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**TO:** GENERAL COMMITTEE

**SUBJECT:** APPLICATIONS FOR ZONING BY-LAW AMENDMENT –  
CHRISTOPHER MCCASKIE – 544 & 550 ST. VINCENT STREET

**WARD:** #3

**PREPARED BY AND KEY CONTACT:** EDWARD TERRY, B.U.R.PI., PLANNER  
EXT. 5135

**SUBMITTED BY:** ANDREA BOURRIE, RPP, DIRECTOR OF PLANNING AND  
BUILDING SERVICES

**GENERAL MANAGER APPROVAL:** R. FORWARD, MBA, M.Sc., P. ENG.  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH  
MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** C. LADD, CHIEF ADMINISTRATIVE OFFICER

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**RECOMMENDED MOTION**

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions on behalf of Christopher McCaskie to rezone the lands known municipally as 544 & 550 St. Vincent Street (Ward 3) from Residential Multiple Dwelling Second Density (RM2) (SP-439) (H-88) and Residential Single Detached Second Density (R2) to Multiple Dwelling Second Density RM2 with special zoning provision RM2 (SP), be approved (D14-1617).
2. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law for the subject lands:
  - i) A minimum Front Yard Setback of 2.5m (7m required), along St. Vincent Street;
  - ii) A minimum Rear Yard Setback of 3.9m (7m required);
  - iii) A maximum building height of 11.5m, 3 storeys (10m required);
  - iv) Permit Tandem Parking, garage and driveway space;
  - v) A maximum density of 55.1 units per hectare (40 UPH permitted); and
  - vi) A reduced Minimum distance for secondary means of access of 5.5m (7m required).
3. That pursuant to Section 34(17) of the Planning Act, no further public notification is required prior to the passing of this By-law.
4. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to approval of the application as amended, including the following matters raised in those submissions and identified within Staff Report PLN018-17. (PLN018-17) (File: D14-1617)

## **PURPOSE & BACKGROUND**

### Report Overview

5. The purpose of this staff report is to recommend approval of the application submitted by Innovative Planning Solutions on behalf of Christopher McCaskie to rezone the lands known municipally as 544 & 550 St. Vincent Street (Ward 3). The effect of the application would be to permit the development of a 27 unit townhouse residential development subject to a number of special provisions to the Zoning By-law.
6. The applicant has completed a number of requisite studies/reports that support the proposed change in permitted zoning for the subject property and which are in conformity with Provincial Policies and the City's Official Plan. Staff have completed a comprehensive review of the applications against both municipal and provincial policy and are of the opinion that the application represents good planning. Therefore, staff are recommending approval.

### Location

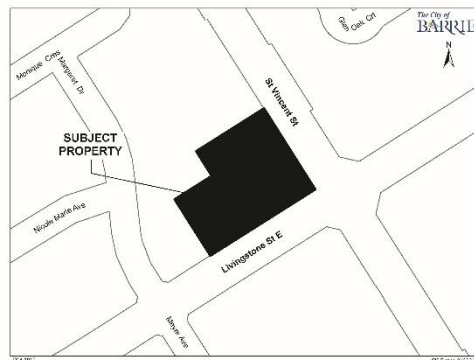
7. The subject property is located on the northwest corner of St. Vincent Street and Livingstone Street E., within the East Bayfield planning area (Ward 3). The properties currently contain two single detached dwellings.
8. The subject property is known municipally as 544 & 550 St. Vincent Street and has a total area of approximately 4,968.5 m<sup>2</sup> (1.23 acres) with 55.85 m of frontage on St. Vincent Street. To the north, east and west, the lands are predominantly a low density residential neighbourhood. To the south is a commercial plaza.
9. The existing land uses surrounding the subject property are as follows:

North: Low density single detached residential dwellings, zoned Residential R1

South: Commercial plaza, zoned General Commercial with a special provision C4 (SP – 211)

East: Single detached residential dwelling, zoned Residential R1

West: Low density single detached residential dwellings, zoned Residential R2



### Existing Policy

10. The property is designated Residential in the City of Barrie Official Plan and is zoned Residential Multiple Dwelling Second Density (RM2) (SP-439) (H-88) and Residential Single Detached Second Density (R2) in accordance with the City's Comprehensive Zoning By-law 2009-141.

Supporting Information

11. In support of the subject application, the following reports were submitted:
- a) **Planning Justification Report** (February 2017) provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the planning policy basis and opinion of Innovative Planning Solutions that the proposal is an appropriate form of development and location for a multiple unit residential development.
  - b) **Functional Servicing Report** (November 2016) serves to demonstrate on a preliminary basis that the proposed residential development can be accommodated by the existing infrastructure (water and sanitary) along Livingstone Street and St. Vincent Street as well as stormwater along St. Vincent Street.
  - c) **Traffic Impact Brief** (November 2016) outlines that in consideration of the available capacity on the road network and the operations of the adjacent intersection and access points, the limited traffic volumes to be generated by the proposed townhouse development will not have any appreciable impacts on the adjacent road system.
  - d) **Tree Inventory & Preservation Plan Report** (October 2016) identifies the existing trees on site, their characteristics and areas where preservation and removal would occur should the development proceed. The findings of the study indicated a total of 20 landscape trees and two tree polygons on and within six metres of the subject property. The removal of nine trees and one polygon would be required to accommodate the proposed development. The remaining trees would be saved provided appropriate tree protection measures are installed prior to the development.
  - e) **Urban Design Brief** (February 2017) addresses the various guidelines and policies developed to guide urban design with the City. The document speaks to Building siting, Site circulation, site services, architectural design and articulates that the additional residential units will offer a new dwelling type within a primarily single detached residential neighbourhood.

Neighbourhood (Ward) Meeting

11. A Neighbourhood (Ward) Meeting was held on March 23, 2017 to present the proposed development to the local residents (see Appendix "D"). There were approximately 31 residents who attended this meeting in addition to the consultants on behalf of the applicant, the Ward 3 Councilor and Planning staff. The concerns raised at the Neighbourhood Meeting related to Traffic generation and safety; access; privacy for existing neighbours; conversion to student rental housing; and obstruction of views.

Public Meeting

12. A statutory Public Meeting was held on May 8, 2017 to present the subject application. A number of comments and concerns were expressed at the public meeting including:
- Traffic

Residents have expressed concern that there are frequent accidents at the intersection of St. Vincent Street and Livingstone Street. There have been a total of 50 collisions since 2011 which averages to 7 collisions per year.

Residents also expressed concern regarding the volume of Kids that walk to school past this intersection. Students are crossing at a signalized intersection with a designated pedestrian crossing. Peak traffic hours are not aligned with school hours.

Residents have expressed concern about the right in/right out on St. Vincent with increased traffic volumes coming from Midhurst. Right in/right out accesses are the most restrictive access and remove the conflict with having to cross multiple lanes of traffic.

The proposed site is estimated to generate the following vehicle trips:

Access Location	In	Out	Existing Volume	Percentage increase
St. Vincent Street	1 vehicle in the A.M. Peak Hour 1 vehicle in the P.M. Peak Hour	5 vehicles in the A.M. Peak Hour 3 vehicles in the P.M. Peak Hour	880 vehicles in the A.M. Peak Hour 1070 vehicles in the P.M. Peak Hour	1% increase
Livingstone Street	4 vehicles in the A.M. Peak Hour 11 vehicles in the P.M. Peak Hour	9 vehicles in the A.M. Peak Hour 6 vehicles in the P.M. Peak Hour	830 vehicles in the A.M. Peak Hour 1,100 vehicles in the P.M. Peak Hour	1.5% increase

In Staff's opinion, additional trips generated from the proposed development will not pose any operational or safety concerns to either St. Vincent Street or Livingstone Street.

Council asked if the Traffic Volumes for the currently permitted Medical Office would be higher than the proposed development. Assuming that the medical office was built to the maximum GFA permitted by the Zoning By-law it would generate more traffic than the proposed 27 townhouse units.

- Transit Stop

Residents have expressed concern about multiple buses stopping to rest in front of the proposed development.

There are only two routes which go through that area. The stops that are in close proximity to the development are ID #444 (Margaret Drive) routes 6B & 8A, and south side of the street ID# 445 which services routes 6A & 8B. They are not designated rest areas and bus may hold for a minute or two if they are running ahead of schedule. Transit staff have articulated that a solution like a lay-by is not warranted for 27 townhouse units.

- Privacy

Residents on Margaret Drive expressed concern about privacy from the Townhouse blocks on the west side of the site.

The proposal reduces the number of units facing the west side of the property, contains the consolidated amenity area and proposes tree planting along the 2m tight board fence line.

The site currently permits a medical office which is a commercial use and may cause more privacy issues than the proposed townhouse development.

- Snow Storage

Residents have expressed concern regarding snow storage for units facing Livingstone Street.

The units on Livingstone Street only have a walkway, not a full driveway and still have a 3m setback that can contain snow from the walkway. Snow Storage is a detail that can be worked out at the site plan stage.

- Parking

Residents have expressed concern about not enough parking spaces on site and parking overflowing onto neighbouring streets.

If the tandem parking is permitted as requested by the applicant the development will be providing more parking spaces than required by the City's zoning by-law.

Department & Agency Comments

13. The Nottawasaga Valley Conservation Authority, Enbridge Gas and Alectra (formerly Powerstream) have reviewed the application and have no objection to the approval of the proposed Zoning By-law Amendment. They are satisfied that all outstanding matters can be addressed through the Site Plan application process.
14. The Engineering Department is generally satisfied that the property can be provided with full municipal services through an extension of the existing infrastructure. A further detailed review of servicing of the property would occur as part of the Site Plan review process. A 1.5m right-of-way reserve has been identified in the Multi-Modal Activity Transportation Master Plan which would also be addressed as a component of the Site Plan approval.
15. Traffic Services has no concerns with the submitted traffic brief. The limited traffic volumes generated by the proposed townhouse development will not have any appreciable impacts on the adjacent road system.
16. Subject to final approval of the change in zoning, the property would be subject to a Site Plan approval. The site plan approval will address issues which relate to matters such as traffic, parking, vehicle access and circulation, servicing, stormwater management, amenity space buffer planting adjacent to existing residential and other matters that serve to ensure that the development meets all municipal standards and provides an appropriate interface with surrounding properties.

**ANALYSIS**

Policy Planning Framework

17. The following provides a review of the applicable provincial and municipal policies.

Provincial Policy

Provincial Policy Statement (2014) (PPS) and Places to Grow (2012) (The Growth Plan)

18. Staff has reviewed the Provincial Policy Statement and the Provincial Growth Plan and is satisfied that the proposed application meets the intent of the policies found in both documents. The proposed application represents a unit type that is not provided in the general area, adding to the range of housing available, and makes efficient use of land and infrastructure. In accordance with the Growth Plan requirements to accommodate 40% of new growth within the “built boundary” of the City, the proposed application represents intensification of an existing site. It is staff’s opinion that the subject application is consistent with the PPS and conforms to the Growth Plan.

Official Plan

19. As noted above, the subject lands are presently designated Residential within the City’s Official Plan. The property is not located on an intensification corridor as identified on Schedule I of the Official Plan. As such, the application has been reviewed in relation to section 4.2.2.6 (d) of the Official Plan which addresses properties that are outside of an intensification corridor or node.
20. The Official Plan encourages Residential intensification in built-up areas in order to support the viability of neighbourhoods and provides opportunities for a variety of housing types. The property is located in the City’s Built-up area. The proposed development would contribute to a compact urban form and efficient use of land and resources, support transit and optimize the use of existing infrastructure and services.
21. The proposed development would result in a density of approximately 55 units per net hectare.
22. Section 4.2.2.6 (d) of the Official Plan requires development applications that propose residential intensification outside of an Intensification Area be considered on their merits provided the proponent demonstrates that the scale and physical character of the proposed development is compatible with, and can be integrated into the surrounding neighbourhood; that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems; that public transit is available and accessible; and that the development will not detract from the City’s ability to achieve increased densities in areas where intensification is being focused. It is the opinion of staff that the proponent has demonstrated that the development can satisfy the above noted criteria.
23. Further, the proposed development would meet the City’s locational criteria with respect to medium density development, as the subject property is located within close proximity to six public parks (East Bayfield, Brownwood, Cartwright, Osprey & Stollar) and a number of schools (Sister Catherine Donnelly Elementary Catholic School, St. Joseph’s Catholic High School, Terry Fox Elementary School & Eastview Secondary School). The subject property is across the street from a commercial plaza for convenience shopping. The property located on the corner of two arterial roads (St. Vincent Street & Livingstone Street) which are both designed to carry significant volumes of traffic. The property is also located on a municipal transit route that will provide service to the future residents.

24. Section 3.3 Housing sets out a number of applicable goals and policies. Section 3.3.1(a), "To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs income levels of current and future residents." Section 3.3.1(e) is to "encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements."
25. Section 3.3.2.1(a), "The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for an additional form of housing that is not available in the immediate area and which is recognized to be in accordance with good land use planning principles." Section 3.3.2.1(b) and (c) of the Official Plan encourages the provision of a wide range of housing opportunities including rental housing in order to meet identified housing needs in accordance with good land use planning principles. Residential intensification is also encouraged in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types. The development, if approved, would serve to address these policies. Staff is satisfied the proposal conforms to these policies of the Official Plan given that the proposed block of townhouse units is the only site of its kind in the immediate neighbourhood.
26. Based on the provisions identified above, staff are of the opinion that the proposed development, if approved, is considered to be consistent and in conformity with the Official Plan.

Zoning Rationale for Special Provisions (SP)

27. As noted above, the applicant has requested a Residential Multiple Dwelling Second Density with Special Provisions (RM2-SP) zoning over the subject lands to permit the proposed development of 27 townhouse units. A number of special provisions are also requested as outlined in Appendix "D". Each of the requested site specific zoning provisions are discussed below.

Front Yard Setback (5.3.1)

28. The applicant has requested a site specific zoning provision for a front yard setback abutting a street as it relates to a block of townhomes. The applicant is proposing a 2.5 metre setback for the main building, along St. Vincent Street where the By-law requires a 7 metre setback. This proposed special provision would provide a strong street presence as supported through the Urban Design Guidelines. Planning staff do not have an objection to the proposed reduced setback.

Rear Yard Setback (5.3.1)

29. The applicant has requested a site specific zoning provision for a rear yard setback on northwest corner of the site as it relates to a block of townhomes. The applicant is proposing a 3.9 metre setback where the By-law requires a 7 metre setback. This proposed special provision would in relation to a small portion of the property adjacent to a 2 metre tight board fence and also close to the proposed amenity area on site. Planning staff do not have an objection to the proposed reduced setback.

Maximum Building Height (5.3.1)

30. Under the proposed Residential RM2 zone the applicant is proposing a building height of 11.5 metres where the By-law requires a maximum height of 10 metres. The total number of stories permitted is not proposed to be altered from the current zoning. The proposed special provision is a minor deviation from the By-law that would allow for the development of 3 story townhouses. Planning staff do not have an objection to the proposed maximum height increase.



Tandem Parking (4.6.2.5)

31. The applicant has requested that tandem parking be permitted for the proposed development to allow for two cars to park in the driveway for the majority of the townhouse units. The proposed special provision will help to accommodate the required parking. Staff is of the opinion that tandem parking can be supported in this context.

Increase in Maximum Permitted Density for Block/Cluster Townhousing (5.2.5.1)

32. Under the proposed Residential RM2 zone the applicant is proposing 27 units which represent a density of 55 units per hectare, while the property would permit a maximum density of 40 units per hectare. The additional units can be accommodated on the property as the required parking and private amenity space is provided. Staff is of the opinion that the additional units can be supported.

Secondary Means of Access (5.3.3.2 d)

33. The applicant has requested a reduced setback for a secondary means of access from 7 metres to 5.5 metres. This request is a result of the configuration of the lot, the layout of the units, the need to provide a 6.4 metre wide driveway, an internal pedestrian sidewalk on one side of the driveway, and the driveway length of 6 metres for the individual units. All of these items combine to result in a need to have a reduced setback for a secondary means of access from the rear property lines. The purpose of the secondary means of access is to ensure that safe exiting from the unit is afforded and a usable private amenity area is provided. The units that require this provision are the two blocks of units on the north end of the property. Staff are of the opinion that the proposed setbacks for a secondary means of access is appropriate and still maintains the intent of the Zoning By-law and will not impede the secondary means of access to the affected units. The minimum 5.5 metre setback will still provide a usable private amenity area for those units requiring the reduced setback.

Site Plan Control

34. Subject to a Council approval of the Zoning By-law Amendment for the subject property, the applicant would submit a Site Plan application which will be further reviewed by City staff and applicable outside agencies. Details related to servicing, grading, landscape, fencing, and other similar matters would be addressed in detail as part of a Site Plan application.

Summary

35. Staff have reviewed the comments received and consider the proposed Zoning By-law Amendment application to be appropriate and conform with the relevant Provincial Policy and the City's Official Plan.
36. Staff are satisfied that the proposed development will provide for appropriate spatial separation between the existing single detached residences to the west, north and east and the commercial development to the south. Should the application be approved, staff are satisfied that the detailed design elements can be adequately addressed through a subsequent Site Plan application.

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**ENVIRONMENTAL MATTERS**

37. There are no environmental matters related to the recommendation.

**ALTERNATIVES**

38. The following alternative is available for consideration by General Committee:

**Alternative #1** General Committee could refuse the proposed Zoning By-law Amendment applications and maintain the current R2 & RM2 zoning on the subject property.

This alternative is not recommended. The residential development is considered appropriate for the property, in keeping with the surrounding development and represents an appropriate density. Appropriate buffering and screening measures can be taken through the Site Plan approval process to reduce the impact between the low and medium density development. In addition, the proposed medium density development satisfies Provincial and City policy as noted in the analysis of the report.

**FINANCIAL**

39. The properties, when developed, would be subject to Site Plan control. All costs associated with the approval and development would be the developer's responsibility. The proposed Rezoning of the subject lands if approved would permit the development of 27 residential townhouse cluster/block units. The annual municipal property tax revenue based on a selling price of \$375,000 per unit is estimated to be \$116,439 for the site. The current municipal tax revenue for the property is \$5,347. The new potential tax revenue is \$111,092.
40. Building permit application fees will cost a total of approximately \$40,049.30 taking into consideration \$13 per sq. m. plus \$70 for the first 10 units and \$35 for additional units. Minor additional costs may apply.
41. The Development Charge for townhouse units is \$32,503.00 per unit x 27 units minus a single family credit of \$43,478.00 = \$834,103.00. The credit is on the assumption the replacement permit is issued within 60 months of the dwelling being occupied. This rate would be adjusted for inflation each year as of January 1<sup>st</sup>. The fee is calculated and paid at the time of issuance of the building permit.
42. The Education levy is currently \$1,759.00 per unit which represents a total levy of \$45,734.00. This total levy includes a credit based upon the same assumption as noted above.
43. A parkland contribution would be required based on the density formula as contained within the Official Plan, Planning Act, and By-law. In order to do the calculations the owner must supply an appraisal of the land, which is used to determine the amount owed. This fee is calculated and collected based on the land value as of the date before issuance of the Building Permit. A credit is deducted for the existing dwelling on the site.
44. The developer would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with

upsizing to municipal water and sewer mains already installed. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure would be the responsibility of the condominium corporation. Further, all costs associated with snow/waste removal, landscape maintenance and site lighting would be the responsibility of the developer/future condominium corporation. The City would not incur additional operating and maintenance costs associated with extending maintenance and increased contributions to reserves to plan for the eventual replacement of the municipal assets as these services are already in place. The concept plan has made provision for on-site waste management and participation in the City's waste rebate/recycling programme.

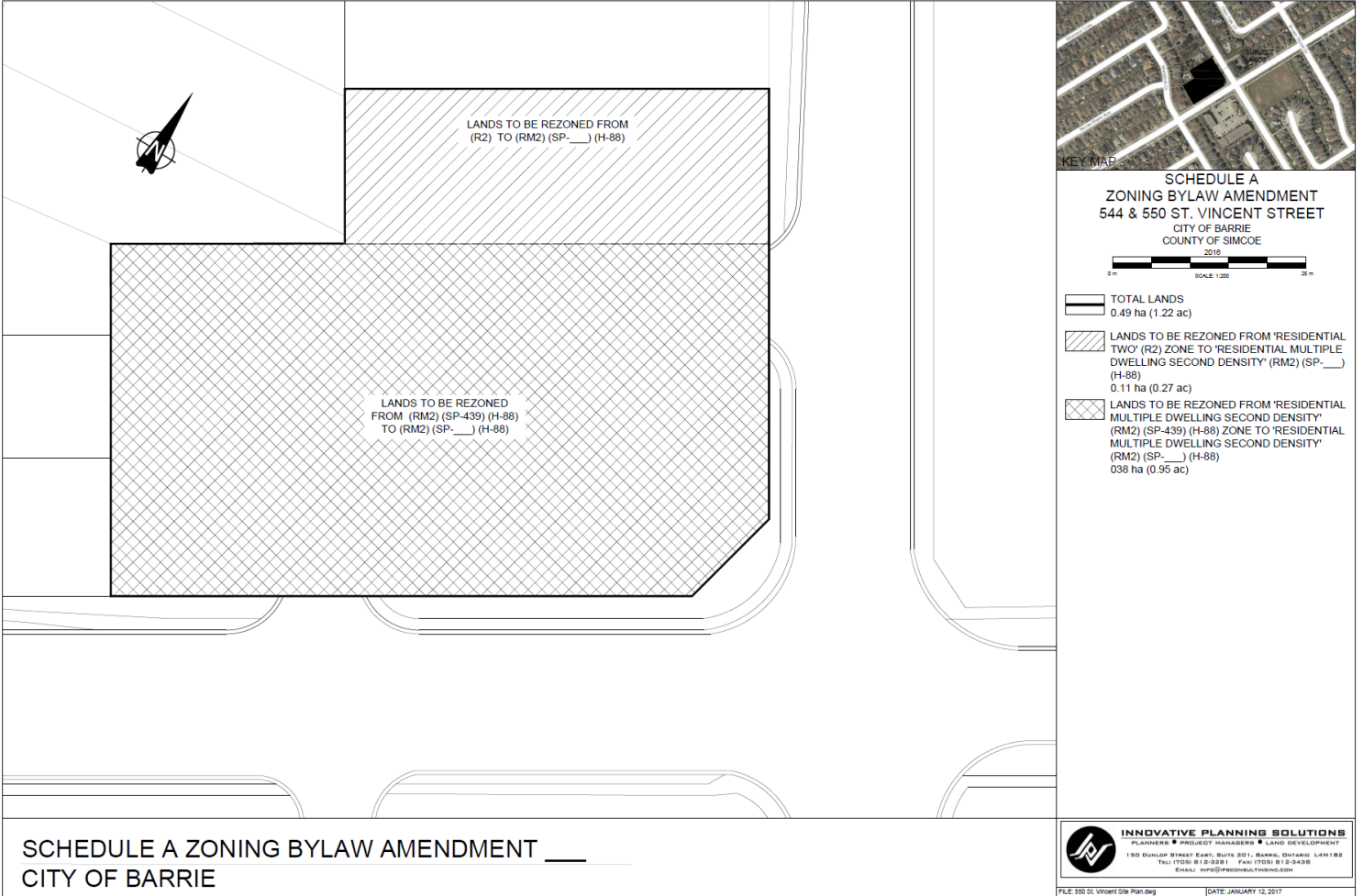
**LINKAGE TO 2014-2018 STRATEGIC PLAN**

45. The recommendation(s) included in this Staff Report are not specifically related to the goals identified in the 2014-2018 Strategic Plan.

Attachments: Appendix "A" – Proposed Zoning By-law Amendments  
Appendix "B" – Proposed Site Plan  
Appendix "C" – Proposed Special Provisions  
Appendix "D" – Neighbourhood (Ward) Meeting Notes

APPENDIX "A"

Proposed Zoning By-law Amendments





APPENDIX "C"

Proposed Special Provisions

	Required	Provided
Lot Area (min)	720m <sup>2</sup>	4,968.5m <sup>2</sup>
Lot Frontage (min)	15m	55.85m
Front Yard (min)	7m	2.50m
Side Yard (min) - North	1.8m	5.50m
Side Yard (min) – South/Livingstone Street East	1.8m	3.00m
Rear Yard (min)	7m	3.96m (from Block 3) & 6.50m (from Block 5)
Landscape Open Space	35%	35%
Dwelling Unit Floor Area	35m <sup>2</sup> /dwelling unit + 10m <sup>2</sup> bedroom	>35m <sup>2</sup> /dwelling unit + 10m <sup>2</sup> bedroom
Lot Coverage (%)	35%	35%
Gross Floor Area (max)	60%	<60%
Building Height	10m	11.5m
Parking Spaces	1.5 spaces per unit (1.5 x 27 = 40.5 spaces)	53 spaces provided (13 parking spaces, 20 driveway spaces, 20 garage spaces) Tandem Parking to be permitted
Barrie Free Parking	1 BF space (for 5 to 50 spaces)	1 BF space
Amenity Area	12m <sup>2</sup> per unit (324m <sup>2</sup> )	352m <sup>2</sup>
Density	40 units/ha	55.1 units/ha
Secondary Means of Access	7m	6.51m (between Block 1 & 2), 5.5m (Block 3 & 4), 6.5m (Block 5)

\*NOTE:      represents deficiency

APPENDIX "D"

Neighbourhood (Ward) Meeting Notes

**NEIGHBOURHOOD (WARD 3) MEETING**

**THURSDAY, MARCH 23, 2017**

**ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION**

**544 & 550 ST. VINCENT STREET**

File Manager: Edward Terry, Planner  
Councillor: Councillor **Doug Shipley**  
Recording Secretary: Samantha Reslein  
Applicant: Innovative Planning Solutions  
Consultant: Vanessa Simpson  
Attendance: 31 residents were in attendance

The meeting commenced at 7:00 p.m.

Edward Terry welcomed everyone and provided a brief explanation of the purpose and intent of the neighbourhood meeting and the public meeting process in general. He noted that the public meeting is anticipated to be held on May 8, 2017. A staff report making recommendation on the application to General Committee will be prepared after the Public Meeting takes place and comments have been reviewed.

Vanessa Simpson, of Innovative Planning Solutions, explained that the purpose of the meeting was to review a proposal to make amendments to the Zoning By-Laws for 544 and 550 St. Vincent Street. The City was given supporting studies and they are currently in circulation. Vanessa provided a presentation and discussed the following topics:

- Application Context
- Land Use Designation and Zoning
- Development Proposal
- Proposed Amendment
- Accompanying Studies

### **Questions and Comments from Residents**

- It was requested to go into more detail on what the six special provisions entail
- Variances are expanding capacity in every direction
- If there are three bedroom units and there were three cars that needed to be accommodated, could they?
- The internal street would be too close to the intersection
- Last winter the snow was as high as the roof
- The bus stop that is close to the entrance of the development is very congested. There are five lanes of traffic and you can't see past the buses
- Traffic from Livingstone going towards Bayfield is dangerous. There can't be a street light because it is too short. Snow makes bigger impacts
- Lots of accidents
- Right in, right out on Livingstone too?
- The Tim Hortons entrance would be across from the development's. Could be a disaster
- 555 St. Vincent has a large setback and they get cars crashing on their front lawn. The requested reduced setback may make accidents more likely as the development won't have that buffer
- Mall on Cundles means there is more traffic on Livingstone
- There will be an impact on Terry Fox school
- It is a walkway to the school
- Fence would be large. Could the existing fencing be used?
- Three storeys is very tall
- Kiddy corner from a power substation
- South east corner is a green area?
- Concerned about the units being used for student rentals as it is close to the college
- Could second suites be put in?
- There will be illegal second suites put in regardless
- What is the targeted demographic?
- Projected population density would be double
- Why are by-laws in place?
- By-laws can get out of control. It is better to get it at the development stage
- A proposing twenty seven units is greedy. It is too close to street
- Thought it might be 10 or 12 units, not 27
- House values will be affected by the development; looking at hedges compared to looking at buildings. Privacy will be lost. The residents will be looking into their backyards
- Huge impact on quality of life. Has there been a study on high density?
- There are lots more developments going on in the South to provide infill and intensification
- We are nearer the college than the south, so we are more vulnerable to any issues that tend to come with that demographic
- How to capitalize without hurting existing community?
- Is this the Barrie we want?
- What could kill the plan?
- Do you care? Come see the view now compared to when the development has been constructed. You don't care
- Best course of action to stop it?
- Could we start a petition?
- OMB just passes any appeals that come before them. Will Barrie be the same as Toronto?
- What is the price point?
- When is construction scheduled to be completed?
- Has the City of Barrie approved similar developments?
- Is this an abnormal proposal?



- Nothing has been finalized?
- The owner is rezoning with the intent to sell?
- Common to fish for developers/builders?
- Question regarding the distribution radius and who would be contacted. Anyone can comment or come to the Public meeting?
- Same as Committee of Adjustment?
- Could the plans change?
- Not first zoning change? There was another proposal in 2008 that permitted a medical use. What has changed? This one is even higher density. Why were others denied in the past?
- Would prefer the medical use developed
- The owners of 554 St. Vincent offered their house to the developer
- St. Vincent secondary plan?
- Have single family dwellings been considered?
- Will the current house be demolished?
- It was requested that we circulate the presentation

The residents were reminded to complete the sign in sheet so they can be kept informed about future meetings. They were informed that the consultant's presentation would be sent to all those that supplied an email address. They were also advised to contact the Planning Services Department with any follow up questions or comments.

The meeting ended at 8:15 PM.