Andrew Keuken, Senior Manager of Planning, Enrolment, and Community Use
Sandy Clee, Assistant Manager of Accommodation Planning
Katie Kirton, Assistant Manager of Property and Planning

Attachments

Appendix 1 - Dean Avenue School Zoning Analysis

210 Dean Avenue New Elementary School Review to New Draft 3 of Zoning By-Law

Zone Provision	Community Hub Neighbourhood Zone (Barrie ZBL Draft 3)	Proposed 210 Dean Avenue School
Lot Coverage (max)	70%	11.75%
Front Yard Setback	20% more or less than the Average Front Yard Setback between adjacent lots, otherwise 3 m	7.45 m
Interior Side Yard	3.0 m	70.4 m
Exterior Side Yard	3.0m	12.2 m
Rear Yard Setback	7.5 m	87.4 m
Landscaped Area	20%	46.5%
Soft Landscaping	50% of landscaped area	>50%
Building Height	2 Storeys (6.4 m) Min 4 Storeys (14.0 m) Max	3 Storeys (12.5) m
Building Length	60.0 m	70.2 m (85.4 m with addition)
Ground Floor Level Height (min)	3.7 m	4.0 m
Window to Wall Ratio	a) The façades of any low-rise building, mid-rise building, or high-rise building, shall have a total maximum of 60% of window to wall ratio, as measured across all building façades; and b) A minimum of 50% of the façade of any low-rise building, mid-rise building, or high-rise building, abutting a street, landscaped open space, or amenity area, shall be windows, openings, or similar.	New elementary school interpreted as a flex building. Therefore, these provisions do not apply.
Parking (1 per 50 sqm of GFA)	117 spaces (5857.5 sq m)	65 spaces
Parking (1 per 4 persons)	166 spaces (662 pp school)	65 spaces
Barrier Free Parking (Type A)	1 plus 3% of total spaces = 5 spaces	1
Barrier Free Parking (Type B)	1 plus 3% of total spaces = 5 spaces	1
Electric Vehicle Ready Parking	Low-, Mid- and High-Rise Buildings, including Flex-Buildings, shall provide all required parking spaces as EVRP.	0

Confirmation is requested on the following items:

Flex Building vs Low Rise Building – ZBL suggests that Low Rise Buildings contain dwelling units and are residential focused whereas Flex Buildings are permitted to be single tenant institutional uses. Please confirm which built form schools are interpreted as.

Building Height: Confirmation of if this provision is applicable given that schools are flat roofed but also contain mechanical penthouse units.

BUILDING HEIGHT

Means the vertical distance from the average **finished grade level** to:

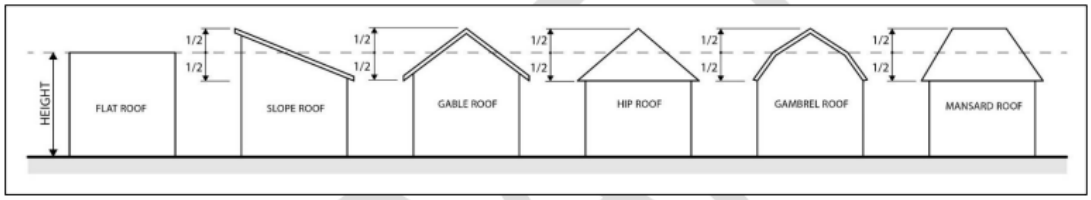
i. In the case of a flat roof, the highest point of the highest roof surface;

ii. In the case of a mansard roof, the roof deck line;

iii. In the case where dormer(s) are provided, if any dormer is larger than 50% of any roof structure, then the building height shall be measured to the midpoint of the roof of the dormer; and,

iv. Or in the case of any other roof, the mean height between the eaves and the highest ridge of the roof – not including any roof or penthouse **structure** accommodating an elevator, staircase, ventilating fan (or other similar equipment), a chimney, or other ornamental **structure** which rises above the roof level but does not provide **habitable living space**.

Figure 7: Building Height



HOSPICE SIMCOE
336 Penetanguishene Road, Barrie, ON L4M 7C2

November 7, 2024

By Email Only to:
cityclerks@barrie.ca

Ms. Wendy Cooke, City Clerk
Barrie City Hall
70 Collier St., Barrie, ON L4M 4T5

Attention: Mayor Alex Nuttall and Members of Council

Dear Mayor Nuttall and Members of Council:

We are writing to you on behalf of Hospice Simcoe, registered owner of land in Barrie known municipally as 336 Penetanguishene Road, to respectfully request an amendment to the proposed 3rd Draft of Barrie's New Comprehensive City-Wide Zoning By-law.

Specifically, we ask that the proposed Zoning By-Law be revised to permit hospice as a *Primary Use* on the property. Without this change, our long-term use of the existing Hospice Simcoe building and property—including our plans for a new facility, will be at risk.

Under the current Zoning By-law, the property is zoned as *Institutional*. However, under the proposed Zoning By-law, the property will be designated as *Community Hub Neighbourhood* (CHN), which represents a significant shift in the zoning designation. While this zoning change may have been intended to create vibrant community spaces, it currently only permits per *Table 68: Permitted Uses in the Community Hub Zones* both *Hospice* and *Institutional Uses* as *Accessory Uses*.

This designation does not reflect the central role that Hospice Simcoe plays in the community, nor does it accommodate the full scope of our operations, including our ongoing and planned expansion to meet the growing demand for palliative care, and grief and bereavement services.

HOSPICE SIMCOE
336 Penetanguishene Road, Barrie, ON L4M 7C2

Hospice Simcoe has provided compassionate, end-of-life care and bereavement support to individuals and families throughout the region for many years, and we are committed to expanding our services to meet the evolving needs of our community. Our proposed new building is a key part of this expansion and is critical to ensuring that we can continue to provide high-quality care. However, the proposed zoning limits the use of the property and forces the existing Hospice Simcoe to become legal non-conforming as an *Accessory Use*, which threatens our ability to continue to operate effectively in this location and to pursue these important expansion plans.

Hospice Simcoe has been a trusted and vital part of this community, and we are asking the city to recognize the unique and essential nature of our services. We believe that the requested amendment to the proposed Zoning By-Law, which would permit hospice as a *Primary Use* on the property, will not only protect the future of our organization but also benefit the broader community by ensuring that end-of-life care remains accessible and integrated within the fabric of the neighbourhood.

We respectfully urge you to consider the impacts of the proposed 3rd Draft of Barrie's New Comprehensive City-Wide Zoning By-law. The revision we request for 336 Penetanguishene Road is vital to the continued success of Hospice Simcoe and the well-being of those we serve. If you require any further information or would like to discuss this request in more detail, please do not hesitate to contact me directly.

Thank you for your time and consideration. We look forward to working with you to ensure the continued growth of Hospice Simcoe and the continued support of our community.

Sincerely,

Robert Savage
Board, Chair

Kelly Hubbard
Executive Director

cc. Liam Munnoch, Planner
Celeste Kitsemetry, Supervisor of Growth Management
Jennifer Roberts, Manager of Strategic Initiatives, Policy and Analysis
Michelle Banfield, Executive Director of Development Services

Barrie Arts Alliance

Proudly representing 22 Arts organizations in Barrie

November 13, 2024

His Worship Alex Nuttall
Mayor,
City of Barrie
70 Collier Street,
Barrie, ON
L4M 4T5

Dear Mayor Nuttall,

Re: Rezoning the Waterfront Performing Arts Centre site

Gary Bell has written to you and the members of Council with a proposal regarding the rezoning of the Waterfront Performing Arts Centre (WPAC) site. While Mr. Bell is a consulting planner, he is also the representative for Lyrica Chamber Choir to the Barrie Arts Alliance. As such he is knowledgeable about the developments concerning the WPAC site. The BAA wishes to confirm that we support Mr. Bell's submission regarding the rezoning of the WPAC site as CHU to permit the proposed theatre and related performing arts uses.

Yours truly,

Chuck Ruttan, Administrator,
Barrie Arts Alliance

c.c. Members of Barrie City Council

November 13, 2024

Hello Mayor Nuttall and Council

Council has selected a new site at the waterfront for the Performing Arts Centre and has initiated site studies and architectural schematic design work through a Motion adopted October 9, 2024.

The zoning of that site should be the Community Hub Urban (CHU). The CHU zone permits Community Facilities which includes theatres and accessory uses.

The proposed Green Space zone of the waterfront site is shown on Figure 1. This does not permit Community Facilities. The new waterfront PAC would not be permitted by this zone. Further the Greenspace designation of the area in the Official Plan, does not permit such permanent community facility development (2.6.7.1). The Community Hub designation permits Community Facilities (2.4.6.1).

The proposed zoning of the site on Bradford Street, previously intended for the Performing Arts Centre, is Community Hub Urban (CHU) as seen in Figure 1. This is proposed to be rezoned from the existing Central Area Commercial (C1) zone.

Figure 1 Proposed Zoning Map



November 13, 2024

It would be expedient and necessary in the interests of getting the new PAC job done, to amend the Official Plan and, to revise the proposed new Zoning By-law, to zone the new waterfront Performing Arts Centre site as CHU to permit the proposed theatre and related performing arts uses.

Respectfully submitted



Gary Bell

Gary Bell, RPP

Consulting Planner

[redacted]

gbell.consultingplanner@gmail.com

Subject: FW: Notice of Public Meeting - City-Wide Comprehensive Zoning By-Law NVCA ID 20248 [13-NOV-2024]

From: Greg Marek <gmarek@nvca.on.ca>
Sent: Wednesday, November 13, 2024 4:20 PM
To: Melissa McCabe <Melissa.McCabe@barrie.ca>; Liam Munnoch <Liam.Munnoch@barrie.ca>; Celeste Kitsemetry <Celeste.Kitsemetry@barrie.ca>
Cc: Shawn Filson <S.Filson@lsrca.on.ca>; Ben Krul <bkrul@nvca.on.ca>
Subject: Re: Notice of Public Meeting - City-Wide Comprehensive Zoning By-Law NVCA ID 20248 [13-NOV-2024]

Good afternoon,

Thank you for circulating the Nottawasaga Valley Conservation Authority the Notice of Public Meeting regarding the City's updated Comprehensive Zoning By-law.

NVCA Planning Staff are requesting that Section 3.3.7 be expanded to include watercourses, as follows:

3.3.7. Setback from Lakes and Watercourses

a) Notwithstanding any other standard or provision of this By-law, **development** shall be setback a minimum of 30 metres from lakes and watercourses, which shall be measured from the average high-water mark or regional storm flood elevation, as permitted by the Conservation Authority under the Conservation Authorities Act.

Staff recommend adding a definition for "**development**" to Section 15 Definitions.

For the definition of watercourse, the new Conservation Authority Regulation O. Reg 41/24 (Prohibited Activities, Exemptions and Permits) includes an updated version of the definition, as follows:

“watercourse” means a defined channel, having a bed and banks or sides, in which a flow of water regularly or continuously occurs.

NVCA staff are recommending that this definition be used to replace the current definition in the document.

If you have any questions regarding the recommended changes, please do not hesitate to contact me.

Best regards,

Greg Marek, RPP, MCIP
Senior Planner

Nottawasaga Valley Conservation Authority
8195 8th Line, Utopia, ON L0M 1T0

T 705-424-1479 x242
gmarek@nvca.on.ca | nvca.on.ca

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Subject: FW: Public Zoning By-law meeting - Nov 14, 2024

From: JUDY Poyntz [redacted]
Sent: Tuesday, November 12, 2024 10:34 PM
To: cityclerks <cityclerks@barrie.ca>
Subject: Public Zoning By-law meeting - Nov 14, 2024

I would like to add my objection to the proposal to create a 2 acre parking site east of the Hayter South Shore Center. In the past, the area that is already cleared appears to have been more than sufficient for the events that go on at the waterfront. The other concerning part of this proposal is that the 2 acres is a minimum... If anything, the 2 acres should be a maximum. However, as a long- term resident, a 1 acre site would be more than enough space to accommodate additional parking.
Secondly, the area that is in question along the east section of the waterfront should receive the designation to be environmentally protected. This scary we objected to the sports field. As I see it, the land was not suitable for development now so it will not be in the future. One of the appealing parts of Barrie is its NATURAL beauty. Please keep it that way.

Thank you for your consideration

Judy Poyntz

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