

**From:** Meaghan Saunders  
**Sent:** Sunday, March 26, 2023 2:13 PM  
**To:** Celeste Kitsemetry <[Celeste.Kitsemetry@barrie.ca](mailto:Celeste.Kitsemetry@barrie.ca)>  
**Subject:** Development project

Hi I am writing this email in regards to the development of Essa road and wood street.

I am wondering if they are going to be making the road wider across the street at all as I have 4 vehicles that park in the driveway and if they do decide to make the road wider I will not be able to fit the vehicles in my household on my lot. Also I am very concerned about the increase of traffic that will be going up and down the road now as there are a lot of children and dogs along the street and we bought this house for the quiet neighbourhood. I am wondering if you will be able to enter or exit on wood street without being a resident of the new build. the concern is that if people get off the highway or Anne street will they be able to cut through the new development and then through wood street onto campbell back onto anne or vice versa..

thanks

**From:** Joan Harrington  
**Sent:** March 27, 2023 12:00 PM  
**To:** cityclerks <cityclerks@barrie.ca>  
**Subject:** proposed planning for former fairgrounds site

Good morning city council

After reading the proposed article in the Barrie Advance I thought and thought about this.

I have concerns about the traffic flow and the congestion of so many vehicles involving this planning - especially since the new bridge and 400 exits on and off ramps already exist there. This new bridge is still under construction and has already proved to have delays and other alternatives to get around the area....

the old part off of Anne Street in between the streets called Campbell and Caroline.....this major development will not only give me concern about this traffic flow especially if the presumed 9 high rises some at 35 stories and then other proposals for townhouses are constructed in the previous fairground site and the old Devilbiss factory site no longer there. Will this traffic road flow be opened to the existing Caroline, Campbell and St.Jacobs Streets that exit off the existing Anne Street?

Also the population in the area has me concerned as there is already no large parks, only two that exist Shear Park and Blair park.

where is the Park land for all this population and the beaches in the area will also be affected by this new proposal.

The amount of light pollution and the noise of traffic and the exhaust fumes from the traffic flow has me very concerned with our environment issues that exist already....

My small community where I now live will be greatly affected by this monstrous proposal and I have enormous concerns if this proposal goes ahead with so much of the above that I have mentioned above.

yours sincerely

Joan

**From:** Pauline  
**Sent:** March 27, 2023 10:25 AM  
**To:** cityclerks <cityclerks@barrie.ca>  
**Subject:** Proposed Development of Essa Road and Wood Street

Re: File no. D09-OPA080,D09-OPA081, D14-1695, D14-1697, D12-451

Please ensure this letter is forwarded to the Legislative and Court Services Department prior to the deadline of Noon today March 27th. 2023 as per the letter sent to us.

Please confirm receipt of this e-mail.

This letter is in regards to the development proposal by Greenworld Construction Inc./ Digram Developments Inc. at 175 and 199 Essa Road and 50 Wood street.

As long time residents of Historic Allandale we have numerous concerns and questions about this proposal and are in no way Agreeable to this proposal.

1. Current residents are not being considered. A development this size will ruin the living experience of existing residents.
2. The height of the proposed condominiums is outrageous and will effectively block the sun from current residents while removing all privacy from current resident properties.
3. Why does this current council feel that Barrie should be like Toronto?
4. This proposal does not fit with the surrounding properties of Historic Allandale.
5. What exactly is proposed along the fence line of Campbell Ave? It's not very clear in the pictures.
6. The traffic congestion on Essa Road is already unbearable. This will only add to an already difficult situation. Air quality will be impacted negatively.
7. Campbell Avenue is a quiet residential Street and will be impacted greatly by added traffic.
8. Is the wildlife in this area being considered? Absolutely not!
9. The streets in this area are not maintained now so how will this improve our area?
10. What percentage is for low income housing? Current rents in Barrie aren't affordable now so how will this development help this situation.

This is very concerning to us and absolutely not being built for our residents. Growth like this is not necessary for Barrie. There are limited high paying jobs in Barrie and the only benefit is for the developers who will be making millions while current residents suffer. Please be respectful of the current residents concerns and decline this proposal. Are we not able to maintain any green spaces in this City?

City Council you need to protect Barrie from this type of development. Be the voice of your tax paying residents.

We look forward to all of these concerns being addressed.

Sincerely,  
Paul and Pauline Parker and family

**From:** MURRAY WELCH

**Sent:** Sunday, March 26, 2023 1:18 PM

**To:** Celeste Kitsemetry <[Celeste.Kitsemetry@barrie.ca](mailto:Celeste.Kitsemetry@barrie.ca)>; Robert Thomson <[Robert.Thomson@barrie.ca](mailto:Robert.Thomson@barrie.ca)>

**Subject:** Legislative and Court Services regarding file # D09-OPAO81, DO9-OPAO80, D14-1695,D14-1697, D12-451

Hi:

I am not a City Planner, architect or engineer. I am a veteran, father of two, community minded person who has served 25 years with the Barrie Lions and who has lived in Barrie since 1974.

During this time I have witnessed both good and bad decisions by the City Of Barrie. The structure replacing the old city hall that looks out to the bay and can remind people of that, but can also look like a giant phallic symbol. The colour of paint used (if I remember correctly) cost thousands to register and be unique and reminds me of a army green. The edifice beside it, whose tower may never be filled with tenants. The "H" area beside the library. The Allandale train station that holds great promise if used correctly. All of this is in our past. What has though remained consistent has been the planning , implementation of the downtown beachfront property and it's future use and how that use will benefit not only us, but our future generations. We have to get this right, not only now, but 50 years from now and the decisions we make today can have a detrimental effect on our future, and our children s future if we don't do this right.

I have concerns that the subject plans for the "old racetrack" do not fit our long term goals for "Centennial Beach". The effect of 17,000 people there (high density population) will forever change that area and place future stress for that area to become even more of a commercial area that is even more congested and will bleed into the Centennial Beach area causing a conflict with what the people of Barrie desire.

The design looks like it was just "plunked down" into the available space without proper consideration for roads and parking areas for the commercial space, local residents and the Barrie Curling Club which I am a member of. It also doesn't consider what the effects of that construction will have with the current residents of that area and what their reaction will be and what they will do when it is completed. It will not be positive for the City. A project that reminds me of this one is "Jamestown" in Toronto which was done in the 60,s and has become an area of many problems today.

There was another proposal several years ago that covered the same area and more, where more thought was put into it, benefited the City of Barrie and its people more and had long range benefits.

I agree that this area needs to be developed so that Barrie will grow and prosper. This solution does not do that. Lets keep this proposal in mind so that we can use what is strong about it and create solutions that solve its weak points so that Barrie can move forward and become a wanted destination for the people of Ontario and the World because of its unique waterfront and hospitality.

Murray Welch

**From:** John Proctor

**Sent:** March 28, 2023 10:51 AM

**To:** cityclerks <cityclerks@barrie.ca>; Office of the Mayor <OfficeoftheMayor@barrie.ca>

**Subject:** Fairgrounds proposal

To City Clerks, Council and Mayor of Barrie,

I am extremely concerned about the revised plan of development. Never did we envision a grouping of high-rises in our back yard and the congestion that is associated with them. I am also opposed to any access out of any development on this site that will overtly cause an increase of traffic coming out of Wood and Campbell streets. If there is access out of this new development into our small neighborhood it will be extremely invasive and unsafe for the kids and families that already live here. I think its disgusting that this new high-rise proposal is a completely different development from what was previously proposed aimed only at increased density and will add major congestion to the whole area. Please think of the existing residents and taxpayers in this and all development proposals.

Thank-you for your consideration in this matter.

John Proctor

**From:**

**Sent:** March 27, 2023 5:13 PM

**To:** cityclerks <cityclerks@barrie.ca>; Celeste Kitsemetry <Celeste.Kitsemetry@barrie.ca>;  
jhunter@ipsconsultinginc.com

**Cc:** 'Norman Speake'; 'RENEE DADSWELL'; 'Melanie Hughes - Barrie Curling Club'  
<manager@barriecurlingclub.com>; Janet Foster

**Subject:** Comments from the Barrie Curling Club regarding Public Meeting - Digram/Greenworld, April 5, 2023

City Clerks,

Please find enclosed comments from the Barrie Curling Club for consideration at the Public Meeting to be held on April 5, 2023, regarding the Digram/Greenworld Official Plan Amendment, Rezoning and Draft Plan of Subdivision.

Also please note that a Representative of the Barrie Curling Club would like to speak/make presentation to these comments at the upcoming Public Meeting on April 5, 2023.

Thank you.

Respectfully submitted,

John Foster,  
On behalf of the Barrie Curling Club



**BARRIE CLUB  
CURLING**

March 26, 2023

Legislative and Court Services  
City of Barrie (by email: [cityclerks@barrie.ca](mailto:cityclerks@barrie.ca))

**RE: BARRIE CURLING CLUB LIMITED SUBMISSION OF COMMENTS**

**PUBLIC MEETING APRIL 5, 2020**

**Draft Plan of Subdivision, Official Plan Amendment and Amendment to the Zoning By-law  
Innovative Planning Solutions on behalf of Greenworld Construction Inc./Digram  
Developments Inc. 175 & 199 Essa Road and 50 Wood Street  
FILE REF: D09-OPA080, D09-OPA081, D14-1695, D14-1697, D12-451**

The Barrie Curling Club (BCC) has been a Barrie community institution since 1952. The club is a not-for-profit organization, funded primarily through membership fees managed by a volunteer Board of Directors employing a General Manager, Bar and Ice Staff. It encompasses 7 curling sheets, making it a comparatively large curling club, a bar and lounge, modest kitchen services, and, in turn, leases spaces to a catering company and a curling shop. A significant portion of the effort to operate and maintain the Club is performed by volunteer members. Considerable effort, of late, has gone into making the facility a year round operation with the introduction of pickleball during the non-curling months and the hosting of various other events. **The BCC is the only curling club in the City of Barrie – a city with very impressive growth projections.**

The BCC, during the curling season, has been successful in hosting a number of inter club events and bonspiels at the provincial level, bringing other curlers and their families to Barrie, thereby increasing opportunities for tourism, business and community appreciation. We have been consistently well thought of in this regard. Should the city wish to reapply to host the Canadian Brier, or other national or provincial curling events, an active, successful and vibrant BCC will be critical in both the application and the successful operation of the event.

The BCC has leased the lands on which it is located and configured (approximately 1 hectare including the building itself and parking), variously, from the Barrie Agricultural Society, Osmington Developments and, since early 2022, from the applicant developer. This lease has a term of 99 years with an option for a further 99 years, ultimately expiring in 2150. During this time the BCC has had an amicable relationship with all its landlords and has operated seamlessly throughout its life. In the years before Covid, membership was approximately 700 and, while it is still in the recovery stage from the various lockdowns and restrictions, present membership exceeds 500 with expectations of further growth that can only materialize if the club can accommodate the projected demand in terms of both the building and parking facilities.

Given the nature of these planning and development applications, the BCC is currently within and will be totally encompassed by the development, with its boundaries fully defined for the future.

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Barrie, ON L4N 3L2  
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[barriecurlingclub.com](http://barriecurlingclub.com)



Given the proposed road and lotting pattern, thereby amending the current BCC's boundary configuration, it is critical to ensure that the final boundaries of the BCC lands will allow for a functional and safe site plan design to allow for the long-term viability of the club, its ability to continue to provide a unique recreational opportunity to the City of Barrie residents and its ability to accommodate projected increased demand as the city grows. We ask that the Developer, the City and the BCC work together to get this right. Prior to the approval of the planning applications, the BCC requires a site plan layout that assures a functional site for the long term.

This issue of development of the surrounding lands, in some form, is not new to the BCC. Since 2007 we have been in discussion with both Osmington and the present developer with respect to an adjustment to our leased lands, given future development and the understanding that the main entrance to the BCC lands off Essa Road will be removed and will impact our current parking facility. **To be clear, our existing and legal agreement must be amended in order for this development to go forward.** The BCC has had, therefore, much time to examine our requirements in detail and, we believe, have clearly and continuously communicated our minimum needs to the developer(s) but have not to date come to an acceptable agreement. The BCC has attended previous Neighbourhood and Public Meetings regarding the overall subject lands, continuously providing our comments. Attached to this letter is the BCC's previous correspondence at the time of the last Public Meeting held in August 2020. Please find attached to this letter, our comments at that time, dated July 23, 2020, for your information and convenience.

First and foremost, we need to ensure reasonable continuing access to the facility for curling, its related social activities and other functions and events. This means adequate parking, safe and functional road access, front door drop off and emergency access lane, security from non-user parking and loading access. From an urban design perspective, the proposed redevelopment of adjacent high rise buildings will dwarf the curling club building and lands in the future Essa Road landscape for the long term. This may result in the City requirements for aesthetic, complementary and compatible design elements that could impact the utilization of the lands.

The BCC has determined that 150 parking spaces, reasonably oriented to the entrance to the club is the absolute minimum. At peak times, the club schedules back to back to back draws, each draw including 56 curlers plus ice, bar and kitchen staff and spectators. On Friday nights, for instance, curling games are scheduled at 4:30, 6:30 and 8:15 pm. Members curling at 4:30 often play back to back games as well as stay for dinner and social time following their games, continuing to occupy parking spaces while the next draw curls and the next following draw arrives and prepares for their games. The social aspect is a critical part of the curling experience. It is easy to see, therefore, how the parking facility would be fully utilized. On certain occasions we have found our present parking to be inadequate.

We must also consider the fact that curling is a winter sport and snow is an issue, both in terms of on-site snow storage and considering ice and snow fall from a metal roof, further impacting the actual availability of parking. In addition, we all know that in the winter the lines on the tarmac become obscured and parking becomes considerably less regimented, further reducing the de facto number of spaces. Although we are unsure of the extent of the impact, we strongly suspect that the city's urban design requirement for greenspace/landscape buffer areas will further reduce the amount of parking available.

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Given the proposal for the development of the surrounding lands, the BCC knows it is going to be adversely impacted by this development as follows:

- We will lose our entrance off Essa Road;
- We will lose our parking conveniently oriented to the front entrance;
- Inevitably, we will incur considerable extra expense to remove snow as there will be little to no vacant land on which to store it;
- We will incur additional landscape maintenance expense as a consequence of the requirement for greenspace, which will/could further restrict the amount of on-site parking;
- Inevitably, there will be cars unrelated to the BCC parked in the lot as a consequence of the density of development around it and that we will incur additional expense in that regard.

From the Traffic Impact Study and Parking Study, prepared by BA Group, dated Dec. 12, 2022, the Study Scope identifies the review of transportation elements, such as vehicle access and circulation, loading and parking facilities. It proposes a description, later summarized, of future transportation changes, adequacy of vehicle parking supply, loading space provisions and functionality and appropriateness of the access points and vehicle circulation.

The BCC lands and land use are included in the subject applications; however, the site planning details for the BCC are not detailed and do not identify the impacts associated with the closure of the access to the BCC from Essa Road and rerouting it to an internal roadway; whether the proposed access is suitable and safe; nor does the Study discuss or propose a parking lot layout and functioning BCC facility in/for the post development scenario. In addition, BA undertook a vehicle traffic assessment which utilized existing traffic counts taken in July 2022. This would not be an accurate representation of true peak time and vehicle counts for the BCC, whose primary land use is for winter activity.

From the Planning Justification Report prepared by IPS, dated December 2022, the planning analysis supports increased densities and efficient use of lands, parking layouts, driveways, amenity spaces, reduced parking spaces and lot areas being proposed which offer a functional development and efficient use of land. However, the Report does not appear to have undertaken a similar detailed analysis for the current BCC location, operation or future use given reconfigured boundary limits, proposed new access, parking lot layout, etc.

Section 9.1, Zoning Bylaw Amendment identifies that “the existing BCC will remain in a General Commercial C4 zone as there is no development or change in land use proposed on this block through the subject applications.” However, from the proposed applications, the configuration of the BCC lands ARE proposed to change. The BCC’s direct access from Essa Road is proposed to close with access routed to an internal road; the parking lot layout and site boundary is proposed to be reconfigured. Therefore, the current land use area associated with the BCC within the existing C4 zone is proposed to be rezoned, amended and reconfigured.

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A portion of the current BCC boundary is proposed to be redesignated from General Commercial to Residential, rezoned from General Commercial C4 to Transitional Centre Commercial with Special Provisions C2-2 SP, and where new blocks are proposed to be reconfigured on the draft plan of subdivision. The planning report identifies that the applicant, through the development process is to complete improvements to the BCC lands, such as site access, parking layout and site landscaping. This is appreciated and the BCC has and will continue to work with the Applicant to achieve a beneficial outcome.

Given the unknown and acceptable finalization of the BCC lands, the BCC is requesting that the analysis and site plan layout for the BCC lands occur prior to the planning application approvals for the entire subject lands, given that:

- The BCC subject lands are contained within and form part of the planning applications being considered by the City;
- The Traffic and Parking Study does not appear to provide an accurate representation of the current and future BCC operations and function which would lead to identifying and making recommendations to resolve any negative impacts associated with the proposed BCC limits, access and function;
- A portion of the current boundary of the BCC lands are proposed for redesignation, rezoning and where the reconfigured boundaries form blocks on the proposed subdivision which are different from those currently existing.

The BCC therefore is requesting that a site plan design be finalized for the BCC, satisfactory to the BCC and the City of Barrie staff prior to staff recommendation and prior to a decision of Council regarding the Official Plan Amendment for Redesignation of the lands, the Rezoning of the lands, and the Draft Plan of Subdivision applications. Further to a final site plan design for the BCC, the proposed surrounding lotting and road patterns could then be finalized, thereby negating any requirements for further revision to the boundaries and the approval of the Official Plan Amendment, Rezoning and draft plan of subdivision approvals.

The BCC is not a rich club. Our facilities are adequate for purpose and no more. The Board of Directors anticipates an annual average expenditure of \$70,000 yearly over the next ten years to maintain, update and/or replace the physical plant – this in addition to our operating costs. Assuming any additional costs will be a massive challenge. Our income is primarily from membership fees, bar proceeds and such other fundraising as our member volunteers can conduct. Our survival is almost entirely dependent upon our membership and without adequate facilities to attract and retain the membership, Barrie will lose its only curling facility.



It is therefore critical that an adequate site plan be finalized for the BCC lands prior to the approval of the final lotting and road pattern for the proposed development and, accordingly, the BCC asks for assurance for the long-term viability of the BCC, a unique recreational establishment within the City of Barrie, for its residents, to be a Key Issue for all parties and it be a prerequisite to approval of the planning and development applications.

Thank you for your consideration.

Respectfully submitted,

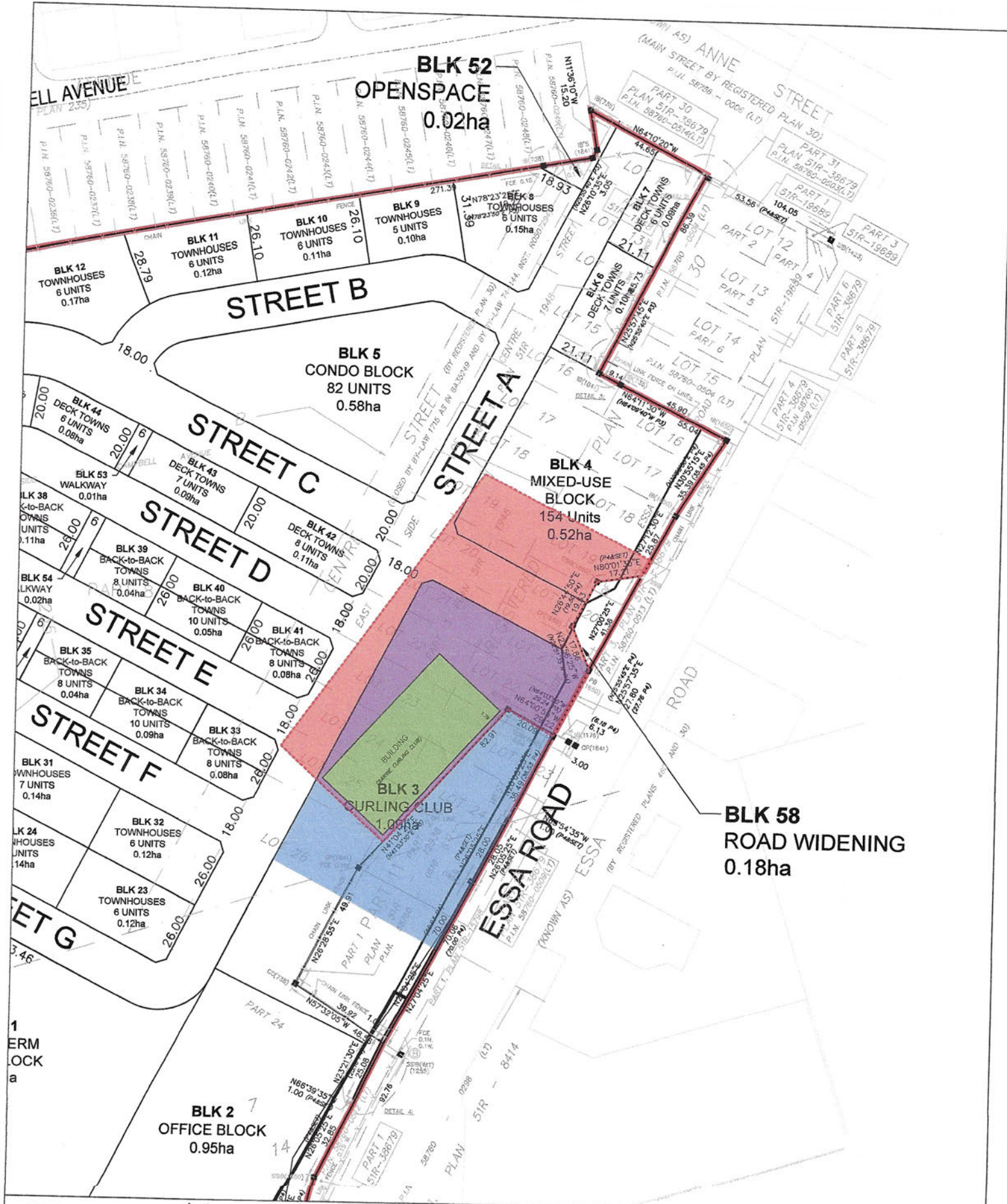
Norman E. Speake

Director, on behalf of the Board of Directors, Members and Staff of the Barrie Curling Club

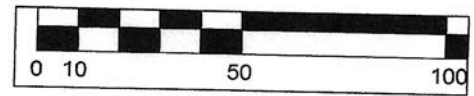
cc. Celeste Kitsemetry, Planning, City of Barrie (by email: celeste.kitsemetry@barrie.ca)

James Hunter, IPS (by email: jhunter@ipsconsultinginc.com)

Attachments: BCC Letter dated July 23, 2020 and Overlay Plan



- 6.74ha Existing BCC Lands
- 6.74ha Proposed BCC Lands
- 0.21ha BCC BUILDING



July 23, 2020  
City Clerks Office  
Legislative Services Branch  
City of Barrie

Re: Public Meeting August 10, 2020  
Proposed Official Plan Amendment, Rezoning and Draft Plan of Subdivision  
175 & 199 Essa Road - 2106580 Ontario Inc. (Osmington)  
Files D09-OPA080, D14-1695 & D12-451

The Barrie Curling Club (BCC) previously provided comments dated June 17, 2020 to the City of Barrie for the June 22, 2020 Public Meeting regarding the above noted files. That correspondence was included in the June 22, 2020 Planning Committee Agenda and therefore formed part of the public record and information that Osmington would have received. Included in those comments was information that the BCC has a legally binding lease over lands included in the planning applications that Osmington has no legal right to for the next 130 years. Therefore the proposed vehicular access from Essa Road and the internal east west road, and lot layout cannot be achieved in the foreseeable future.

Having previously been provided with that information for the June meeting, it was surprising that neither Osmington, nor the City of Barrie staff has contacted the BCC prior to rescheduling another Public Meeting given that Osmington has no legal right to execute their proposed concept for the next 130 years.

The BCC, again, provides the following comments as they relate to the proposed planning applications submitted by Osmington.

In summary our comments are as follows:

1. The Barrie Curling Club (BCC) is not opposed to the proposed redevelopment of the surrounding lands.
2. The Barrie Curling Club has a binding legal lease over the lands occupied by the building and parking lot area of the Curling Club to the year 2150 (includes option for renewal).
  - The proposed Osmington Rezoning and Draft Plan of Subdivision do not reflect these legal boundaries.
  - The BCC is open to discussion with Osmington with respect to alternative parking areas that are suitable and meet the needs of the BCC and its members.
3. Discussions between the BCC and Osmington have occurred, however, have not been undertaken nor concluded as it relates to suitable alternative parking areas.
  - Therefore, consideration of planning applications that would rezone lands, establish lot lines and road patterns, that do not reflect the BCC legally binding leased lands is premature.
4. The BCC requires assurances that the design of the proposed neighbourhood will be such that the BCC does not impact the enjoyment of the lands by the new tenants, and alternatively that the new tenants do not inhibit the use and enjoyment of the lands by the BCC.
5. BCC representatives attended the Osmington Neighbourhood Meeting and the Public Meeting for the City-initiated Rezoning for the Essa Road Corridor. The BCC provided similar comments at both venues. To this end, Osmington and the BCC have not arrived at a favourable mutual solution as it relates to the Curling Club building and parking lot area.

The BCC is requesting that the leased lands between the Curling Club and Osmington be finalized, for the long term; and as a result,

That the proposed Rezoning and Draft Plan of Subdivision be revised, if required, to reflect the long term BCC leased lands, prior to their consideration by City staff and Council.

Thank you.

On behalf of the Barrie Curling Club,

Norm Speake

Attachments, (Both requested to be visible on the screen at the August 10th meeting)

1. BCC Survey,
2. BCC Leased Lands Overlay on proposed Draft Plan of Subdivision



# BARRIE FAIRGROUNDS REDEVELOPMENT

By Steven Dearlove B.Arch. OAA (retired)

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# Agenda



Who am I?

Why am I here?

Goals and Concerns

Historical Patterns

Modern Day Examples

Solutions

Conclusion



Unofficially retired architect.

In practice for 30 years.

Resident of Barrie for over 13 years.

Own and operate Barrie's highest ranked hotel/guesthouse in downtown Barrie

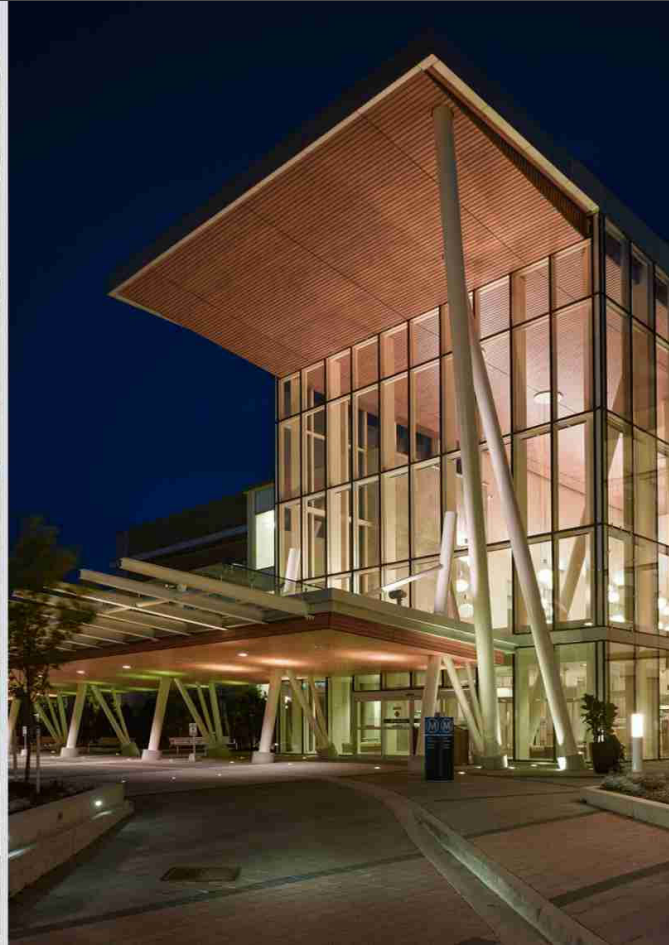
# Who Am I?





RVH  
People  
Care







# Why am I here?

Gravely concerned about this specific proposal.

Offering my insights.

Offering my assistance to the team.



# Goals and Concerns

Encourage council to demand better.

Solicit the applicant for current and historical **evidence-based references** on the benefits of this type of proposal – i.e. 12-32 storey towers and low-rise townhouses.

Challenge council and applicant to go back to the drawing board.



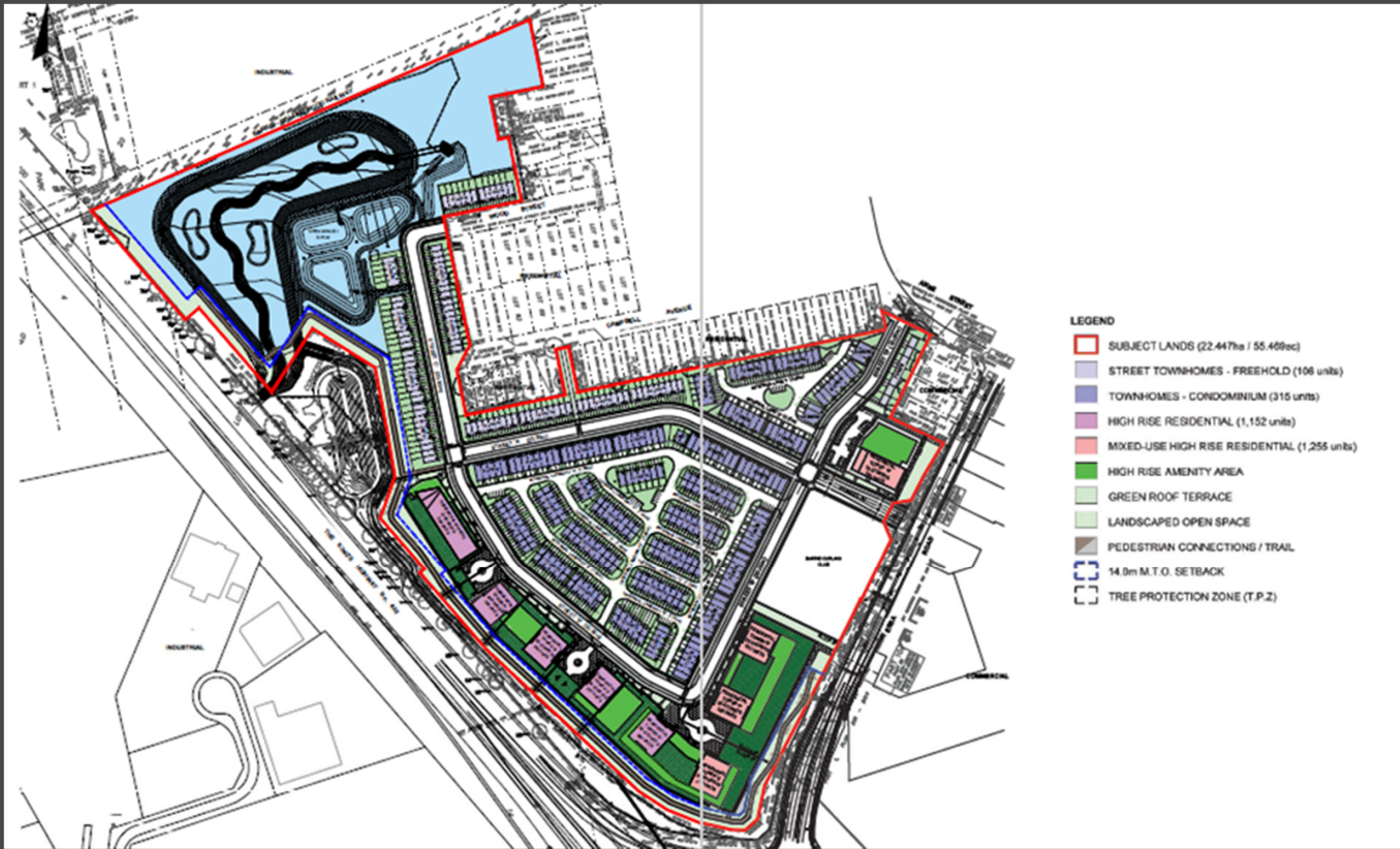






Figure 11. Streetview Rendering - Buildings E & F (Kirkor Architects)



St. Jamestown - Toronto



St. Jamestown - Toronto



St. Jamestown - Toronto

# Project Stats



## Proposed # Units

- 421 – townhouses
- 2407 – high rise
- 2828 Total

## Proposed Population

- Assume 2.1 persons/unit
- 5940

## Proposed Commercial/Retail

- 2,952 sq.m.

## Proposed Parking

- 1085 townhouses
- 2701 towers
- 3691 for residential only
- 95 retail and commercial
- 3786 Total

## Cars/Person (Residential)

- 1.6 cars

# Retail

## Average Sizes – sq.m.



### Retail Outlets

- Pharmacy – 465
- Shopper Drug Mart – 975
- Loblaws/Zehrs/Walmart – 6040
- Restaurant – 280
- LCBO – 2230
- Beer Store – 1950
- Bank Branch – 465

### Retail Proposed

- 2,952

- Assume
  - 1 Pharmacy, 1 Grocery Store, 2 restaurants, 1 bank branch, 1 LCBO, 1 Beer Store:
    - 11,720 (8770 short)
- Assume
  - 1 Shoppers Drug Mart, 2 restaurants, bank branch, 1 LCBO, 1 Beer Store:
    - 6,180 (3228 short)

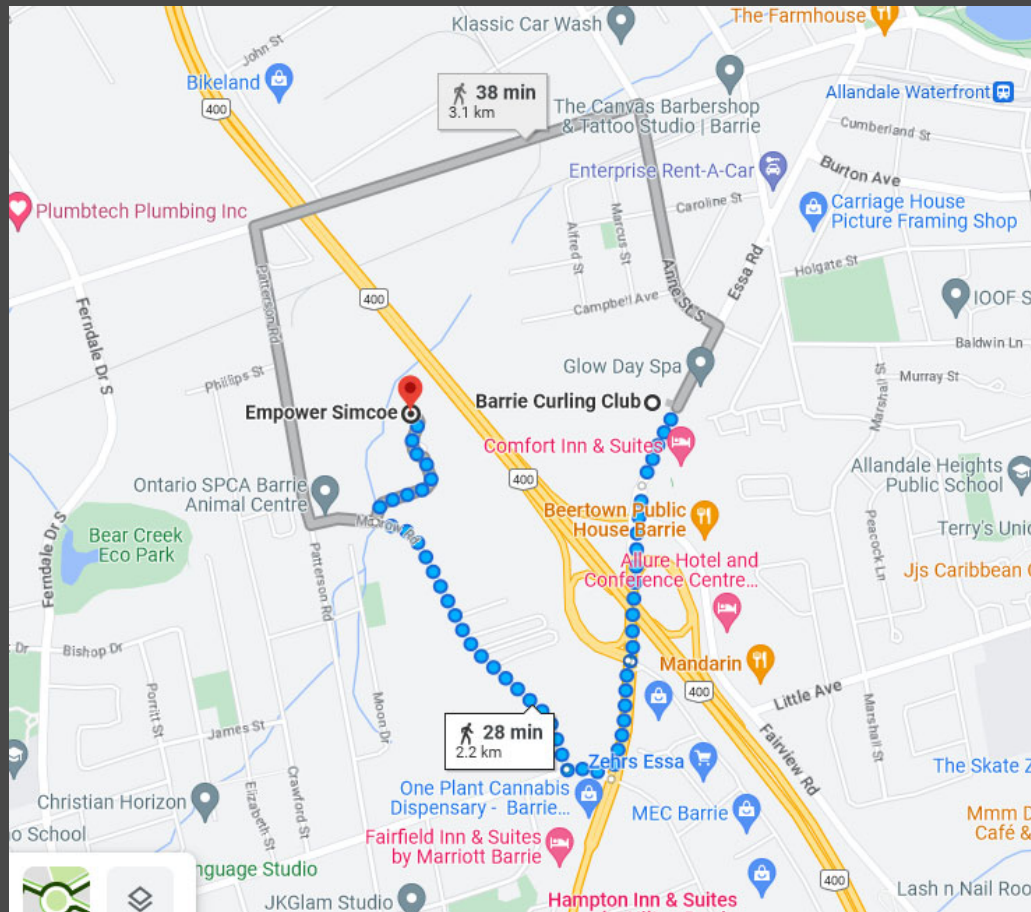
# Actual Walking Distances Project Site

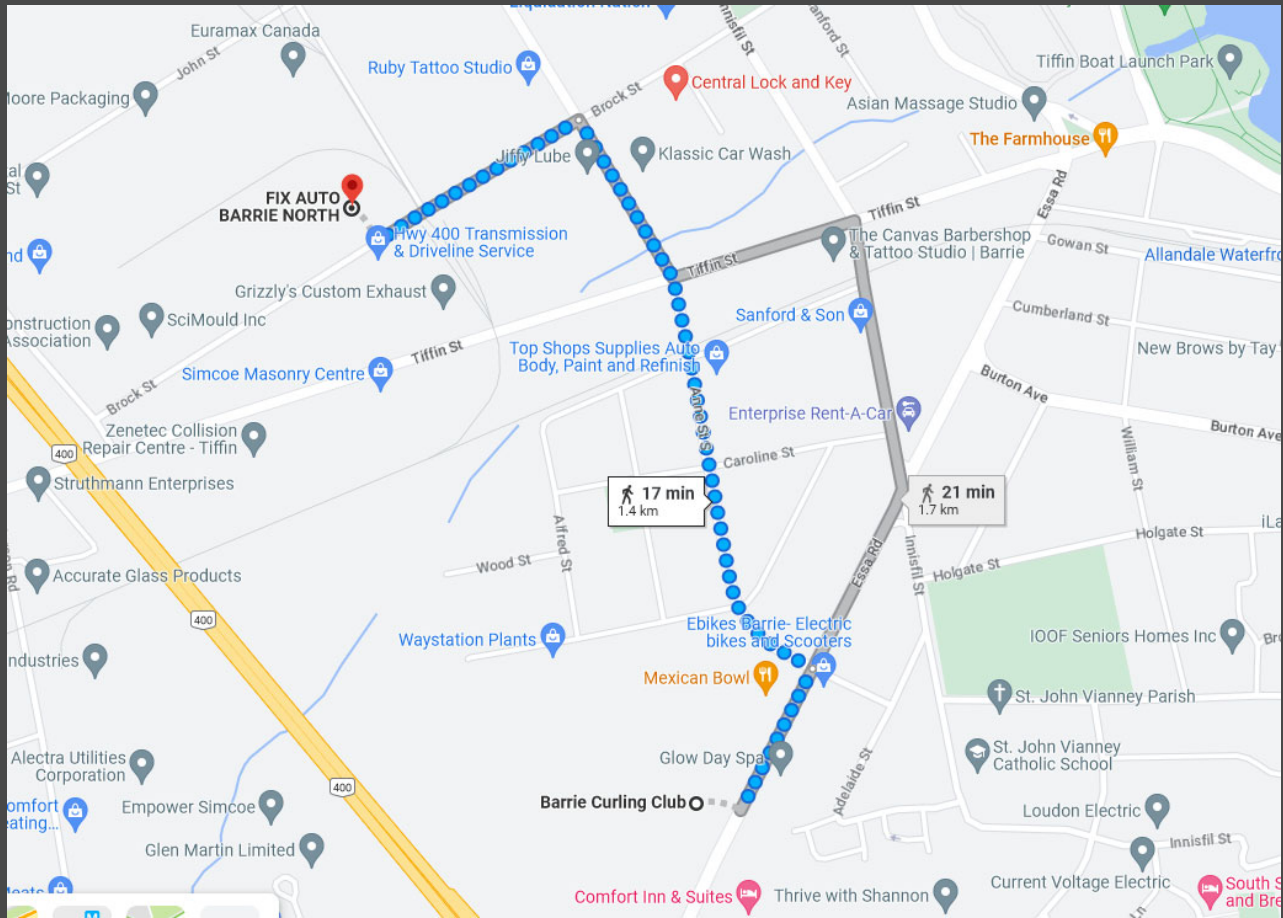


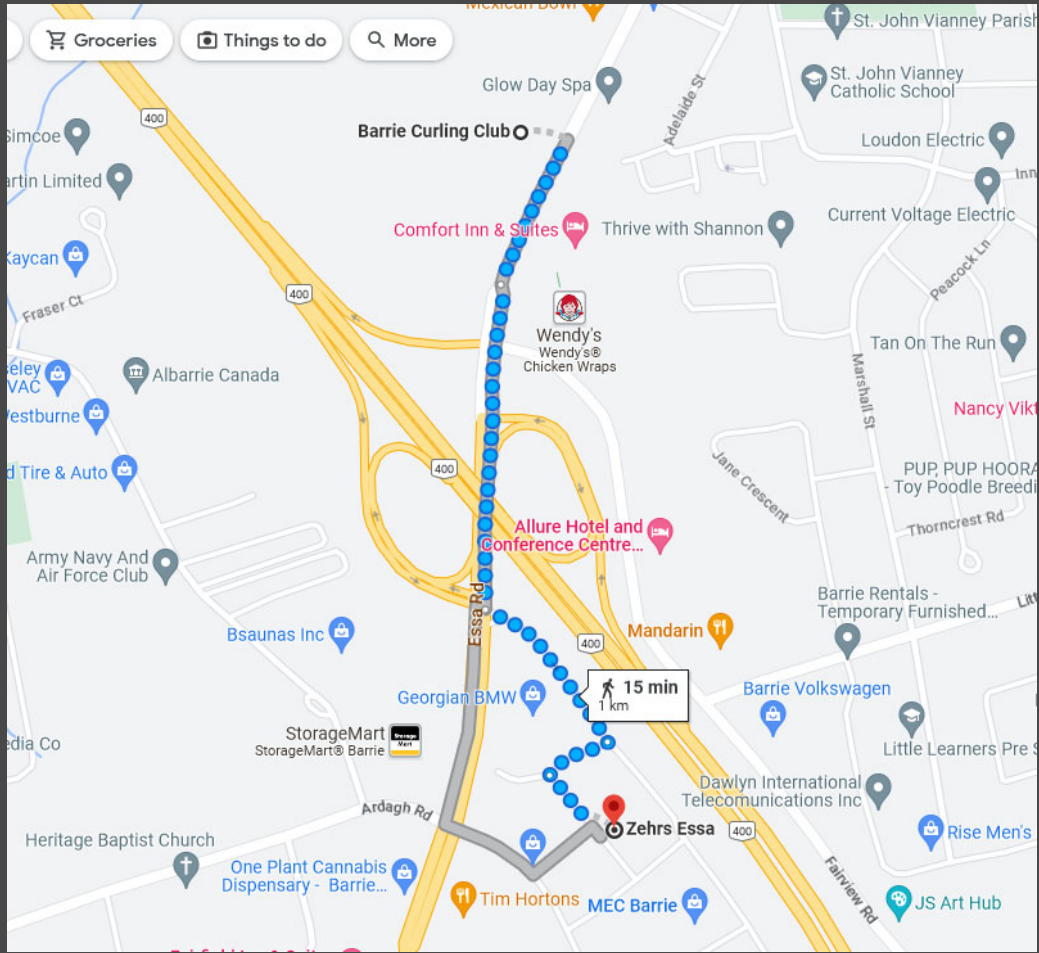
- “The sprawling suburbs that rising car use enabled in the mid 20<sup>th</sup> century were hugely damaging in terms of air quality, carbon emissions and habitat destruction, their gridlocked freeways a reminder that the lure of the open road quickly evaporates when millions of people want to travel to the same destination at the same time, in the least efficient way possible.”





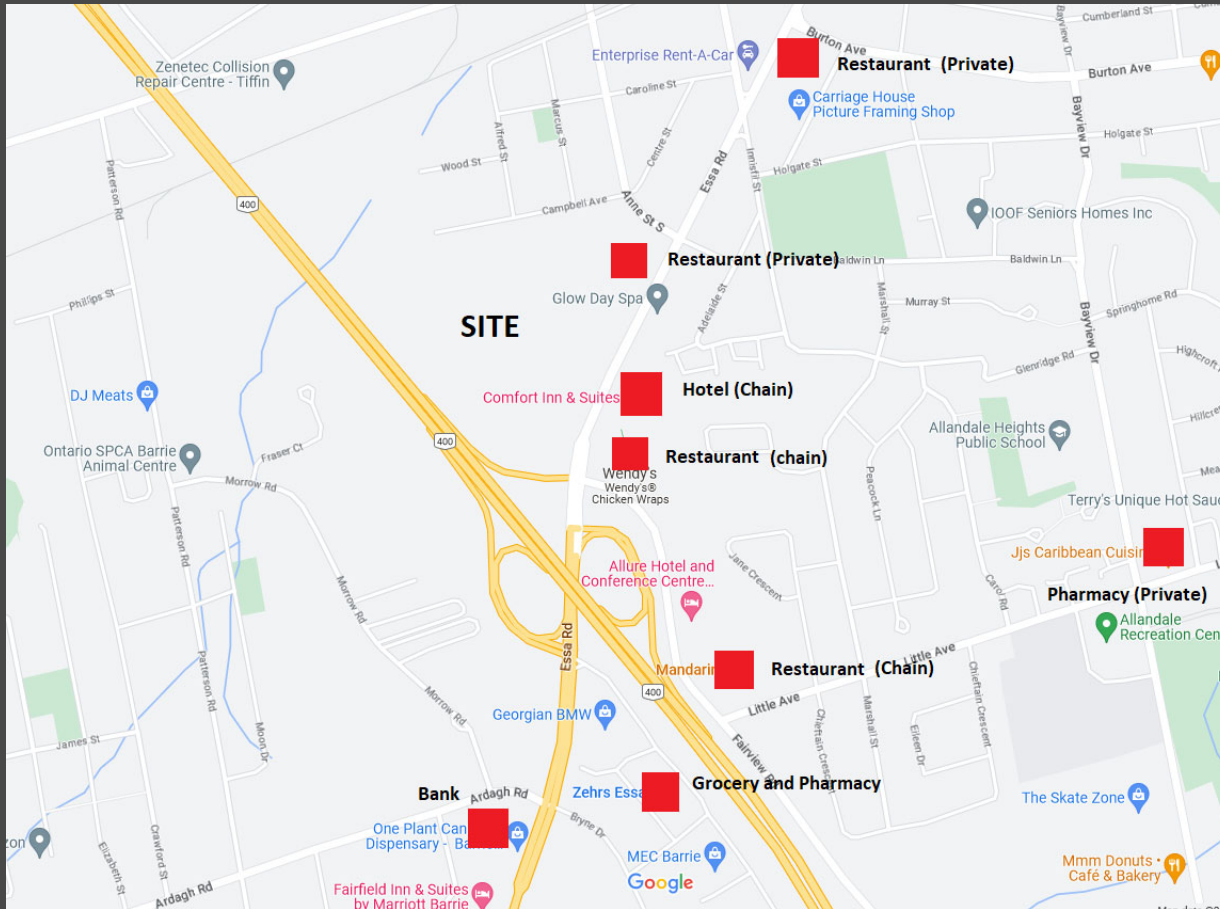


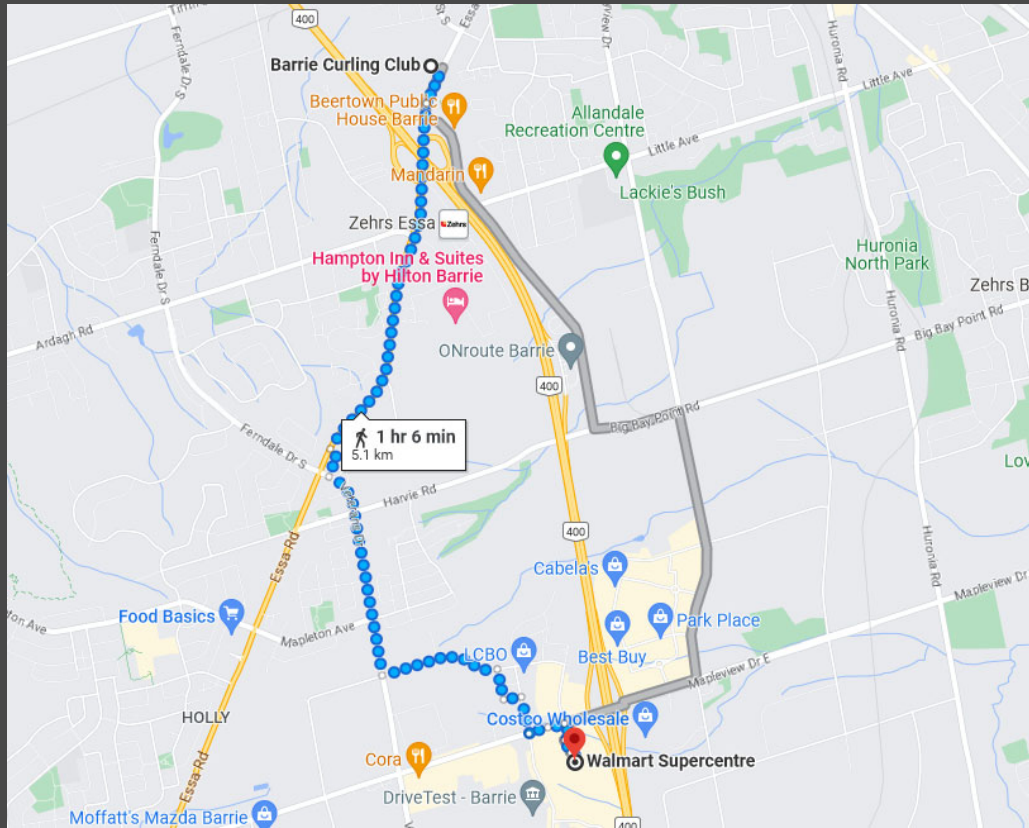




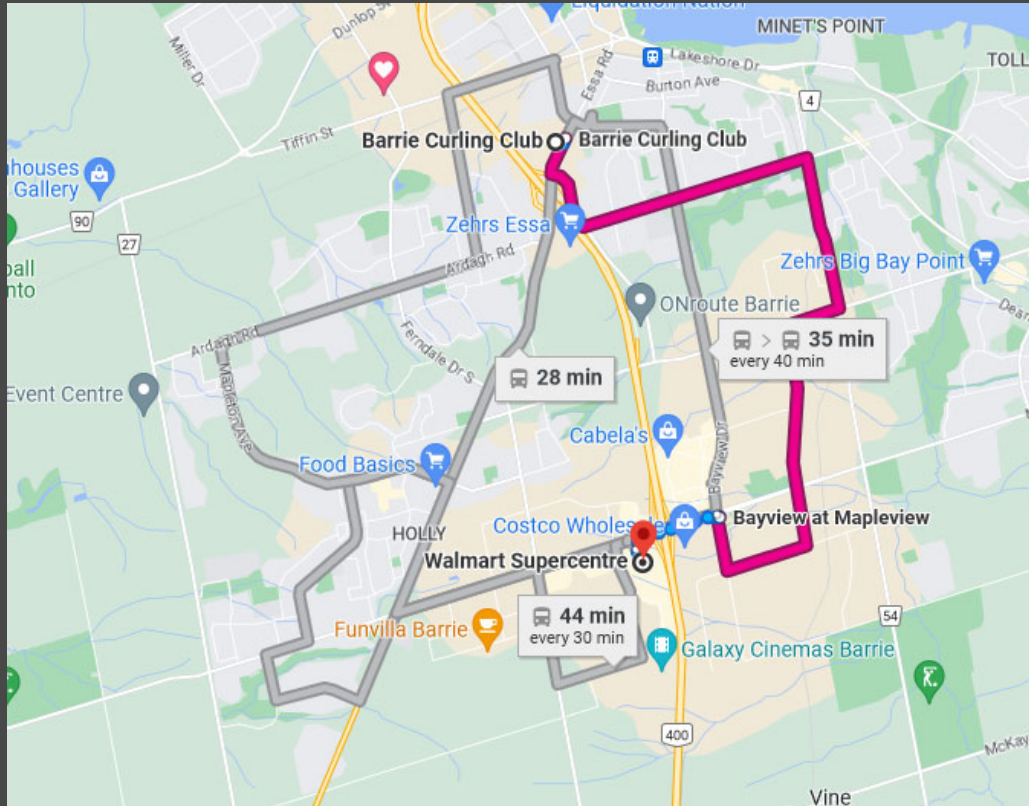






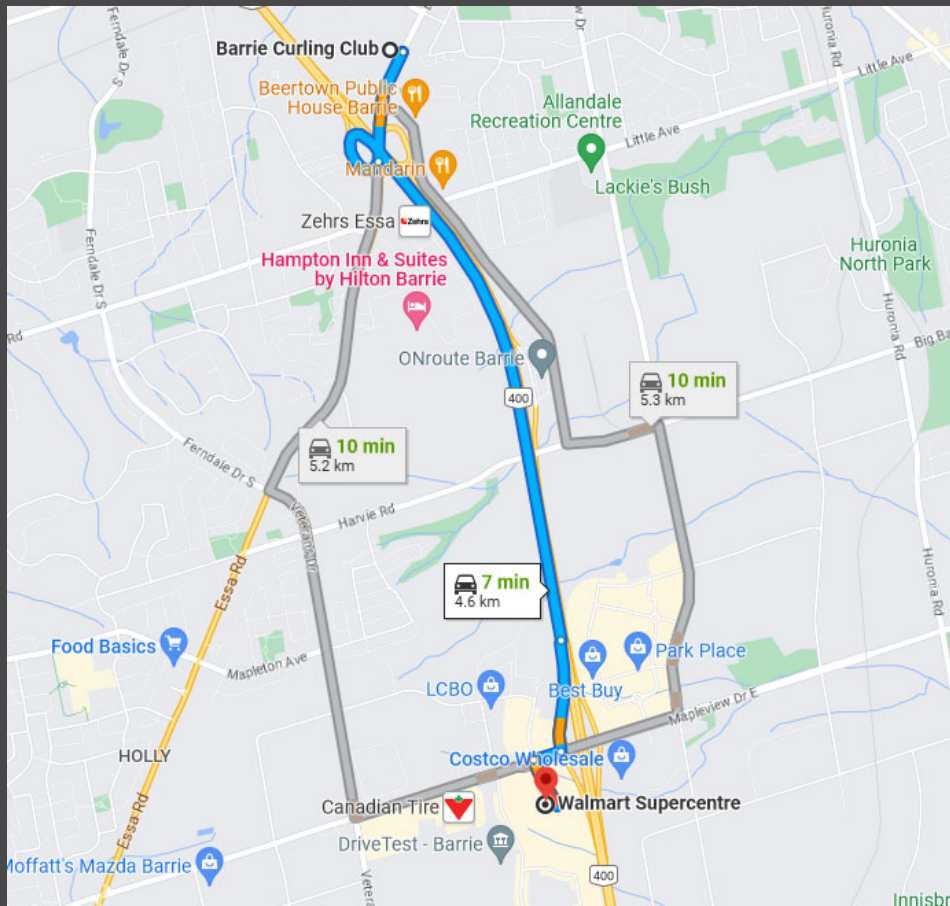


Walking



Transit

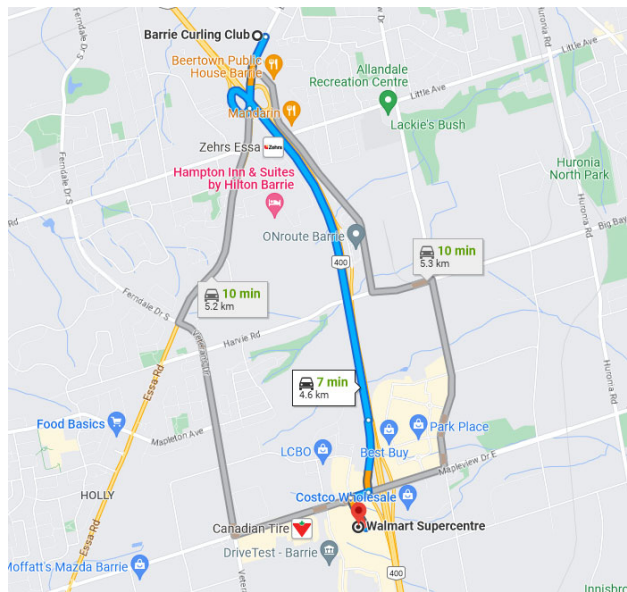




Private Automobile

# Automobile Trips

## Project Site to Mapleview Shopping



### Assumptions:

- 5940 people
- 1.5 cars per unit
- 3691 vehicles
- 2828 units
- 1 trip per weekend (1 vehicle used)
- 7 minutes/trip (14 return)
- 9.2 km return trip
- 33,957 km driven/weekend
- 1,765,774 km driven/year
- 9.4 L/100km ave fuel economy
- 165,980 litres annually (1,044 barrels of oil)

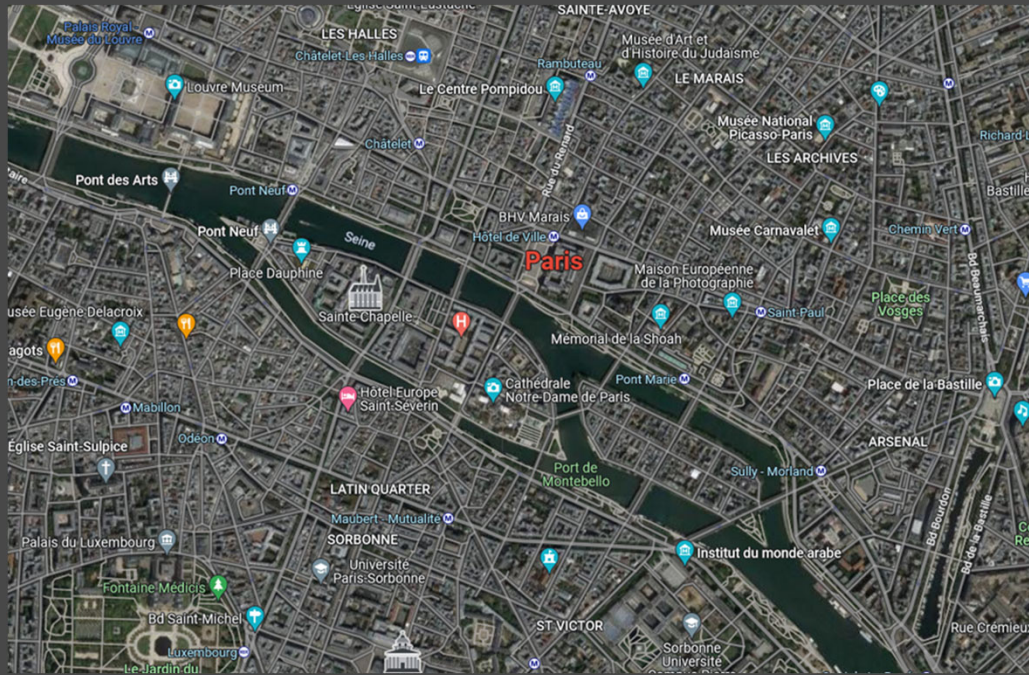
# Historical Patterns

Urban-making over the centuries.

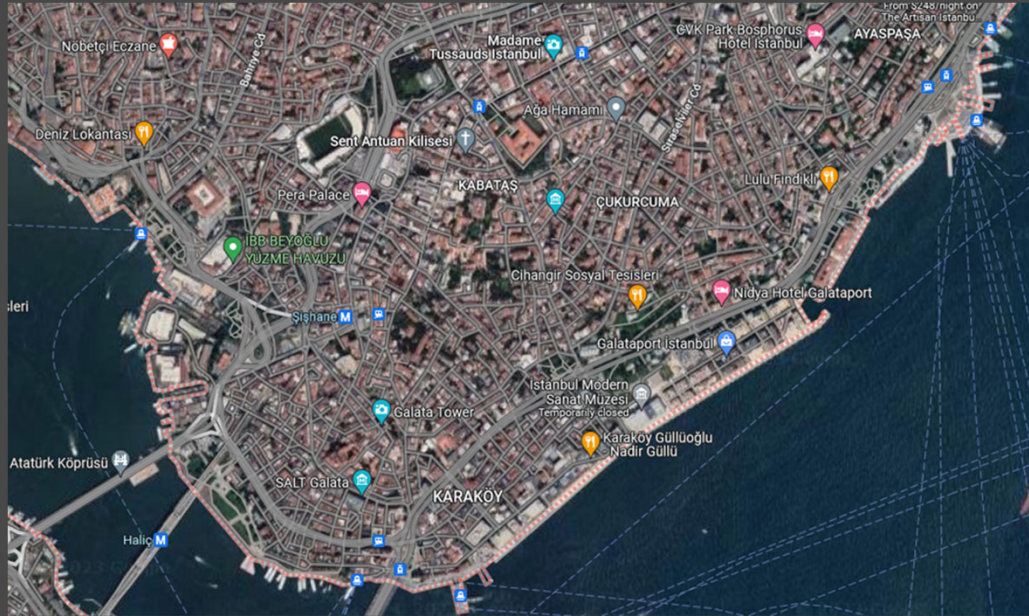
Context

Same Scale

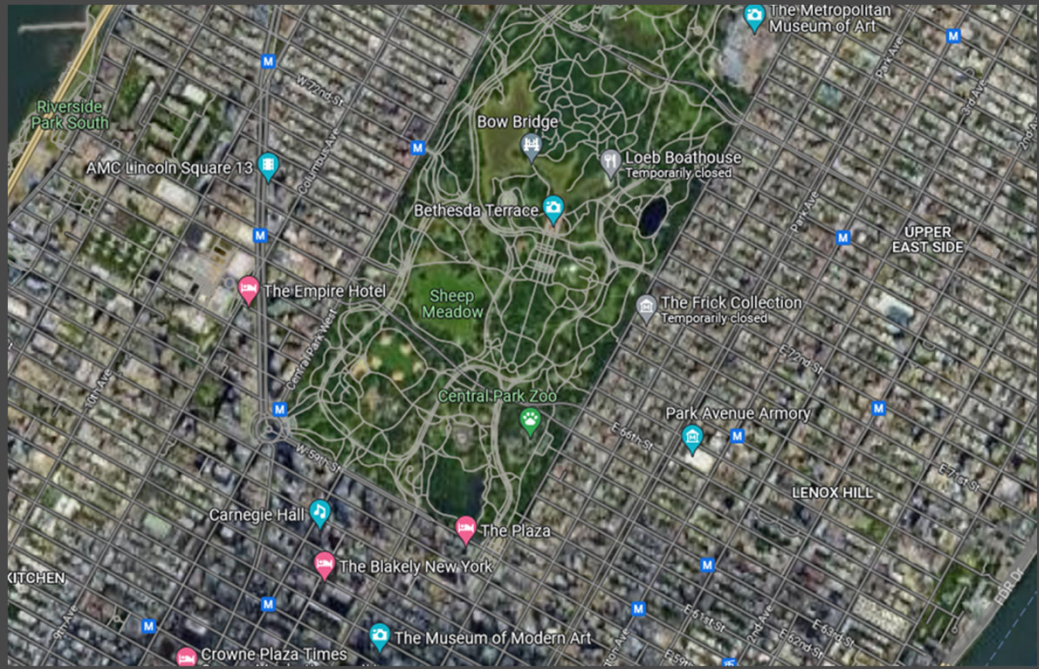




Paris



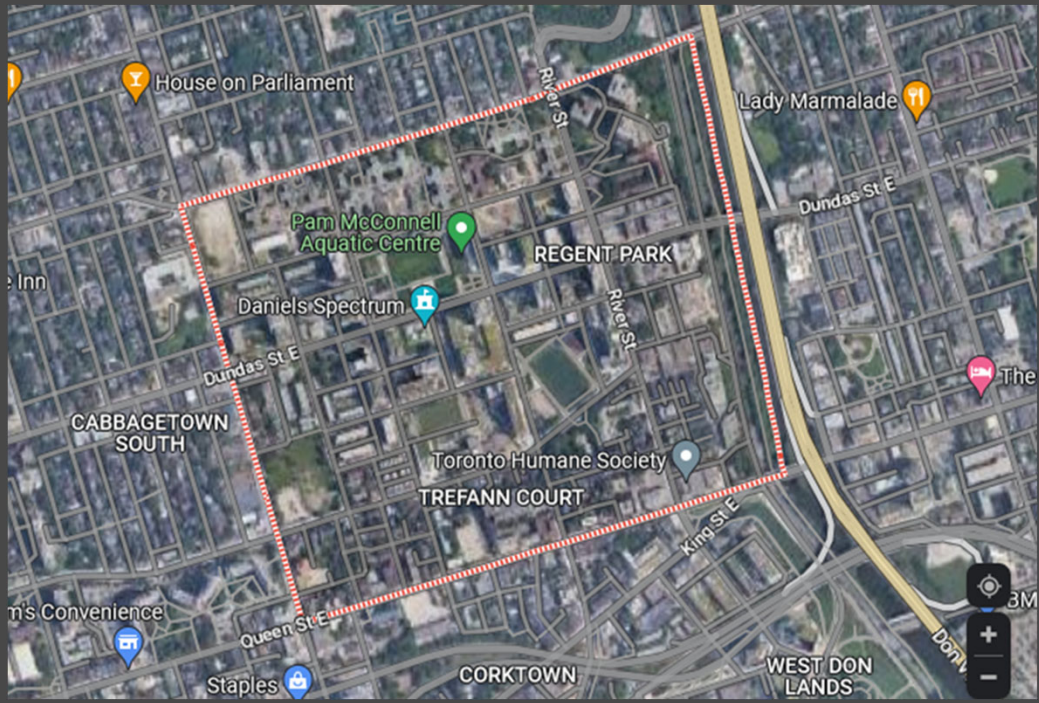
Istanbul



New York

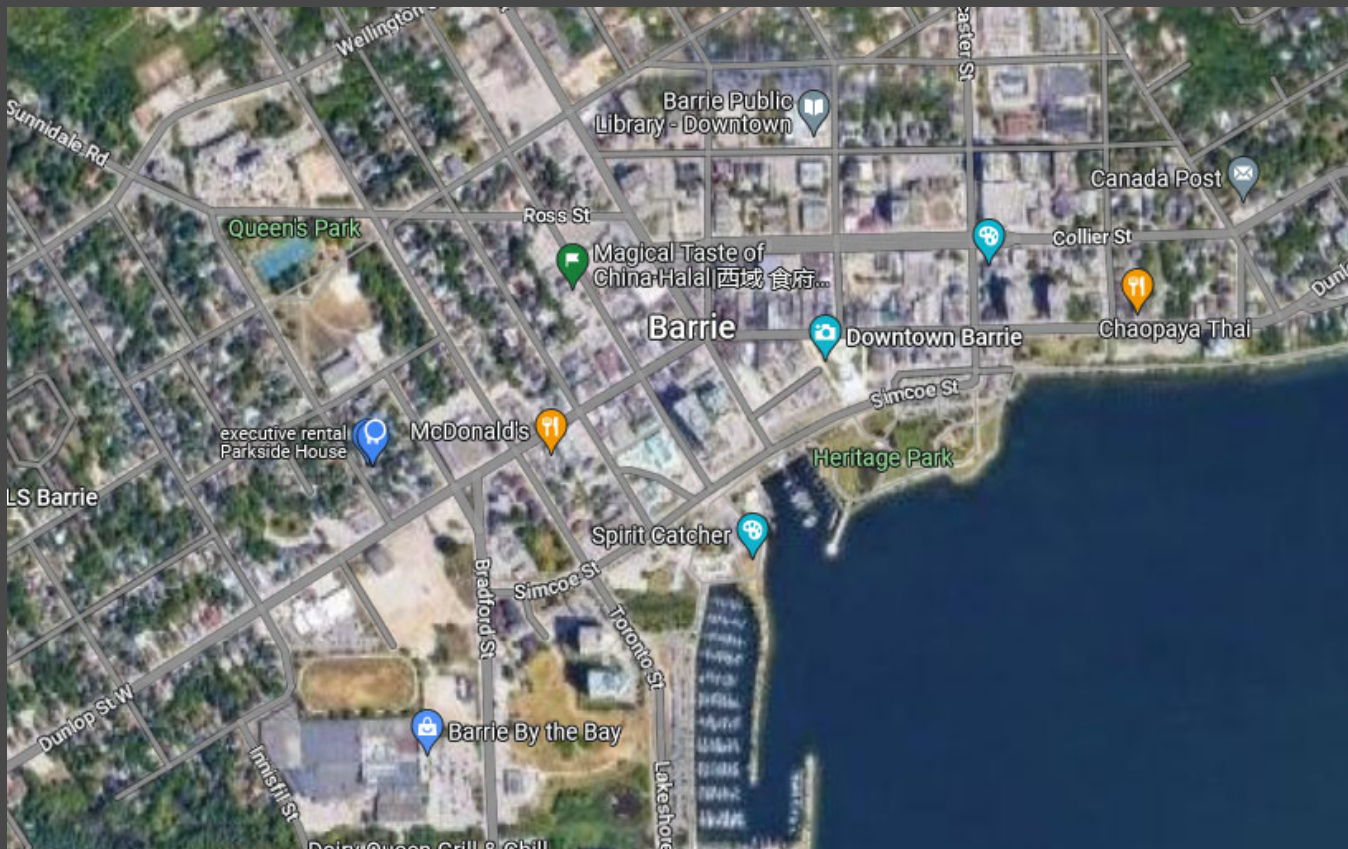


Stockholm



Regent Park - Toronto



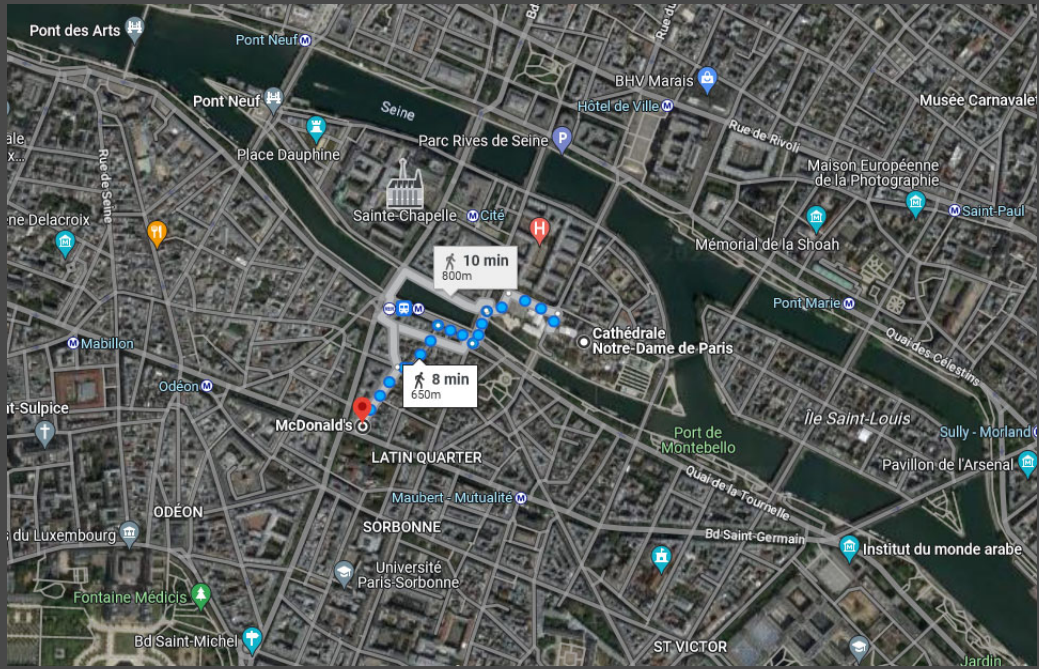


Barrie - Downtown

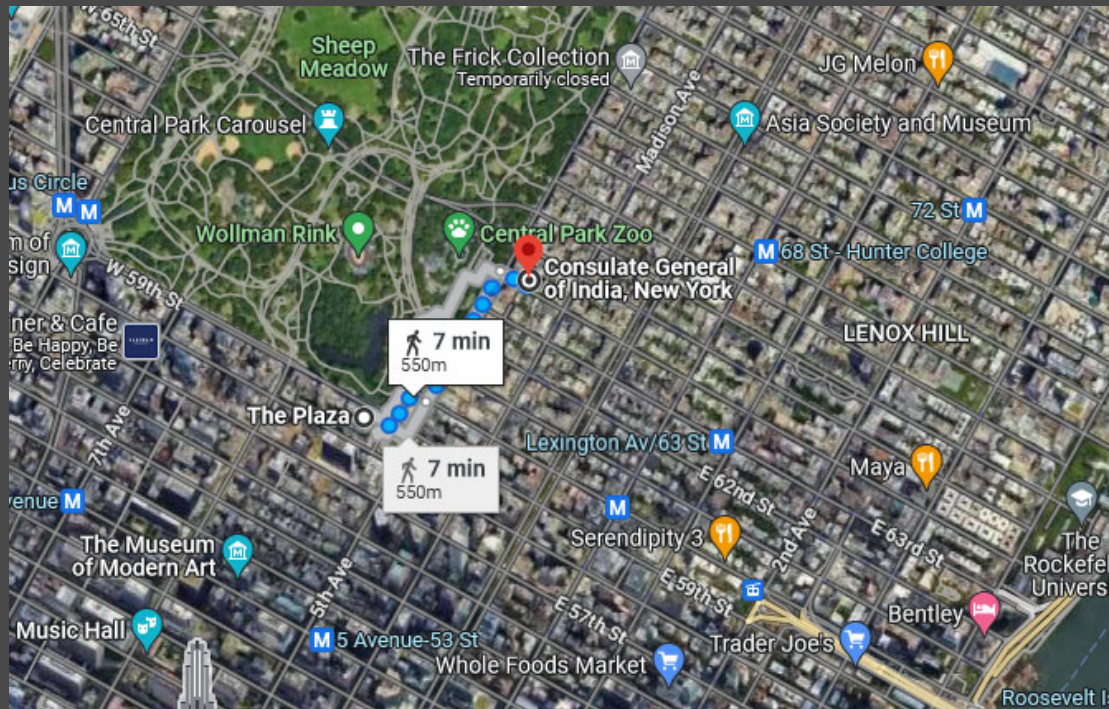
# Actual Walking Distances

Major Cities

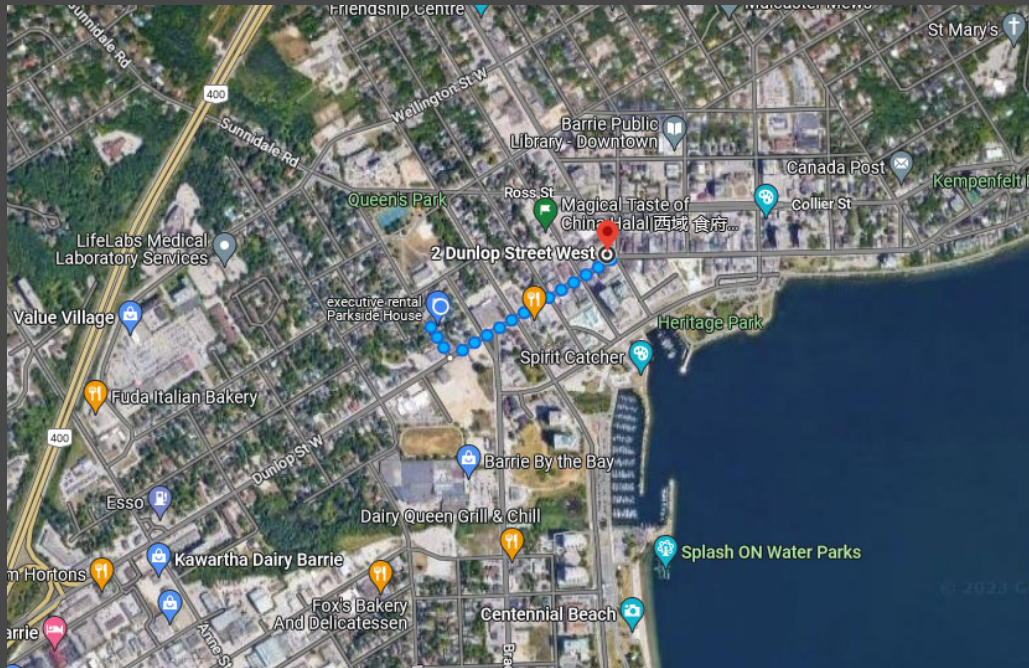




Paris

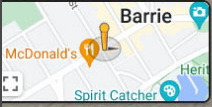


New York

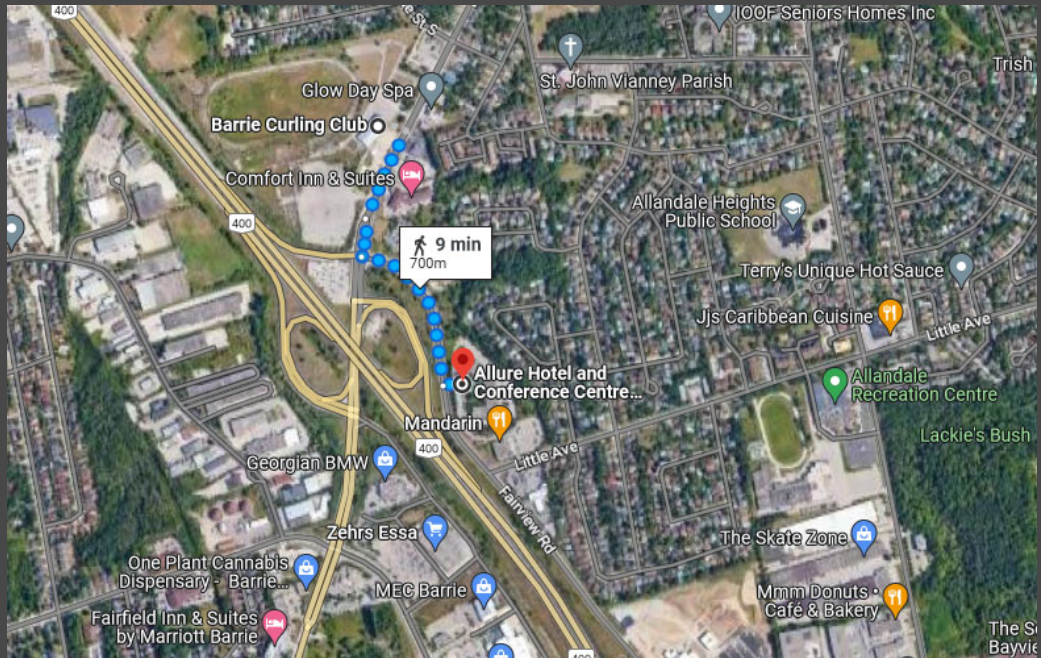


Barrie - Downtown

← 67 Dunlop St W  
Barrie, Ontario  
Google Street View  
Jul 2019 See more dates



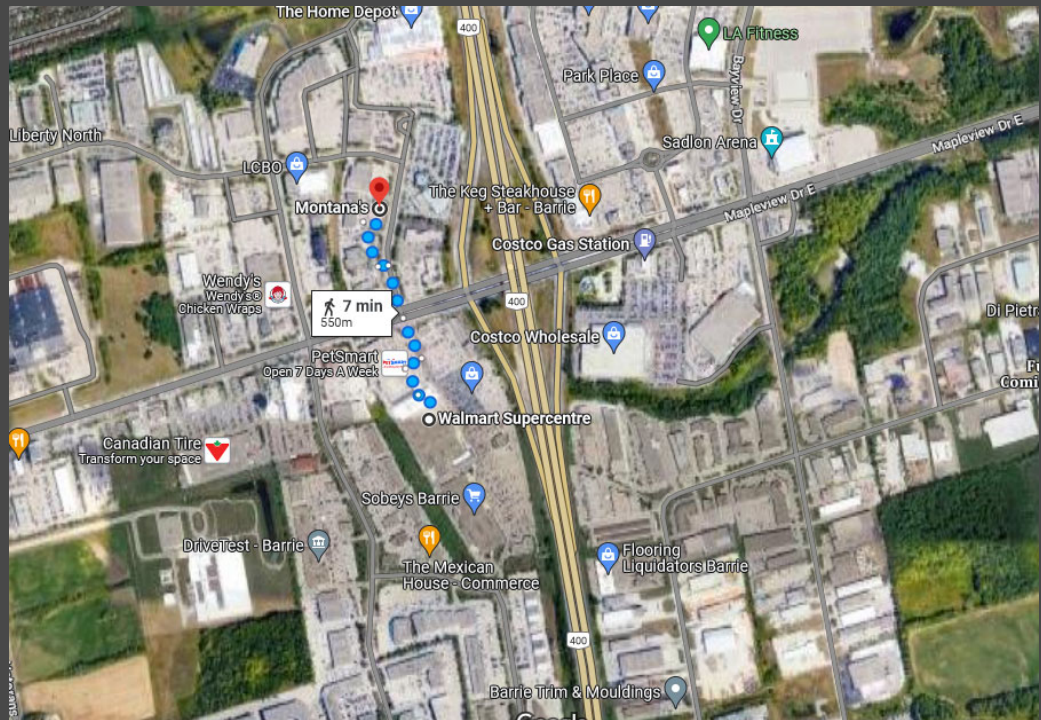
Google



Barrie - Site

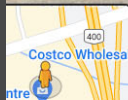






Barrie - Maplevue

...s, Ontario  
Google Street View  
21 See more dates



Google

# Modern Day Examples

## Toronto

- St. Lawrence Market Co-op
- Market Square
- Natalie Place
- Regents Park Redevelopment
- Don Mill Centre

## Atlanta

- Atlantic Station



# St. Lawrence Neighbourhood Toronto



## Stats:

- 17.8 ha
- 3500 housing units
- 10-12 storey buildings
- 25% co-operatives
- 590 people/ha

# St. Lawrence Neighbourhood Toronto



## From Urbanity Fair:

“They had the secret sauce. The silver bullet to solve the affordability crisis. It was the golden age of housing. Remarkable. **An undeniable success.**”

“It was designed with the community, for the community. It was affordable for many a range of household incomes. It was welcoming to families. It has plentiful open space and parks and is in close proximity to everyday services and amenities.”

“The St. Lawrence neighbourhood urban renewal began in the mid-1970s. **Its vision was to create a new, municipally planned and developed, mixed-income, high-density, and socially diverse neighbourhood.** It resulted in 3,500 housing units over 44 acres of industrial and underused land, which included **townhomes and 10- to 12-storey buildings.** Approximately a quarter of all the housing units created were co-operatives.”

Its success is often attributed to the diverse agencies and partners involved and its focus on offering a mix of market-based and affordable housing that appealed to residents from many **backgrounds and income levels.** The **multitude of unit sizes catered to diverse residents too, especially families.**”

**Julia Bevacqua, Naama Blonder**  
Published: 11:45 AM Jun 22, 2022



St. Lawrence Neighbourhood - Toronto



St. Lawrence Neighbourhood - Toronto



St. Lawrence Neighbourhood - Toronto





Front and George Street – Toronto  
10 stories and 12 stories



Front Street – Toronto  
12 stories – left, 3 to 4 stories – right



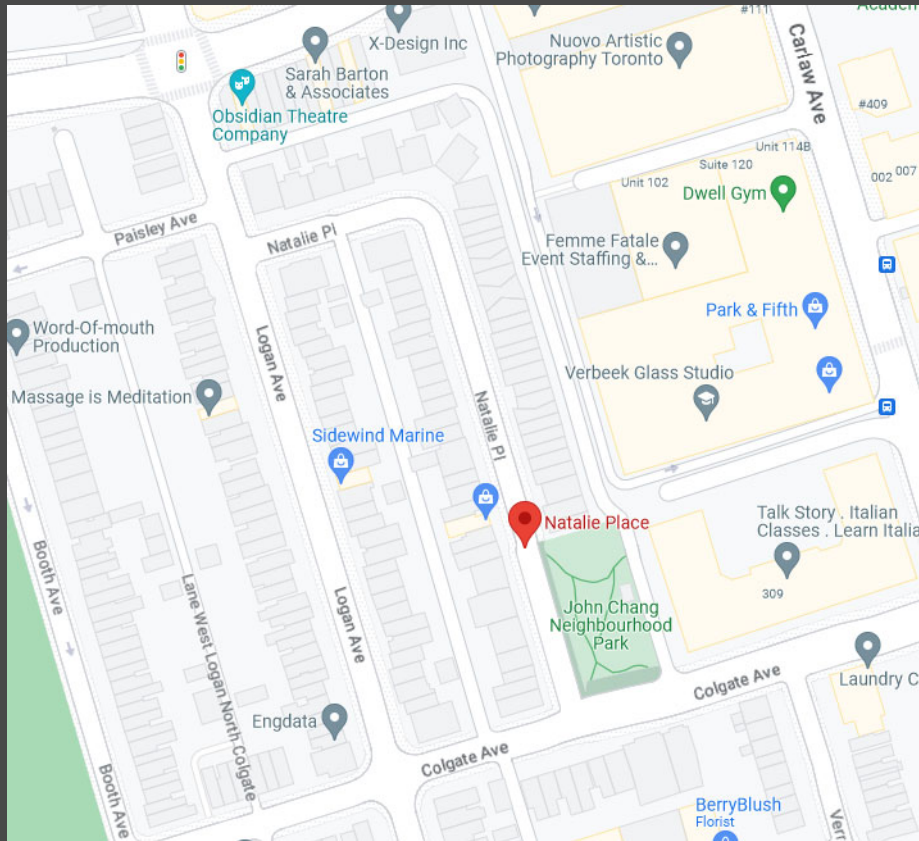
Front Street – Market Square – Toronto  
5 stories – left, 3 to 4 stories – right

# Natalie Place Toronto



## Stats

- 100 - 3 to 4-bedroom townhomes
- 3 storeys with raised basements
- 0' setbacks
- 2:1 width-to-height street ratio
- No landscaped strips
- Laneway parking – 1 car/unit
- 55 units/ha
- 1488 s.m. park space
- 218 people/ha incl'g park space
- 240 people/ha
- 3.72 people/sq.m. park area



Natalie Place – Toronto – Site Plan



Natalie Place - Toronto



Natalie Place - Toronto

# Density Comparisons



## Density/ha:

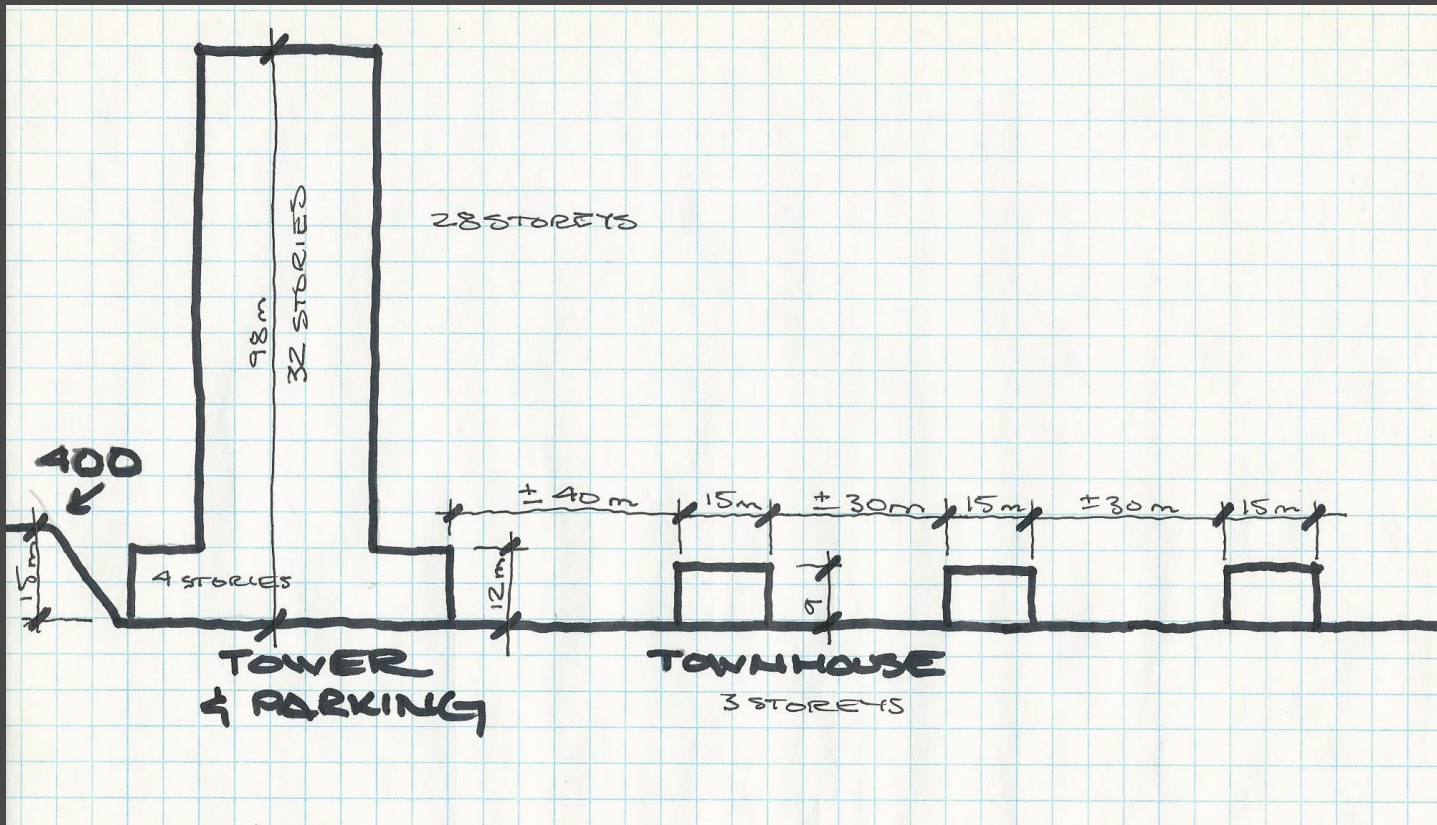
- New York City – 1150
- Barrie Fairgrounds - 267
- Natalie Place - 240
- Paris – 206
- Central London – 109
- Barrie – 15
- Toronto – 10.5



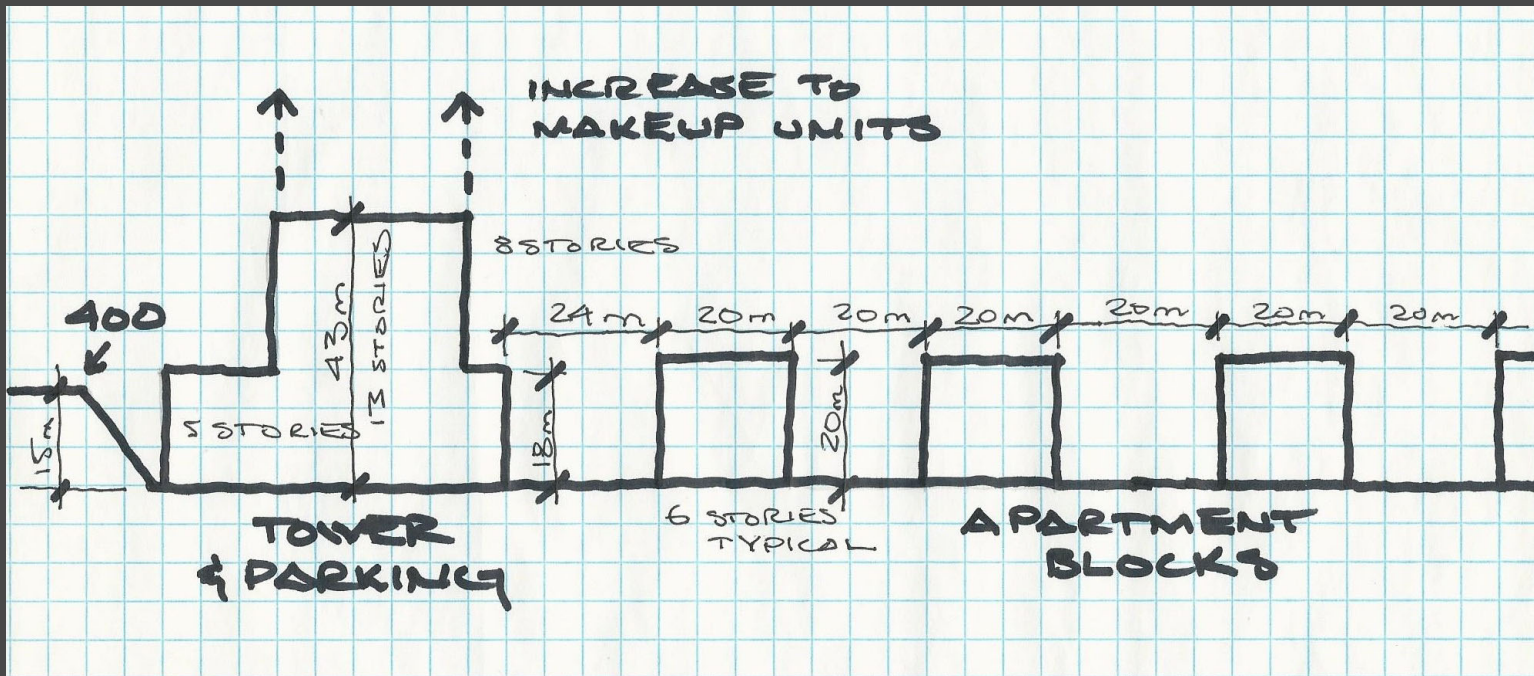
# Alternative Solutions

Demand Better  
Advocate





Site Section – As Proposed



Site Section – Alternative

Demand Better

Advocate

# Conclusion

