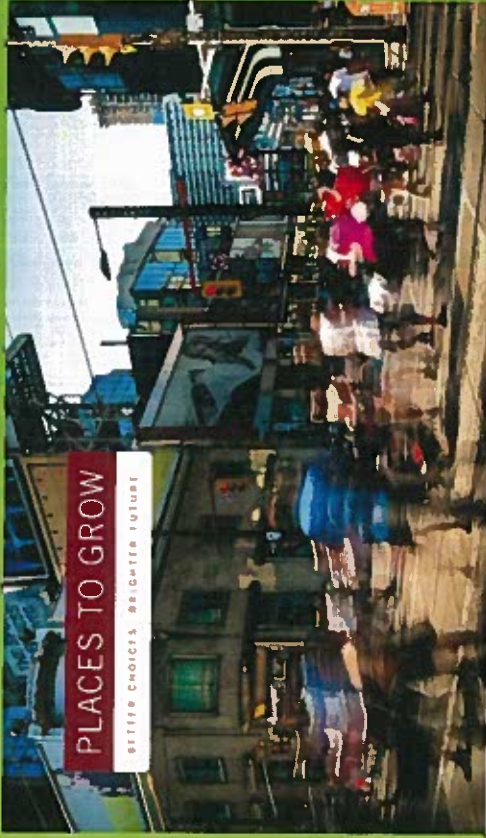


Zoning for Mixed Uses

Presented to the Infrastructure Investment &
Development Services Committee

February 23rd, 2015



PLACES TO GROW
BETTER CHOICES. BRIGHTER FUTURE

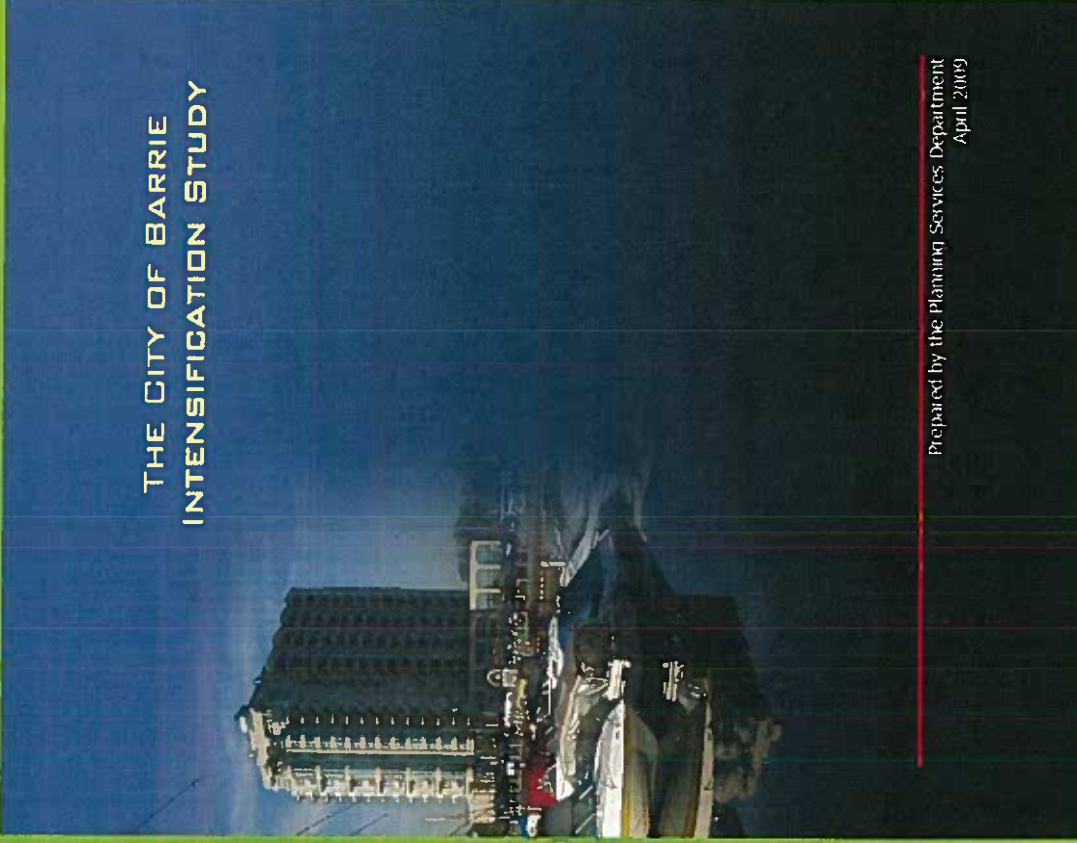
Growth Plan

for the Greater Golden Horseshoe, 2006

OFFICE CONSOLIDATION, JUNE 2013



2006



THE CITY OF BARRIE INTENSIFICATION STUDY

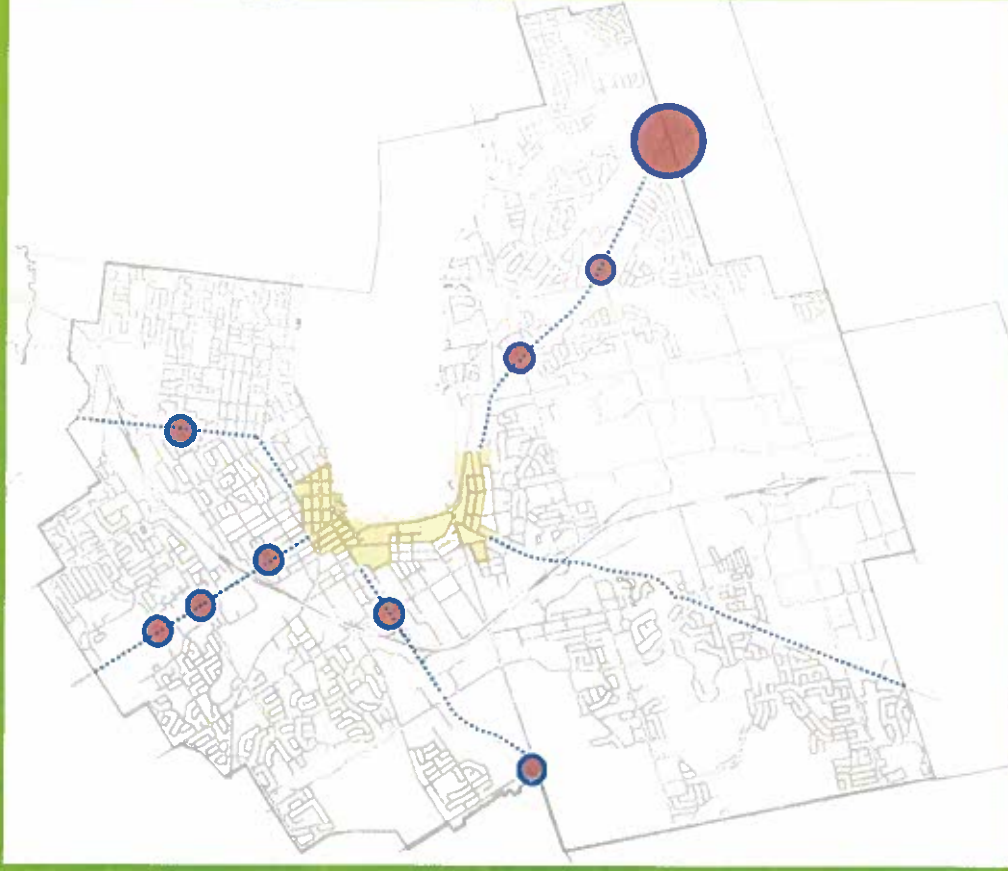
Prepared by the Planning Services Department
April, 2009

2009

The City of Barrie Official Plan

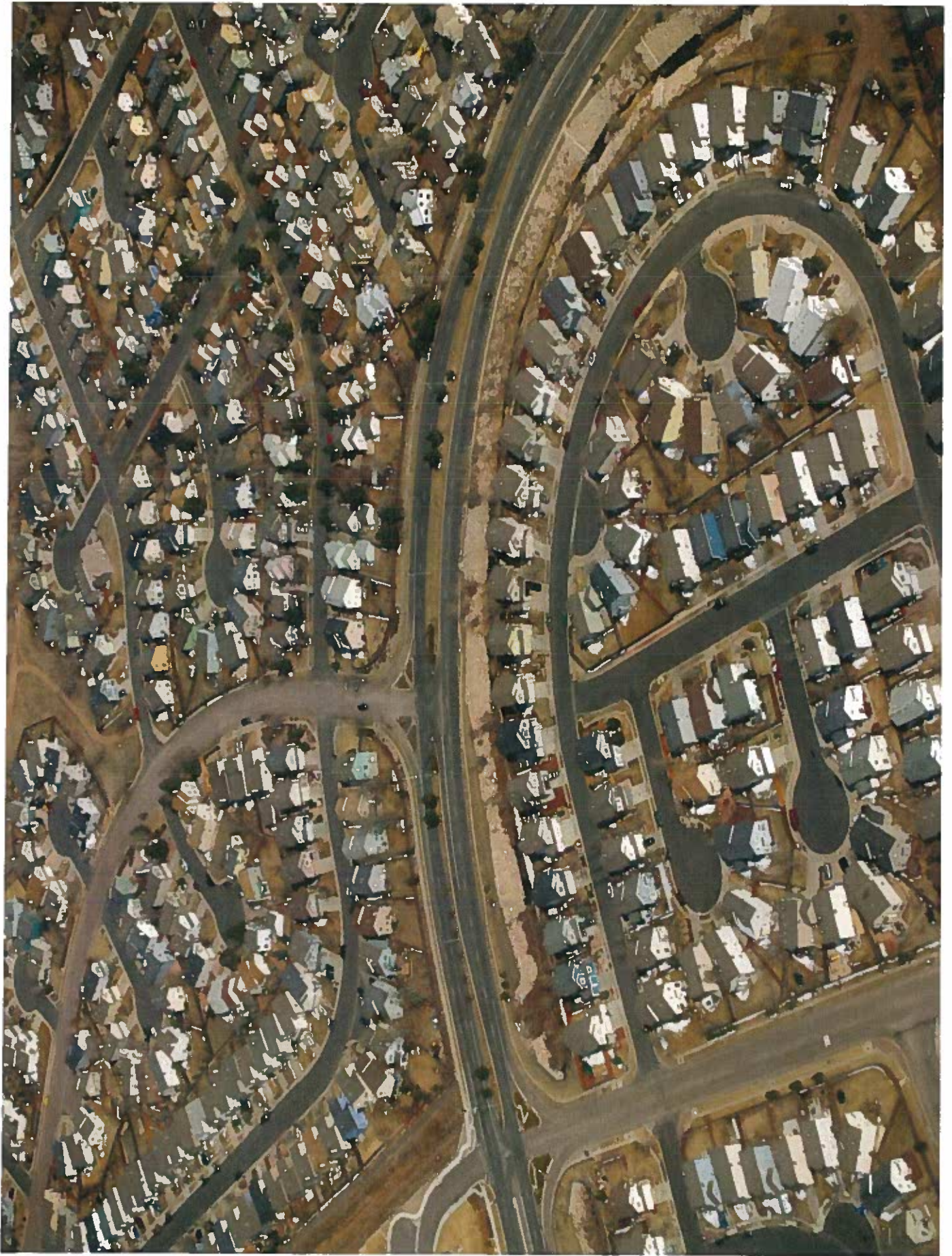


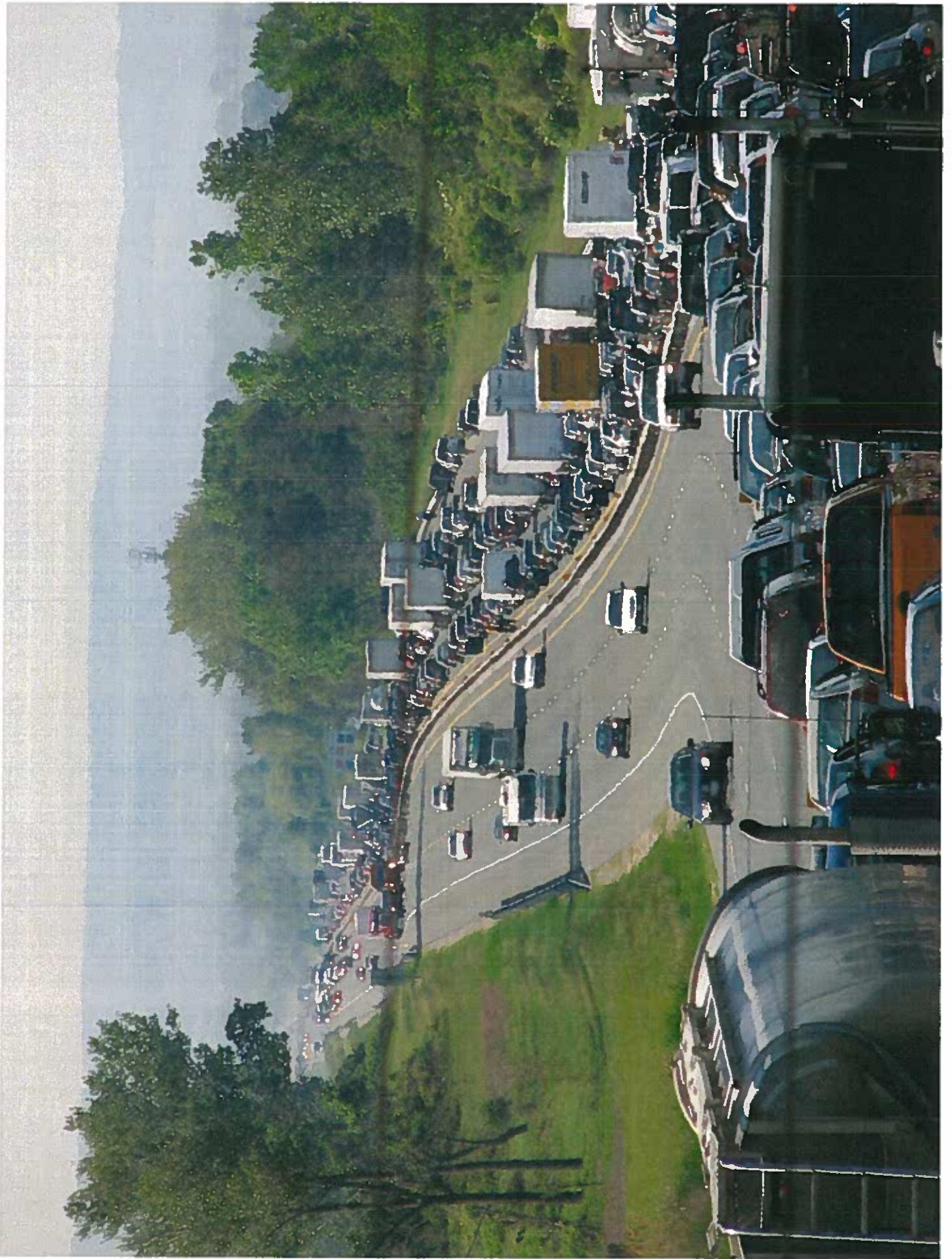
Prepared by the Planning Services Department
Office Consolidation-March 2011

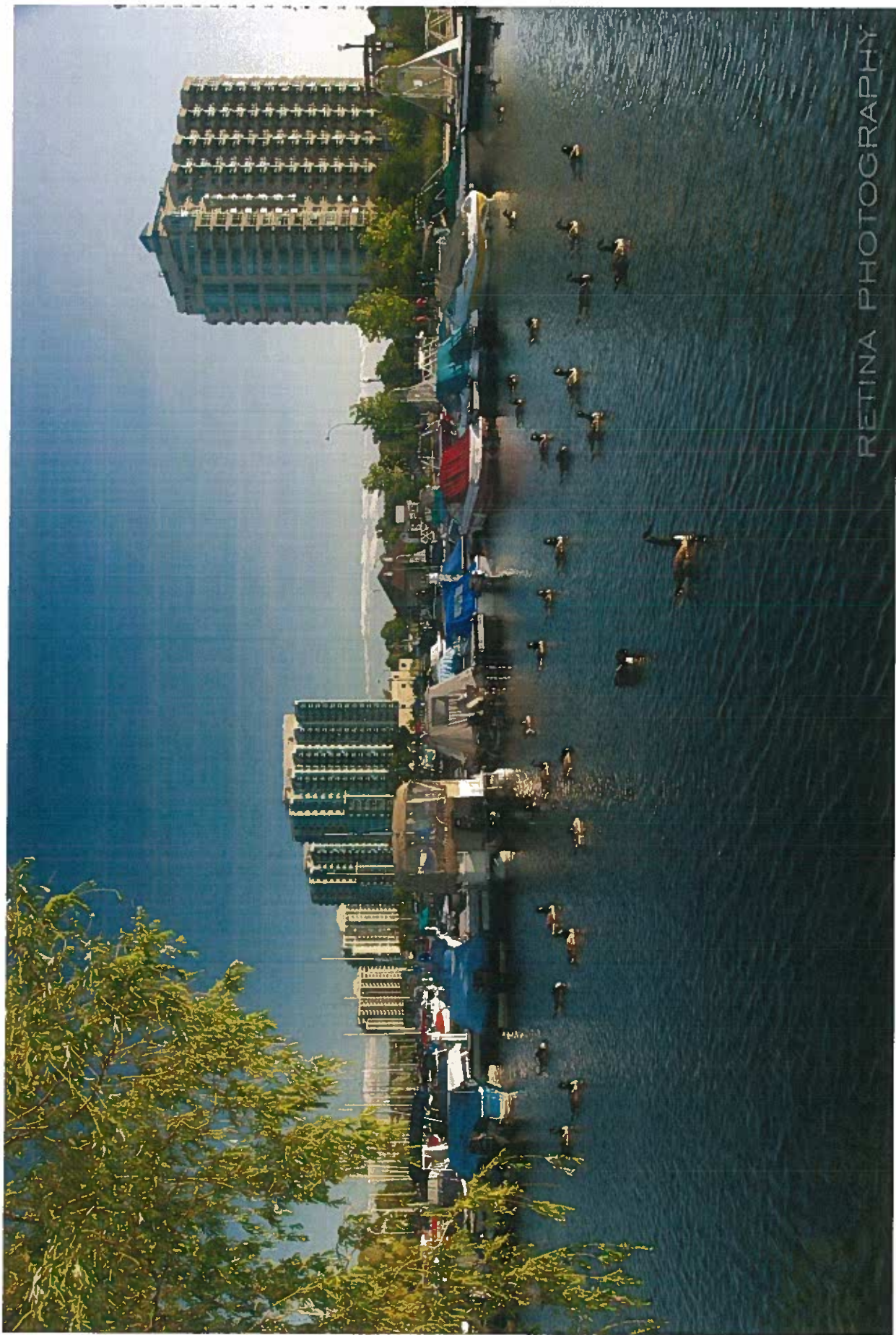












RETINA PHOTOGRAPHY

Step 1: Complete Intensification Study
(approved by Council April 2009)

Step 2: Amend OP to identify Intensification Areas
(approved by Council June 2009)

Step 3: Complete Urban Design Guidelines
(received by Council June 2013)

Step 4: Create new mixed use zones
(in progress)

Step 5: Pre-zone the Intensification Nodes & Corridors

Resistance to intensification is based on perceived impact to adjacent uses;

- **Goal is to encourage intensification in Intensification areas.**
- **Mid-rise development may not be suitable at all locations but should generally be encouraged.**
- **OP and By-law offer sufficient mitigation measures.**
- **Noise, Shadowing and increased traffic are matters that are typically addressed on all developments as warranted.**

Why mixed use?

About 21,000,000 results (0.32 seconds)

Mixed-use development - Wikipedia, the free encyclopedia

en.wikipedia.org/wiki/Mixed-use_development ▾

Jump to **Benefits** - Benefits of mixed-use development include: ... more compact development, land-use synergy (e.g. residents provide customers for retail ...
History - **Benefits** - **Criticism** - **Types of contemporary mixed ...**

What are the Benefits of Mixed Use Development ...

www.mapc.org/resources/mixed-use-zoning/benefits-mixed-use-dev ▾

Feb 11, 2010 - Different communities choose mixed use for different reasons. Some see it as an excellent way to incorporate a mix of housing types on a small ...

Mix Land Uses - Smart Growth Network

www.smartgrowth.org/principles/mix_land.php ▾

Mixed land uses can contribute economic benefits. For example, siting ... Smart Growth Network partners: Trip Generation Tool for Mixed-Use Developments

People-Oriented Cities: Mixed-Use Development Creates ...

www.wri.org ▾ Blog ▾

Jul 23, 2014 - Finally, mixed-use, public transit-friendly neighborhoods benefit local ...
Combining mixed-use development with pedestrianization—or closing ...

Mixed-Use Development - Useful Community Development

www.useful-community-development.org ▾ Land Use Zoning ▾

Mixed-use development blends commercial, office, and/or institutional land uses with residential uses, in one or more buildings. Benefits are less traffic and a ...

Experts discuss the benefits of mixed-use development ...

www.cvilletomorrow.org ▾ Topics ▾ Community Design ▾

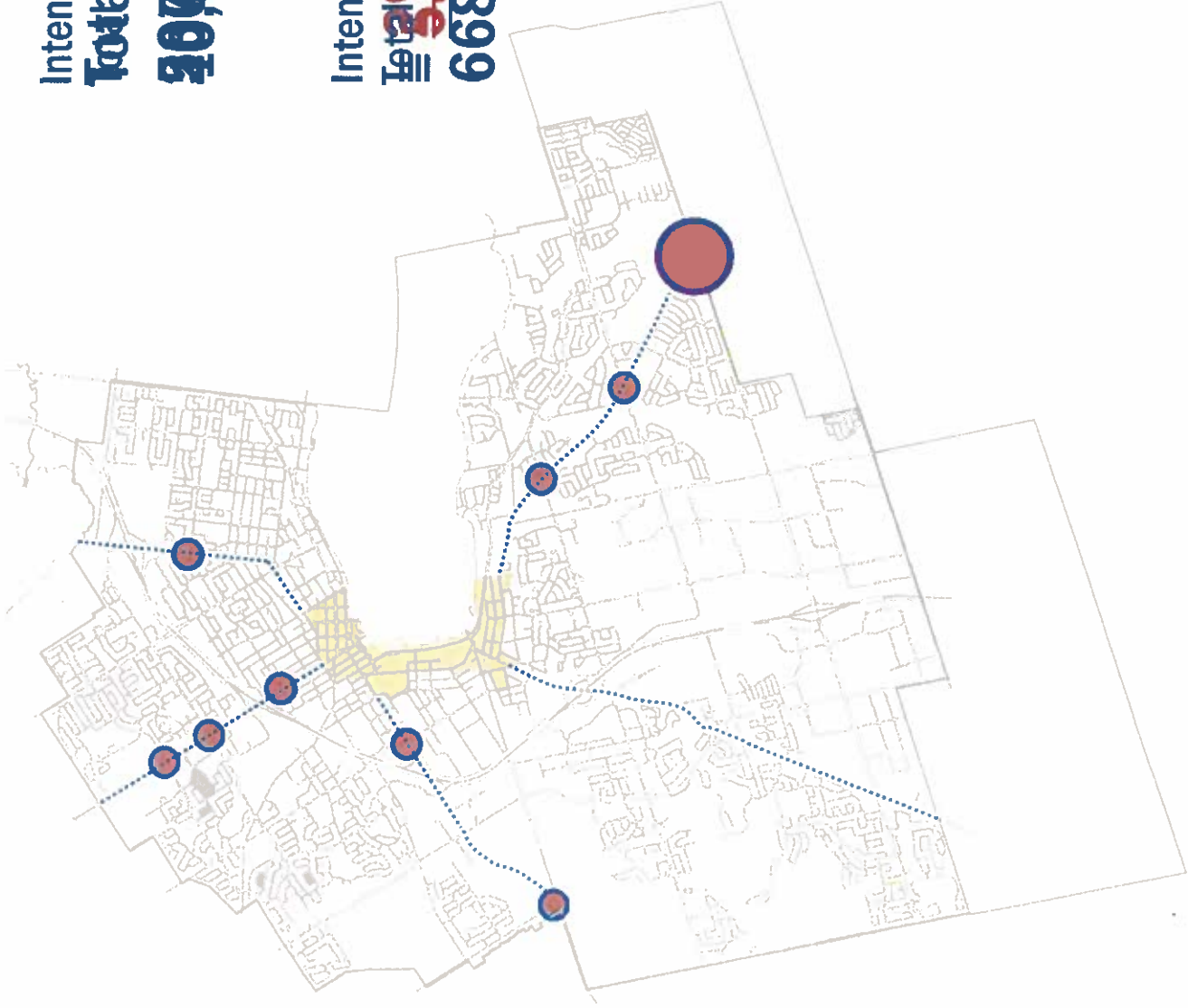
Aug 29, 2012 - The Thomas Jefferson Planning District Commission hosted a panel





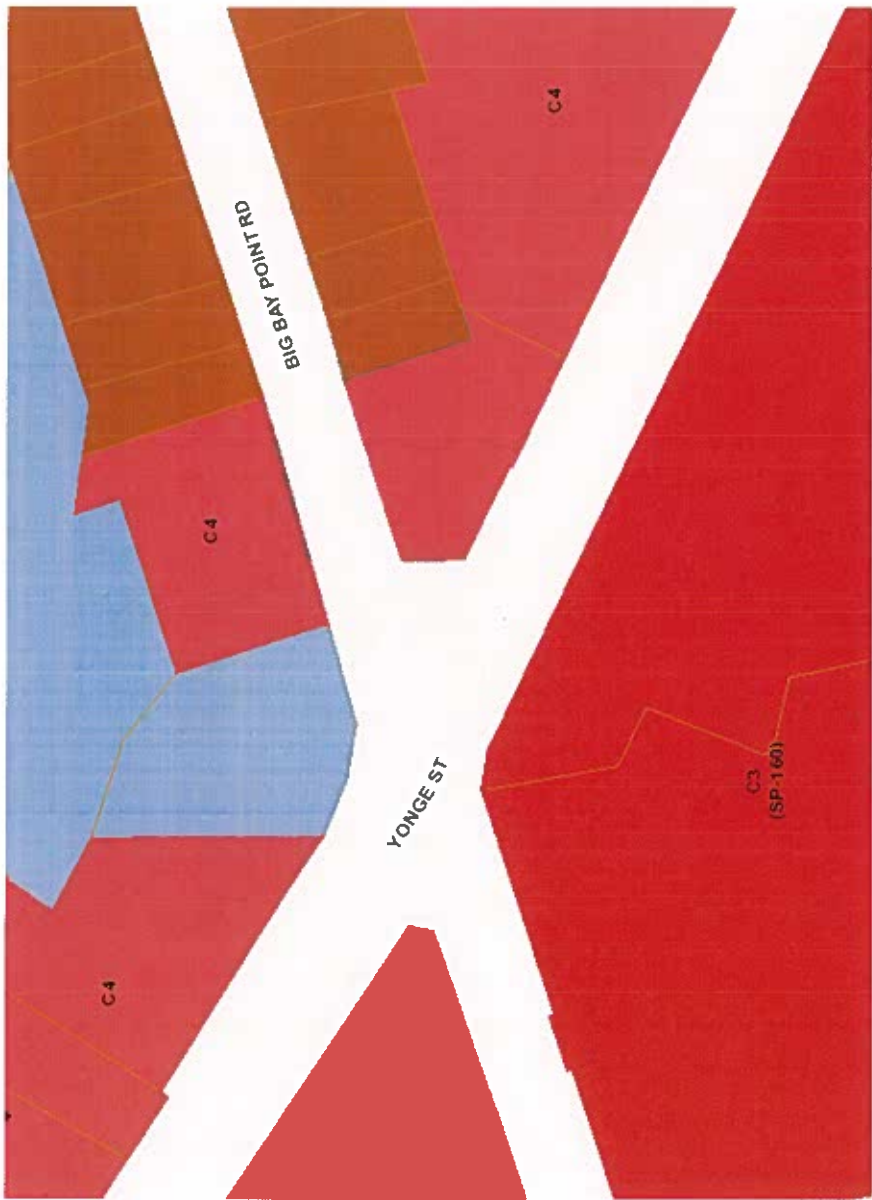
Intensification Nodes & Corridors
Total area: **20,076.00 ha**

Intensification Areas (including GGC)
Total area: **5.34%** of total parcel area
668.39 ha

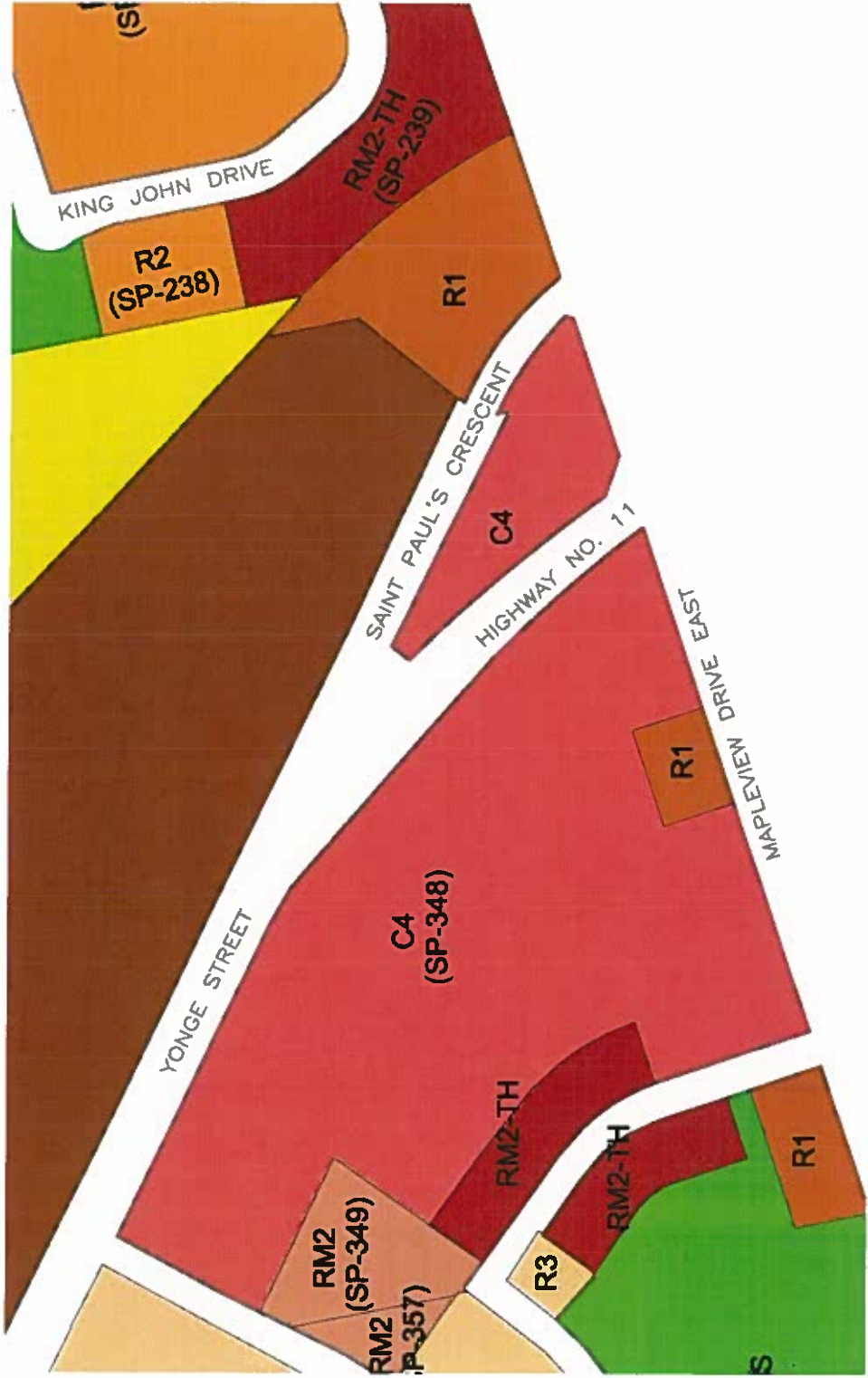




YONGE & LITTLE



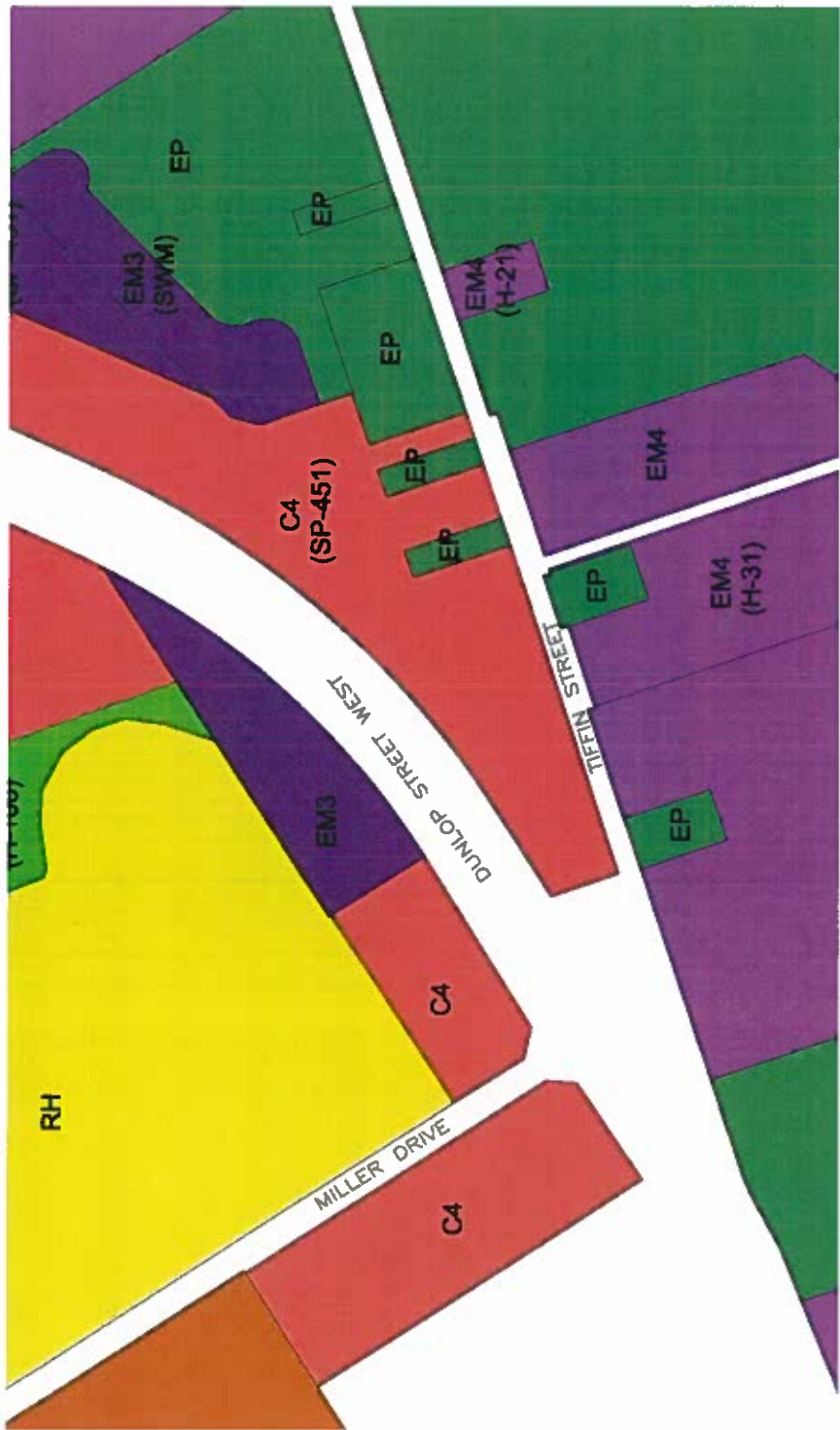
YONGE & BIG BAY POINT



YONGE & MAPLEVIEW (Major Transit Node)



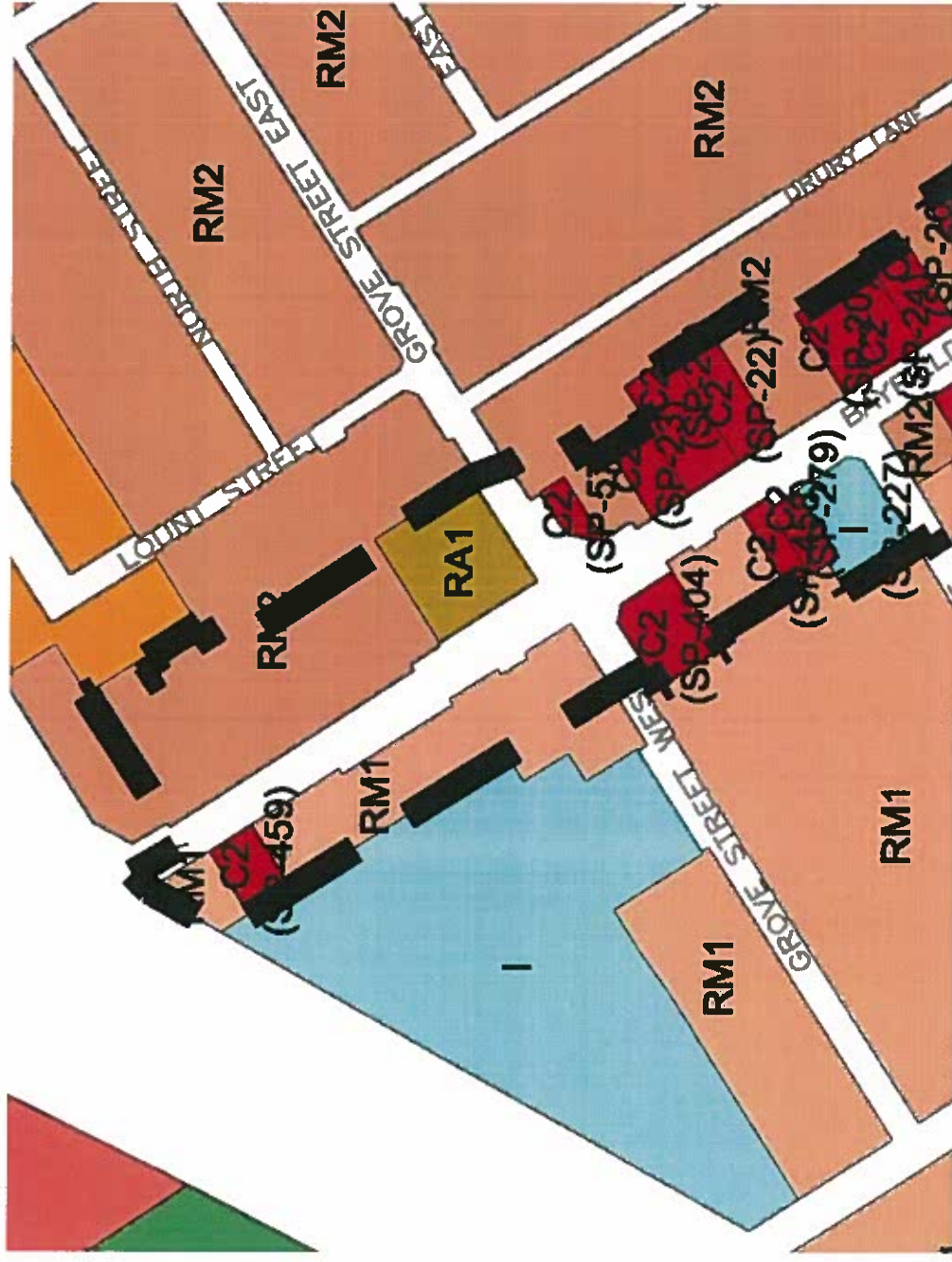
DUCKWORTH & GROVE



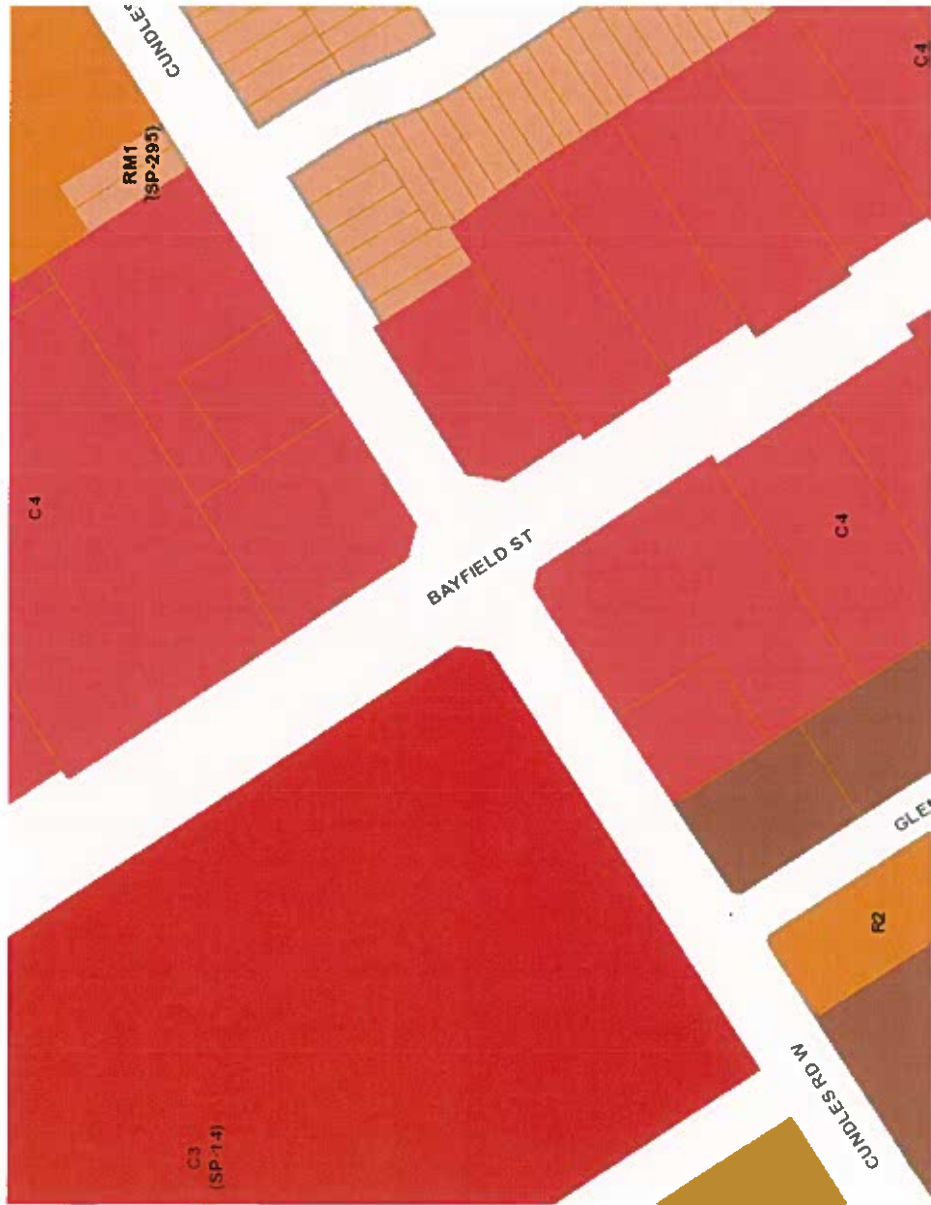
DUNLOP, TIFFIN & MILLER



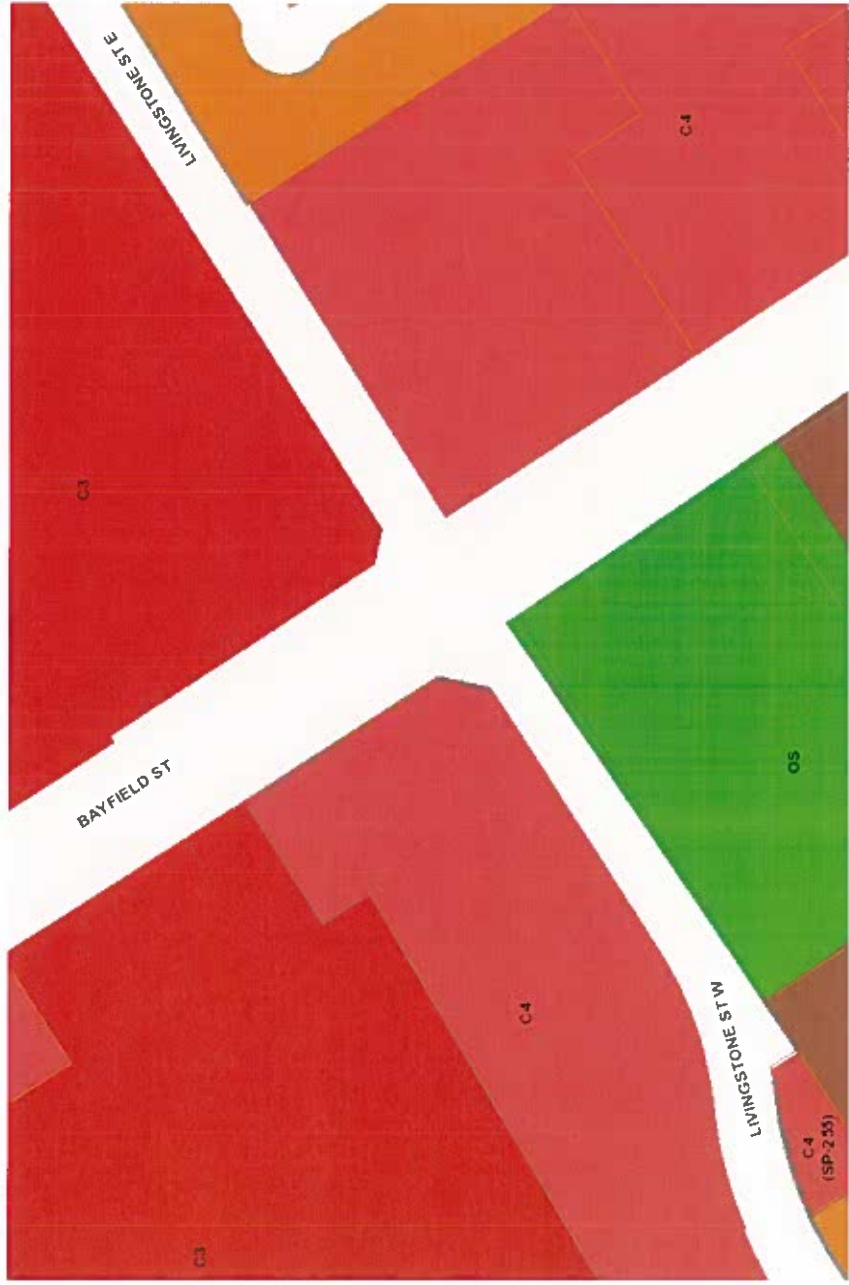
DUNLOP & ANNE



BAYFIELD & GROVE



BAYFIELD & CUNDLES



BAYFIELD & LIVINGSTONE

Resistance to mixed use is based on the following perceptions or misconceptions;

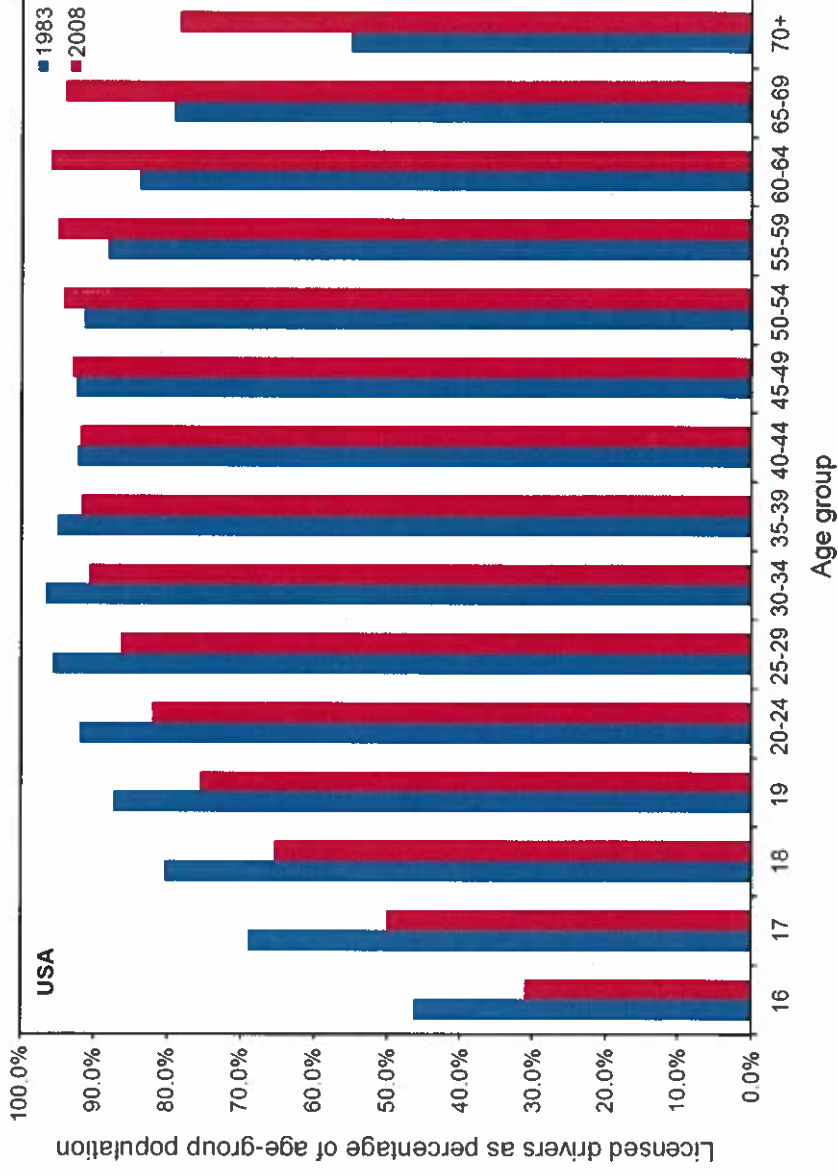
- **Lack of a real estate market demand for mixed-use.**
- **Significant vacant commercial floor space already.**
- **Insufficient density, foot traffic, or public transit to create a market**
- **Residents are automobile dependent**
- **Commercial is counterproductive to residential intensification**

Evolution of the Real Estate Market

- **Market demand for commercial uses is tied to population growth.**
- **Intensification Areas are intended to accommodate 40% of new growth in Barrie.**
- **Barrie is projected to grow by 100,000 more people in the next 25 years.**
- **Intensification will accommodate 40,000 more people.**

Automobile Dependency

Trends are indicating a shift away from automobile dependency



Commercial and Residential Uses

Trends are indicating a shift away from automobile dependency

The screenshot shows the Walk Score website interface. At the top, there are navigation links for 'How Walk Score Works', 'Find Apartments', 'Get Scores', 'My Favorites', and 'Log In'. The main heading is 'Walk Score' with a location pin icon and a search bar containing 'Type an address, neighborhood or city'. Below this, a '69' score is displayed. The page is divided into two main sections: 'How Walk Score Works' and 'What is walkability?'. The 'How Walk Score Works' section explains that the score is a number between 0 and 100 that measures the walkability of any address. The 'What is walkability?' section lists three benefits: 'Better Commutes', 'People & Places You Love', and 'Healthy & Sustainable'. A video player shows a woman in an orange top walking on a sidewalk. A 'Transit Score' table is also visible, showing categories from 'Walker's Paradise' to 'Car-Dependent'.

How Walk Score Works

Walk Score helps you find a walkable place to live. Walk Score is a number between 0 and 100 that measures the walkability of any address. Learn about our methodology.

What is walkability?

- Better Commutes
- People & Places You Love
- Healthy & Sustainable

Walk Score	Transit Score	Bike Score
90-100	Walker's Paradise Daily errands do not require a car.	
70-89	Very Walkable Most errands can be accomplished on foot.	
50-69	Somewhat Walkable Some errands can be accomplished on foot.	
25-49	Car-Dependent Most errands require a car.	
0-24	Car-Dependent Almost all errands require a car.	

Inner city

5/10/2014



WAVE U.S.
SUN 5/10/14



Shutterstock (http://www.shutterstock.com)



There is a map of British Columbia. Unaffordability issues. The survey revealed that both Vancouver strongly prefer a new oriented neighborhoods. Those who prefer to walk and who live in walk but do not live in more car-friendly neighborhoods. We found that people who prefer and live in walkable neighborhoods do not live in a walkable neighborhood based on UBC's School of Population and Community Studies' research. We found that people who prefer and live in walkable neighborhoods do not live in a walkable neighborhood based on UBC's School of Population and Community Studies' research.

Hey, list-makers: Most millennials don't want to live in sprawling, car-dependent cities

By Ben Adler (<http://grist.org/author/ben-adler/>) on 25 Apr 2014

Lists of the most livable cities are irresistibly clicky — and inherently ridiculous.

Take, for instance, the “Top 25 Cities and Neighborhoods for Millennials” (<http://ink.niche.com/the-25-best-cities-and-neighborhoods-for-millennials/>) posted by the website Niche Ink this week, which was widely reprinted (<http://www.businessinsider.com/best-neighborhoods-for-millennials-2014-4>) and cited (<http://observer.com/2014/04/we-can-haz-millennials-greenpoint-named-best-neighborhood-for-most-hated-subspecies/>). The top seven are predictable, and reasonably good choices: New York, Austin, Washington, D.C., Chicago, San Francisco, Boston, and Denver. But the rest of the list is peppered with sprawling, suburb-oriented Sun Belt cities. Are lots of young people really clamoring to move to Orlando, Houston, and Dallas for the quality of life?

This list is actually better than most, though. It's based on real metrics, including percentage of the population between 18 and 24 years old, median rent, median income, racial diversity,



WPT vst with ll -angley B.C.

DEVELOPMENT

Building mid-rise? Retail at street level critical to success

BRENDA DALGLISH

Special to The Globe and Mail
 Published Monday, Feb. 24 2014, 3:58 PM EST
 Last updated Monday, Feb. 24 2014, 3:58 PM EST

The Canary District, downtown Toronto's newest mid-rise condo neighbourhood, home to the 2015 Pan American Games athletes village, posed a familiar problem for developers. The vacant site lacked character.

The sprawling site, bounded by a floodplain of the Don River and three highways, lacked amenities aside from a dilapidated diner, The Canary. It was, however, the starting point for two of the city's main waterfront walking and cycling trails, the Lower Don and the Martin Goodman.

More Related to this Story

- [Mid-rise buildings challenge Toronto developers, city](#)
- [Developers envision mixed-use neighbourhood on site of Globe HQ](#)
- [New public buildings reflect spirit of the North](#)

For Dundee Realty Corp., those trails, the site's proximity to the water as well as the diner were features that could be highlighted to develop and add value to the property, said Jason Lester, chief operating officer.

"Almost every neighbourhood has history and character if you take time to look for it," Mr. Lester said. "If it's developed correctly it can become a much more valuable place to live and that can end up in the [condos] sales price."

While some developers still treat retail in mid-rises as an afterthought, Dundee, which is in a joint venture partnership with Kilmer Van Nostrand on Canary, seeks those opportunities and develops a strategy for a project's retail and commercial space from the outset, he said.

"We thought it would appeal to people who were active, cyclists, runners, walkers, who would like to have access to the trails and who would appreciate a health and wellness lifestyle," he said. "If you match the location with destination retailers you can create character. Our strategy and approach is

Can Development
 Activities in 2015

1 Feature

ly
 'est-Oldest
 Ur



College
 in/Mixed Use
 'roperty >



Bayview Avenue
 410
 in/Mixed Use
 'roperty >



King Street and Portland
 Street
 Urban/Mixed Use
 View Property >

Proximity to population within walking distances.

Pedestrian Connectivity / Cycling Infrastructure.

located along transit routes, near transit hubs
FACTORS OF SUCCESSFUL MIXED USE DEVELOPMENT

Major Intersections: High traffic, high visibility.





Proximity to Population within Walking Distance



Deduction Connectivity / Quality Infrastructure



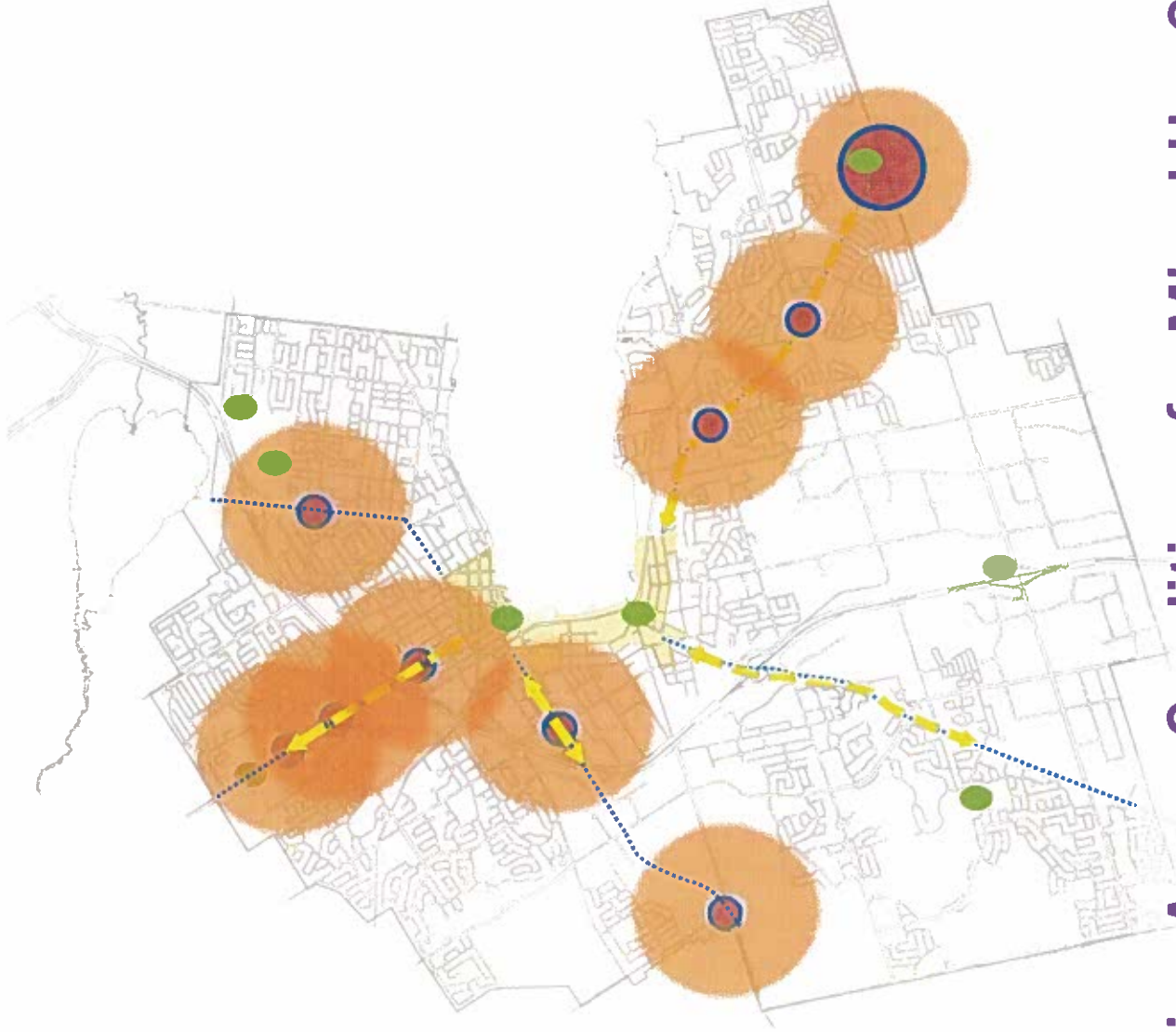
Major Transit Destinations



Map 9 Existing Transit Links



Major Intersections: Light Traffic Light Vicinity



Interconnection Areas: Conditions for Mixed Use Corridors

Why are we here?:

- **Address Concerns.**
- **Explain and seek support for the vision**
- **Update members of the Committee on the status of the overall strategy**
- **Seek the committee's support in completing the strategy**

Alternatives:

- **Do not approve the proposed policies and standards.**
- **Approve the policies and standards as recommended and direct staff to proceed with pre-zoning on a corridor by corridor basis.**
- **Approve the policies and standards but not with pre-zoning.**

Thank you

**Zoning for Mixed Uses
February 23rd, 2015**