Historic Neighbourhoods Strategy

Barrie, Ontario
June 2010

www.hns.barrie.ca
People led planning for Barrie’s older Neighbourhoods

‘The People are the City’

City of Barrie, Coat of Arms

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Historic Neighbourhoods Strategy
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June 2010
Acknowledgements

The quality of our public input is often a reflection of the processes used to collect it.

We trust the residents of the historic neighbourhoods will feel their Community Committee Members and their supporting City staff met, if not exceeded, their expectations in terms of our efforts to reach residents of the historic neighbourhoods and collect and record their visions and their ideas for change in the future of their neighbourhoods.

With this, we hope we have offered residents a true reflection of their efforts in this final Historic Neighbourhoods Strategy.

This would not be possible without the ongoing support and efforts of a tremendous team of volunteers, known as the Historic Neighbourhoods Strategy Community Committee.

Thank you for taking the time to offer all of your hard work, thoughts and advice.

Jeff Lehman, Councillor of Ward 2
and Chair of the HNS Community Committee

Ross Rodgers, Downtown
Judy Powell, Downtown
Earl Paquette, Downtown
Jennifer Klementti, Downtown
Laurie Watt, Queen’s Park
Clare Mitchell, Queen’s Park
Chris Manewell, West Village
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Caresse Ley, The Grove
Marilyn Murray, Brock Park
Bill Sanders, Brock Park

Residents of the Historic Neighbourhoods
City of Barrie Staff

Thank you all for taking the time to make this possible.
Message From the Chair

Barrie’s city motto is “The People are the City.” If the City of Barrie is to walk this talk, there is a strong need to engage Barrie residents in all aspects of planning for our future. The Historic Neighbourhoods Strategy is dubbed “People-Led Planning” because of the unprecedented range of public engagement efforts that have been undertaken to make this project a direct expression of residents’ hopes and concerns for their community.

The HNS is different from previous projects in three ways. First, it looks at Barrie’s older residential neighbourhoods – those generally built before the Second World War. There has never been a specific focus on the unique needs of these neighbourhoods, which are today changing in ways both desirable and undesirable to their residents.

Second, the HNS looks at all city services and related issues in each individual neighbourhood, focusing on the specific needs of these communities, rather than the traditional way of planning, which is to look at a single service on a city-wide basis.

Third, the project is literally citizen-led. In addition to the workshops, meetings, surveys, barbecues and hundreds of informal conversations among residents that provided the content for this report, the project has been led by a volunteer committee of sixteen residents of Barrie’s older neighbourhoods, who have put an extraordinary effort forward. Some of them actually went door to door to talk to people in their neighbourhoods – without being asked! Their work is remarkable.

The HNS was initiated because our older neighbourhoods are changing in many ways – economically, physically, demographically, and socially. Change is often good – it is what makes life interesting – but not all changes in Barrie’s older areas have been welcome.

Some facilities have closed. These include public facilities, such as schools and the Dunlop arena, and private facilities, such as grocery stores and other services. Infrastructure needs renewal, with roads in poor condition or the pipes underneath them aging or failing. And the longer term future of these areas is somewhat uncertain, as changes in the mix of land uses is changing the character of these areas. With these changes happening around them, some residents have felt a loss of control over the future of their own communities.

At the same time, many good things are happening. Businesses and residents are investing in their buildings, restoring heritage properties and in some cases, building new. After decades of neglect, the Allandale Train Station is being restored, with a new GO station coming later this year. New apartment buildings are increasing the resident population of the waterfront area and the downtown. Crime has declined in the past four years, and innovative projects such as the Kidd’s Creek Restoration are opening up new, green corridors between our historic neighbourhoods and the downtown.

While there are a myriad of forces that shape our communities, it’s my hope that the HNS can provide an opportunity for residents to set the course for their neighbourhoods. I hope residents of the HNS area will see their own vision for the future reflected in the words and maps in this report. Most importantly, the Action Plan, set out here, needs to be implemented to achieve that vision. This will be a job for future City Councils, and the residents, businesses and organizations that together are the fabric of Barrie’s historic neighbourhoods.

Sincerely,

Jeff Lehman, Ward 2 City Councillor
Executive Summary

There is a growing expectation by Barrie’s citizenry for meaningful involvement in the public process of local governance. The Historic Neighbourhoods Strategy process is a new effort by the City of Barrie to reach out and respond in new ways.

The Historic Neighbourhoods Strategy (HNS) is the first ever people-led process to look at the future needs of Barrie’s oldest residential neighbourhoods. The intent of this process was to ask the residents who live here how the City can ensure this area remains a liveable community for those here today and those who will be here in the future - what is it that makes this area great; what is it that makes this area not so great; and what is it that we as a City need to look to change for the future.

The older neighbourhoods have unique needs relative to the newer areas of the City. These neighbourhoods were not built to support the levels of vehicle traffic we see today. As the area has begun to intensify through investment in new multi-residential units and growth in the downtown entertainment district, concerns with noise, parking and traffic calming in particular, throughout these neighbourhoods have also intensified among residents.

Policies which encourage multi-residential housing in these neighbourhoods and land use permissions that permit the subdividing of large older homes into rooming houses and multi-residential units have also raised concerns with property standards, parking, garbage storage and the state of heritage structures.

For many residents, there is little issue with this type of housing as it is affordable and ensures this community remains inclusive. The concern stems from the perception that a large number of these, often very large, historic properties are not being appropriately maintained by landowners and the City is not actively enforcing its parking and property standards by-laws to ensure conversions to multi-residential units are done appropriately. Underlying this is an overriding concern with the state of many heritage properties: with recent losses of landmark heritage properties to fire and demolition, many residents expressed concern that there may be additional losses in the future.

Hand-in-hand with this is the wear-and-tear on infrastructure. The hard infrastructure in these neighbourhoods was not designed to accommodate the significant growth associated with intensification and thus, the condition of roads, sidewalks, sewer and water pipes has rapidly declined. With little new investment here in decades the condition of infrastructure has continued to deteriorate.

These and many other issues, including vacant and derelict properties, are all growing concerns that many other areas of the City are not facing. With additional growth and development not only expected but required in many parts of the historic neighbourhoods, effective ways are needed to address these concerns and others that will arise in the future. It requires a different approach to land use planning. An approach that involves those who live in the neighbourhoods.

Growing pressure to address these on-the-ground issues among residents was the catalyst for the Historic Neighbourhoods Strategy. Working directly with residents to learn about their issues and facilitate dialogue to arrive at solutions was integral to the HNS approach.

This Strategy is the culmination of unprecedented public outreach and reflects the communities’ involvement - their vision, their ideas and their suggestions to improve the liveability of their neighbourhoods, as the City looks to accommodate additional growth.

It is anticipated that this Strategy will be implemented, supporting plans for active transportation, encouraging enhancements to...
Executive Summary

existing public spaces, addressing concerns with noise and property standards and growing connections along natural corridors. In terms of future development, this Strategy supports efforts to ensure respect for heritage resources and to encourage development along major arterial roads and in blighted areas throughout the historic neighbourhoods.

The Strategy highlights residents concerns, suggesting a shift in priorities for the future. It is premised on the need for new ways to work on a collaborative basis with residents, including engaging existing and emerging residents’ groups for the purposes of education and action.

The Strategy speaks to the breadth of issues concerned with improving the liveability of the historic neighbourhoods and highlights their interconnected nature. This is important as implementing the Strategy will require the involvement of many City departments working together. The process itself provides an effective model to employ when developing future plans for City neighbourhoods.

Moving forward, the community is asking for specific short, medium and long terms actions beginning with the following, which are recommended for inclusion in the City’s 2011 and future Business Plans:

- Enforce ‘quality of life’ by-laws
- Address garbage and graffiti in parks and City facilities
- Prioritize road and sidewalk improvements
- Design and install historic signage
- Address parking & traffic calming on residential streets
- Continue the HNS Community Committee

The following report details the process, results and the outcome, via the Action Plan, of the Historic Neighbourhoods Strategy.

Events and activities in the historic neighbourhoods
Courtesy of the City of Barrie
# Table of Contents

**PART 1: Purpose and Background**

1.1 Introduction........................................................................................................6
1.2 Why this Strategy.................................................................................................6

**PART 2: Neighbourhood Findings**

2.1 Public Engagement................................................................................................9
2.2 The Background Report.........................................................................................9
2.3 First Phase of Engagement..................................................................................10
2.3.1 What responding residents enjoy...................................................................11
2.3.2 What responding residents want to see changed............................................12
2.4 Second Phase of Engagement............................................................................13
2.4.1 Neighbourhood Workshops..........................................................................14
2.4.2 Second Neighbourhood Survey....................................................................14
2.4.3 Future Growth and Development..................................................................15

**PART 3: The Historic Neighbourhoods Strategy**

3.1 The Strategy........................................................................................................18
3.2 The Vision for the Historic Neighbourhoods.....................................................18
3.3 The Goals and Objectives..................................................................................19

**PART 4: Historic Neighbourhood Profiles**

4.1 Neighbourhood Profiles....................................................................................22

**PART 5: The Recommended Action Plan**

5.1 The Action Plan Explained .................................................................................23
5.2 2011 and Future Action Items..........................................................................24
5.3 The Recommended Action Plan..........................................................................25
LIST OF APPENDICES

Appendix 1  2011 and Future Action Items..................................................33
Appendix 2  Other key Action Items.............................................................38
Appendix 3  Neighbourhood Survey 1 and Results........................................41
Appendix 4  Neighbourhood Survey 2 and Results........................................62
Appendix 5  Neighbourhood Workshop Results..........................................81
Appendix 6  List of Pictures........................................................................85
Appendix 7  References.............................................................................87

LIST OF FIGURES*

Figure 1  The Urban Growth Centre............................................................7
Figure 2  Neighbourhood Vision for Future Development........................17
Figure 3  Historic Neighbourhoods: Road Needs Map..............................37

*All Figures can be found in the back of this report in an 11”x17” size for ease of review
1.1 Introduction

The Historic Neighbourhoods Strategy presents a new way to look at Community Planning in Barrie. It is about a back-to-basics look at what we, as a City, are doing well, what we are not doing well and what we need to do to improve the liveability of the historic neighbourhoods.

This is the first Strategy of its kind in Barrie with a targeted communication plan designed to reach as many residents of this area as possible to acquire their input and feedback. This is the first process that was actively led by area residents as the City looks to accommodate a large portion of future growth in and around this area.

To accomplish this and find the best ways to reach residents, a Community Committee was established, which comprised of 16 residents from each of the six identified historic neighbourhoods. These residents reflected a range of ages, lifestyles and family situations and represented a cross-section of residents from this diverse area of the City.

“...make the many vacant business properties more appealing than new development on the edge of the City...”

Committee Members volunteered a great deal of time, energy and expertise from June 2009 to June 2010. For members who participated in the development of the work plan in the summer of 2008, it was longer still.

This project’s success is due to the dedication and genuine commitment of the Community Committee Members as they worked to engage as many residents of the historic neighbourhoods as possible. Community engagement took place through many different avenues as without this public input there would be no Historic Neighbourhoods Strategy.

1.2 Why this Strategy?

The Province of Ontario, under the Places to Grow Act, has designated the core area of the City of Barrie as an Urban Growth Centre. The boundary of this designation is entirely within the geographic boundary of the historic neighbourhoods. Refer to Figure 1.

“...we need to ensure necessary businesses such as grocery, pharmacy and the farmer’s market exists...”

The impact of this designation means the City is looking to accommodate approximately 2.5 times the number of residents and jobs than currently exist in the Urban Growth Centre. Growth is to be accommodated primarily through intensification and re-development and in many cases will need to take place on brownfield land, vacant lands and/or lands containing buildings of historic significance.

Intensification has already begun in many parts of these neighbourhoods which, combined with the Provincial designation, was the catalyst for the creation of this Strategy.

Prior to the Urban Growth Centre designation and the growth expectations that come with it, residents here were already feeling the on-the-ground effects of increases in population and employment. Traffic, parking, conversions to multi-units and eroding infrastructure were all growing concerns that compelled the City to look at land use planning in this area in a different way.

In order to address these growing concerns, development of the Historic Neighbourhoods Strategy was put forward and approved by Council; consistent with the Cities Official Plan policy 4.2.2.6 (h) which states, “The City will undertake special studies for established residential areas where additional pressures area felt for intensification and development or other significant issues.”
In consultation with residents, the development of a Historic Neighbourhoods Strategy was put forward to look at a new way to address these transitional land use pressures.

“…improve communication—engage in dialogue with the public early and stay engaged…”

It was a proactive way to learn and understand what residents consider to be the good, the bad and the ugly about their neighbourhoods and identify the ways in which the City can look to support and improve the liveability of these neighbourhoods.

By virtue of their geography, visitors and residents must travel through these neighbourhoods to access the downtown and the cultural and civic opportunities it provides.

As the Urban Growth Centre and the surrounding neighbourhoods intensify, managing the transitional pressures including traffic, noise, construction and development activity requires a new civic model for public engagement.

The Historic Neighbourhoods Strategy provided just this.

“More small grocery centres or market style shopping… and affordable housing to attract all income levels…”

The development of the Strategy is also consistent with the Community Improvement Planning goals in the Official Plan, specifically 3.6.1 which speaks to, “...achieve overall coordination and planning for effective application of public and private sector investments, initiatives or strategies.”
2.1 Public Engagement

A wide range of methods were used over the fall of 2009 and the winter of 2010 to reach residents and engage them in this process. In December of 2009, the Background Report for the historic neighbourhoods was released.

The following sections detail the outreach efforts and the findings from each phase.

2.2 The Background Report

The Background Report told the current story of these neighbourhoods using Statistics Canada data, City staff knowledge and community information. The current situation in the historic neighbourhoods was found to be an overall good one, with some areas needing improvement.

“We need more young people in the area therefore good schools, playgrounds and reasonably-priced homes…”

Research found these neighbourhoods are the most diverse in the City in terms of the range of available housing, services and amenities available for residents. When asked, residents considered these features to be the defining qualities of their neighbourhoods and ones they want to see retained in the future.

The Background Report also noted that most positive community indicators had been steadily increasing between 2001 and 2006, including median household income, average dwelling value and the rate of post-secondary education attainment among residents.

Another key positive indicator for this area was that despite the perception by some, crimes against persons and property were found to have generally declined between 2001 and 2008.

“Provide a complete neighbourhood— including a neighbourhood public school—to encourage families to move into the neighbourhood.”

This area has a large inventory of historic homes and buildings that for many residents play an important part in the identity of their neighbourhoods. Conservation of historic buildings was found to be a significant issue, given the expectation for future growth through intensification.

Other issues identified related to the area’s history going back to the time when large swaths of these neighbourhoods were host to heavy industry.

This legacy has left ground contamination in some areas which, although not an unusual situation for industrialized cities, remains something that is best addressed through a plan for brownfield development in the future.

As the oldest developed areas within the City, these areas also contain some of the oldest infrastructure in the City, and in many cases, the least capable of handling intensification. This means that in many cases, redevelopment will require immediate significant upgrades to hard infrastructure.

As the City looks to accommodate additional growth, many residents also expressed their expectation to be better informed about changes in their neighbourhoods.
2.3 First phase of engagement

The first phase of resident engagement took place in the fall of 2009 and was targeted to encourage and solicit feedback from residents about their neighbourhoods existing situation - what they liked, what they disliked, and what they would change if they could.

The most significant inputs to this phase were the results from the first neighbourhood survey that was made available online and in hardcopy from September 25th to October 10th 2009. In total, 160-completed surveys were submitted. The survey questions and the results are available in Appendix 3.

The public events in the first phase of this project are listed below and the key findings are found on the following pages:

- Neighbourhood BBQ at Centennial Park
- Two neighbourhood meetings
- First neighbourhood survey
- Two newsletters
- Neighbourhood profiles
- Campaign to name and define the boundaries of the neighbourhoods
- Farmers’ Market and library outreach to raise awareness and provide information
- Project posters, brochures and magnets distributed to businesses and in public places
- Invitation card mailed to all businesses and households in the historic neighbourhoods
- Updates to the distribution list via email
- Updates to the website and Facebook

The Community Committee engaging residents
Courtesy of the City of Barrie
2.3.1 What responding residents enjoy about the historic neighbourhoods

- Mature trees and naturalized spaces
- Proximity to the waterfront and the highway
- Proximity to basic everyday services
- Walk-able nature of these neighbourhoods
- Pedestrian pathways
- Quiet, mature residential areas
- Mix of commercial, retail and services
- Diversity of housing
- Diversity in the residents
- Beautification of public spaces
- ‘Busy-ness’ of the area
- Improvements to the waterfront
- Improvement to the infrastructure
- Farmers’ Market
- Proximity to neighbourhood schools
- Sense of community
- Closeness and accessibility of bus routes
- Cultural facilities and events
- Safe neighbourhoods and supportive police
- Proximity to places of worship
- Swift snow removal and garbage services
- Presence of historic homes and buildings considered part of the neighbourhood identity

“...a neighbourhood that continues to have a sense of community, where a wide diversity of people are proud to live and work and a feeling that people really are the City exists...”
2.3.2 What responding residents want to see changed in the future

Enhance our existing public spaces

- Maintain naturalized spaces to prevent overgrowth
- Ensure sidewalks and public pathways are correctly cleared of snow in the winter months
- Improve the quality of public spaces by quickly removing graffiti and refuse
- Continue to grow, link and improve the safety of our biking and walking trails
- Replace aging park equipment and look at new recreational opportunities in existing parks

Provide a sense of place to our neighbourhoods

- Provide an identity to our neighbourhoods through the use of unique street signs and/or light standards and street furniture
- Make it a priority to address property standards issues, garbage and graffiti
- Address derelict properties through a co-ordinated effort
- Support community organization in a structured and meaningful way for citizens to interact with City Hall
- Provide better methods of communication with residents regarding important issues that affect our neighbourhoods

Ensure quality urban design standards for new development

- Provide urban design standards that unite the area and foster a sense of place
- Ensure new development adds to the public realm through good urban design and architectural standards
- Ensure historic buildings and features are meaningfully accommodated in new development
- Support restoration of historic homes
- Support investment in historic buildings and structures that retain historic value

Encourage continued investment in our neighbourhoods

- Ensure access to basic amenities including grocery stores and pharmacies
- Encourage more investment in historic buildings, façades and vacant sites
- Work with social agencies, police and citizens to increase safety of the downtown
- Ensure the waterfront remains accessible from neighbourhoods and increase access, where possible, through new development
- Invest in neighbourhood roads and sidewalks
- More enforcement of by-law’s which support ‘quality of life’ such as property standards
2.4 Second phase of engagement

The winter outreach events focused on asking residents about the future of their neighbourhoods – what is your vision for your neighbourhood and where would future growth be best accommodated?

The most significant inputs to this phase were the results from the second neighbourhood survey and the two neighbourhood workshops. The second survey was made available online and in hardcopy from February 4th to February 28th, 2010 and at the neighbourhood workshops held on February 17th and 20th.

In total, 200 completed surveys were submitted and approximately 120 people attended the neighbourhood workshops. The public events in the second phase of this project included:

- Two neighbourhood’s workshops
- Second neighbourhood survey
- Two newsletters
- Attendance at the Farmers’ Market to raise awareness and provide information
- Project posters, brochures and magnets distributed to businesses and in public places
- Invitation card mailed to all businesses and households in the historic neighbourhoods
- Updates to the distribution list via email
- Updates to the website and Facebook

“...a historic area of the City that is eclectic, diverse and well-maintained with stately trees and shaded streets...”
2.4.1 Neighbourhood Workshops

The Committee hosted two Neighbourhood Workshops, one February 17th and the other February 20th, 2010. The purpose of these events was to acquire direct feedback from residents about visions for their neighbourhoods and where growth could be best accommodated in the future.

Discussions at these workshops among the approximately 120 participants, elicited the nine following themes about the vision for the historic neighbourhoods. More detail for each of these themes is available in Appendix 5.

Our Neighbourhoods…

- Celebrate their historic uniqueness
- Have a sense of community and embrace diversity
- Are safe and clean places to live and work
- Adhere to good urban design standards
- Balance the size and density of dwellings to ensure compatibility
- Are beautiful to be in and easy to manoeuvre through
- Are accessible to the waterfront and our downtown
- Support a mix of services and amenities
- Communicate well with City Hall and others

2.4.2 Second Neighbourhood Survey

The second survey asked residents questions relating specifically to where re-development should take place in the future and what criteria were important to adhere to with new development. The survey questions and the final results are available in Appendix 4.

In terms of development criteria, the majority of residents reported that it was important or very important to adhere to the following criteria:

- Retain and incorporate existing, significant heritage structures and features into new development
- Encourage mixed-use development (i.e., residential units with commercial / office spaces)
- Provide physical enhancements to the public realm such as heritage lighting, signage and street furniture
- Ensure pedestrian streetscapes, paths and public spaces are pedestrian friendly
- Incorporate and/or protect public access to the waterfront and the downtown core
- Improve existing public amenity spaces such as parks, open space and/or recreational areas and facilities
- Encourage new development to adhere to higher standards which support environmental sustainability
- Encourage new development that is complementary to the site and surrounding area
- Minimize negative traffic impacts throughout the neighbourhood
- Encourage pedestrian modes of travel such as bicycling, walking and rollerblading
- Encourage the use of pedestrian linkages and cycling paths to connect new development to the surrounding community
- Encourage high quality design standards for new development that are complementary to the surrounding community
2.4.3 Future Growth and Development

When asked about future growth and development, the majority (83%) of respondents agreed that future growth in existing neighbourhoods should primarily be in the form of low-density development. On collector roads such as Grove Street, Toronto Street and Innisfil Street, 38% of respondents indicated that low-density development is appropriate while 68% of respondents agreed that medium-density is appropriate.

When it came to development on major arterial roads, such as Bayfield Street and Bradford Street, 61% of respondents felt medium density development is appropriate and 39% of respondents felt high-density development is appropriate.

When looking at the future of primary intersections such as Bayfield Street and Grove Street, 66% of responding residents felt that medium-density is appropriate while 38% of respondents felt that high-density development is appropriate. Development around local retail areas and the downtown was consistent: between 66% and 71% of responding residents agreed that medium-density development is appropriate.

Respondents were more divided when it came to the areas surrounding transit stations and Lakeshore Drive. In the case of Lakeshore Drive, 49% of respondents indicated medium-density development is appropriate while 42% felt high-density development is appropriate. In the area surrounding transit stations 57% of responding residents agreed that medium-density development is appropriate while 48% felt high-density was appropriate.

Despite the variations, most residents indicated an acceptance of some future development. In many cases, the opportunity to have development within ‘blighted’ areas of these...
neighbourhoods, including vacant and/or derelict lots, was welcomed. The primary issue when it came to future growth and development was that it was complementary to the surrounding neighbourhoods and incorporated good urban design and architectural standards.

In other words, the scale and physical design of a proposal would play a significant part in determining a proposal’s appropriateness from a neighbourhood perspective. This is central to the challenge that this area will face in the future in terms of balancing new growth within the existing community.

“...development should consider design standards... and should enhance the neighbourhood’s identity.”

To ensure this remains in context, there are two key issues that must be recognized: complementary is not meant to imply consistency and character is not meant to be linked to density or height. These distinctions are important to ensure that future discussions regarding appropriate design, scale and density are not taken out of context.

The historic neighbourhoods will be under increasing pressure to accommodate some of the intensification anticipated in the City over the next two decades and, while it is an important principle that this new growth support the integrity of these stable neighbourhoods, nothing in this Strategy is intended to suggest that new growth will not be allowed to occur. In fact, the basis of this study is to ensure that the anticipated increase in development pressures in this area can be absorbed in a sustainable manner into these neighbourhoods.

To assist in capturing the discussion around future growth and development, Figure 2 generally indicates where participating residents felt future growth should take place.

The intent behind the street colours is explained in detail in the next column.

Red Streets
Character: A primarily residential area that is expected to stay primarily residential in nature.
Growth Expectations: Significant change in the residential character of the area is not anticipated. Growth is expected to occur primarily through small-scale residential infill (e.g., new single detached homes) and renovations/additions to the existing housing stock.

Yellow Streets
Character: An area that is in transition with a growing mix of housing forms and a range of services.
Growth Expectations: Some growth in the area is anticipated, primarily along minor collector roads and at smaller intersections, on vacant lots and underutilized sites. Medium-scale infill is considered acceptable, provided it adheres to good urban design and architectural standards and is complementary to the neighbourhood, particularly development that is directly adjacent to existing residential areas.

Green Streets
Character: An area that is experiencing significant transition and in many areas is in need of significant investment to offset decline.
Growth Expectations: Growth in the areas is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design and architectural standards and is complementary to the neighbourhood, particularly development that is directly adjacent to existing residential areas.
FIGURE 2
Neighbourhood Vision for Future Development

Legend
Vision for future development
- Primarily Residential
  - Future growth expected to be primarily small-scale residential infill
  - Significant change to the residential character is not anticipated
- Transitional Area
  - Growing mix of housing and range of services
  - Future growth expected along collector roads and intersections, on vacant lots and underutilized sites
  - Medium-scale development considered acceptable provided good urban design and architectural standards
- Significant Transitional Area
  - Future growth expected along major arterial roads and intersections, vacant lots and underutilized sites
  - Medium-scale to higher-scale development considered acceptable provided good urban design and architectural standards

June 2010
3.1 The Strategy

The following is the final result of the historic neighbourhoods strategy process—the vision, the goals and the objectives. Part 4 presents the Neighbourhood Profiles, which are neighbourhood specific and detail the neighbourhood visions, concerns and historic characteristics.

Part 5 details the action items that came out of the HNS process. Each action item has a timeline proposed to assist in moving forward with implementation.

3.2 The Vision for the Historic Neighbourhoods

In the heart of Barrie, the historic neighbourhoods are thriving communities which are clean, green, attractive, diverse and accessible, where people are connected and well serviced with facilities and amenities. These neighbourhoods offer residents a distinctive sense of place and character, which evokes a sense of pride in those who call these places home.

Our neighbourhoods...

- have streets and public spaces that are vibrant
- are affordable and have supportive services that remain accessible for those in need
- are safe and attractive places to live and visit for residents of all generations
- showcase our City’s history and heritage, which shapes our distinctive character and provides a sense of place
- are accessible to everyday conveniences including grocery stores and pharmacies and civic services
- are easily and safely accessible by a clean and user-friendly transit service
- are connected with each other using safe and dedicated pedestrian and bicycle routes and paths
- have local public schools providing families with necessary services and neighbourhoods with hubs
- streets and public parks that are well maintained making them clean, attractive and inviting places

Opportunities for improvement

Courtesy of the City of Barrie
3.3 The Goals and Objectives

So how does the City ensure liveable historic neighbourhoods? What we heard is that the City needs to look at changing how it does business, how it addresses residents and in particular how it involves citizens, and how the City is using, or not using, existing tools to make positive change.

After much review, the results of the two neighbourhood surveys, meetings and workshops, as well as the comments and thoughts that were shared through community group meetings, emailed to the Project Planner and / or Community Committee Members and otherwise captured in casual conversations with neighbours, the following goals and objectives provide the premise for the Action Plan items, found in Part 5.

There are six goals, each followed by a series of objectives. From each of these objectives, specific action items, all found in the Action Plan, have been developed based on feedback from area residents. Some apply to the historic neighbourhoods in general and others are neighbourhood-specific actions.

The action items have a proposed timeline that is meant to provide staff with an understanding of what items are considered more urgent. This is meant to be used as a guide for staff to assist in determining potential priority items for the future.

Appendix 1 provides more detailed explanations for the action items the Community Committee is looking to move forward beginning in 2011. Appendix 2 provides further information regarding other key action items the Committee would like to move forward in the near future.
1. The historic neighbourhoods are distinct and reflect Barrie’s natural and cultural heritage
   - Buildings adhere to good urban and architectural design standards that respect historic relevance
   - Streetscapes and landscapes complement and link the visions for the individual historic neighbourhoods
   - Historic neighbourhoods signage and streetscapes are visibly recognizable
   - Rivers, creeks and waterways are rejuvenated and reconnected for public use and enjoyment
   - Cultural and entertainment events are year-round and create active and lively streets throughout the downtown and waterfront

2. The historic neighbourhoods are clean, green and attractive
   - Streetscapes, landscapes, parks and open spaces are clean, attractive and in a state of good repair
   - Public and private property is well kept and property owners adhere to existing by-laws
   - Parks and green-spaces are connected, accessible and useable year-round
   - The urban tree canopy is protected and enhanced
   - Residents and local businesses demonstrate environmental responsibility

3. The historic neighbourhoods embrace diversity
   - Housing reflects a compatible balance of old and new, and rental and ownership, in a range of forms and sizes
   - Residents reflect a mix of ages, income levels and lifestyles

4. The historic neighbourhoods are accessible, connected and well serviced
   - Streets, sidewalks, trails and pathways are attractive, well maintained, easy to manoeuvre through and connected, and provide a welcoming alternative means of travel
   - Transit service is convenient and well used
   - Infrastructure including roads and sidewalks are in a good state of repair and support pedestrian accessibility
   - The waterfront and the downtown core are readily accessible and have gathering space for events

“I look forward to a safe and beautiful area that has some birds singing and water that is clean and pure. I look forward to access to public transit with sheltered benches for when I can no longer drive. I look forward to a place where I may get groceries within walking distance...”
5. The historic neighbourhoods are well served by public and private services and facilities

- A mix of public and private services, facilities and amenities are available including schools, grocery stores, banks, pharmacies and entertainment establishments
- City services, facilities, programs and by-laws contribute to the quality of life and liveability of these neighbourhoods
- A local school or other community hub provides a local gathering place

6. Residents of the historic neighbourhoods have a strong sense of community

- Residents have a strong sense of community and communicate with each other routinely and in an inclusive manner, addressing new ideas and challenges with enthusiasm and humour
- Residents and City Hall communicate with respect, fairness and honesty and in a timely manner

“...to live in a City where I can satisfy my shopping, professional, entertainment and dining needs in the downtown core... to meet these needs without needing my car...”
4.1 Neighbourhood Profiles

The historic neighbourhoods each have their own distinctive sense of place, their own rich history and their own defining attributes and characteristics. Aspects of each neighbourhoods location, geography, amenities and housing types and tenure attract residents for many different reasons.

Most of the issues facing these neighbourhoods are shared among all of the historic neighbourhoods, including parking, traffic calming and managing growth pressures. However, unique attributes are found in each neighbourhood.

As part of this process, residents were asked questions about their specific neighbourhoods, including:

- Where are your neighbourhood edges?
- What do you like about living here?
- What do you not like about living here?
- What would you change if you could?
- What type of growth would you like to see in the future, and where?

The intent was to assist in creating a vision for these areas, define specific action items for change in each neighbourhood and capture residents ideas around future growth.

The following profiles tell part of the story for each historic neighbourhood—its vision for the future, its characteristics and its action items for change in the future.
The Grove

Residents’ vision of the future The Grove...

The Grove is a diverse, safe and well-maintained neighbourhood where new development blends in with the historic feel of the area. Properties here are very well maintained as residents feel great pride in ownership, throughout the year. This neighbourhood is home to a diverse range of residents including professionals as well as artists who all enjoy the family friendly neighbourhood feel and the warmth and charm of the many historic homes.

There are lots of green spaces in the neighbourhood, as well as attractive landscaping and lush tree-lined streetscapes and both Berczy and Lion’s parks are consistently maintained to a high standard. Bike paths and designated bike lanes connect through the neighbourhood including along narrow one-way streets. Transit routes are efficient, schedules timely and conveniently located shelters are well maintained. Residents are given priority access to street parking.

Waterfront access is protected and priority is given to pedestrian modes of travel along wide sidewalks, which are consistently maintained year round. In close proximity to the downtown core, residents have convenient access to basic amenities such as schools, grocery stores, entertainment and medical facilities.

City Hall staff is easily accessed by residents, responding to queries in a timely manner and providing prompt and efficient enforcement of by-laws.
What residents most enjoy about The Grove...

- Diversity of housing and residents
- Proximity to open spaces, the waterfront and the downtown core
- The mature landscape and tree-lined streets
- The small-town feel of the neighbourhood
- Pedestrian-friendly attributes
- Close proximity to neighbourhood schools

What residents would like to see changed in The Grove...

- Infrastructure, including roads and sidewalks, be brought up to and kept in a state of good repair
- Consistent enforcement of the property standards by-laws
- Maintain a more “friendly” police presence
- Employ traffic-calming techniques to help maintain the quiet, family-friendly nature of this neighbourhood
- Actively promote a positive and safe image of the downtown
- Install historic street signage, street furniture, pedestrian-friendly lighting to encourage broader use of the area and provide a sense of place for residents
- Make bus routes more efficient and provide schedules at all bus stops
- Improve communication with City Hall to provide additional support regarding the maintenance and upgrading of existing structures

How residents would like to see The Grove grow...

- Maintain a diverse and accessible community, with a range of economic classes, age groups and family types
- Presence of schools is inherently important to maintaining a family presence and creating a sustainable community
- Maintain and upgrade infrastructure
- Develop a good working relationship with councillors and City staff to support future growth in the neighbourhood
- New development should complement the existing neighbourhood character
- Maintain and improve the accessibility and the variety of services available within walking distance of this neighbourhood
Where residents envision future development...

Residents would prefer that redevelopment be focused along primarily the major arterial roadways including Bayfield Street that insulate this quiet residential neighbourhood from the hustle and bustle of the downtown area. Some of the busier through streets including Grove Street and Wellington may see future infill where appropriate.

As part of the discussion around future growth opportunities, residents identified where differing scales of future development seemed to be most appropriate. Using neighbourhood maps with red, yellow and green streets, the following map was created to depict the type and location of future development residents expect in The Grove.

Red Streets
Character: A primarily residential area that is expected to stay primarily residential in nature.
Growth Expectations: Significant change in the residential character of the area is not anticipated. Growth is expected to occur primarily through small-scale residential infill (e.g., new single-detached homes) and renovations/additions to the existing housing stock.

Yellow Streets
Character: An area that is in transition with a growing mix of housing forms and a range of services.
Growth Expectations: Some growth in the area is anticipated, primarily along minor collector roads and at smaller intersections, on vacant lots and underutilized sites. Medium-scale infill is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

Green Streets
Character: An area experiencing significant transition and in many parts is in need of significant investment to offset decline.
Growth Expectations: Growth in the areas is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.
Neighbourhood Characteristics

The Grove is one of the oldest residential areas in the City of Barrie, containing many of the original residential streets. The architecture found in many of its mid-to-late 19th and early 20th century homes is some of the most variable in the City and includes Gothic Revival, American, Edwardian and Georgian styles, as well as blends of many of these traditional styles.

Examples include:

- The Sherman Bird House (Sans Souci) (c 1872), 17 Peel Street
- The Kennedy House (Lilac Villa) (c 1882), 87 Owen Street
- Lynch House (c 1880), 3 Peel Street
- Statenborough (c 1860s), 55 Peel Street
- Ardrae / Pinecraft Apartments (c 1870s), 101 Clapperton Street
- Rockforest II (c 1900), 168 Owen Street
- 22 Peel Street (c 1870s)
- 13-15 Peel Street (c 1860s)
- 16 Peel Street (c late 1800s)

During the mid-to-late 20th century, additional housing in the form of small-scale bungalows and 1½-storey homes was interspersed throughout the original homes. More recently, single dwellings and townhouses have been built and an increase in the number of home renovations has taken place, as the area has increased in appeal.

Additionally, four senior and long-term care facilities and many multi-residential forms of housing including low-rise apartment buildings can be found in the neighbourhood. As a result, the Grove offers residents quiet tree-lined residential streets and a wide variety of housing for a broad range of income levels and ages.

Two public schools—Oakley Park Public School and Barrie North Collegiate—are located in The Grove, which is immediately adjacent to the Barrie Public Library, City Hall, the courthouses and local convenience shopping in the nearby downtown core. The neighbourhood also provides emergency shelter services and is within close proximity to other services to assist marginalized and homeless individuals.

Two neighbourhood parks—Berczy Park and Lions Park—provide a children’s playground and opportunities for residents to enjoy passive recreational activities in both naturalized and manicured park space.

Questions or Comments?

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Join your neighbours on the HNS Facebook site or go to www.hns.barrie.ca.
Queen’s Park

Residents’ vision of the future

Queen’s Park...

Queen’s Park is a walkable, liveable, diverse neighbourhood where residents are creative and active. Home to the first MacLaren Art Centre and small galleries and studios as well as the first Royal Victoria Hospital, Queen’s Park attracts not only commuters because of its easy access to Highway 400, it also attracts young professionals and families drawn to the neighbourhood schools and amenities.

Queen’s Park is an urban community that respects the past while embracing the future through its built form and services that attract a diverse mix of people—young families, retirees and renters, all who enjoy our well-equipped parks, walking downtown or enjoying the waterfront paths and festivals.

In the Queen’s Park neighbourhood children can walk to their schools, which act as local community hubs and to parks, which are venues for small festivals and parades. Our children play baseball and soccer; we rollerblade, walk and cycle and appreciate the linkages with our adjacent neighbourhoods and what they offer. We envision better relationships—between people, cars and City Hall, as we put the environment and pedestrian safety first.
What residents most enjoy about Queen’s Park...
- Mature landscapes
- Mature, well-equipped parks
- Proximity to amenities and services such as pharmacies, grocery stores, doctors, banks, unique restaurants and cafes, as well as the arts and entertainment district downtown, and the recreational area along the waterfront
- Diverse types and styles of housing
- Proximity to neighbourhood schools

What residents would like to see changed in Queen’s Park...
- Conservation of historic buildings
- Redevelopment of vacant areas, especially where there have been fires
- Additional on-street parking
- Traffic management to decrease speeding as well as the number of cars
- Pedestrian linkages to services and amenities
- Wider well-maintained sidewalks with benches for seating and public art and landscaping to promote an active lifestyle
- Upgraded parks facilities including improvements to lighting
- Proactive enforcement of the property standards and parking by-laws

How residents would like to see Queen’s Park grow...
- Encourage high-end retail services along lower Toronto, Maple and Mary streets
- Install wider sidewalks and improve pedestrian pathways and linkages
- Install public art
- Encourage development of townhouses, stacked townhouses and garden homes, rather than walk-ups as they have a greener, more people-friendly look and feel.
- Encourage transit use by posting route schedules at all bus stops
Opportunities exist throughout the neighbourhood to accommodate small-scale residential infill. Being an area in transition, Queen's Park contains existing sites, particularly on the periphery, that may in time experience pressure for redevelopment and/or a change in landuse. These areas primarily include the eastern and southern boundaries of Bayfield Street and Dunlop Street West, both edges to this neighbourhood leading into and out of the downtown.

As part of the discussion around future growth opportunities, residents identified where differing scales of future development seemed to be most appropriate. Using neighbourhood maps with red, yellow and green streets, the following map was created to depict the type and location of future development residents expect in Queen’s Park.

**Red Streets**

Character: A primarily residential area that is expected to stay primarily residential in nature.

Growth Expectations: Significant change in the residential character of the area is not anticipated. Growth is expected to occur primarily through small-scale residential infill (e.g., new single-detached homes) and renovations/additions to the existing housing stock.

**Yellow Streets**

Character: An area that is in transition with a growing mix of housing forms and a range of services.

Growth Expectations: Some growth in the area is anticipated, primarily along minor collector roads and at smaller intersections, on vacant lots and underutilized sites. Medium-scale infill is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

**Green Streets**

Character: An area experiencing significant transition and in many parts is in need of significant investment to offset decline.

Growth Expectations: Growth in the areas is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.
Neighbourhood Characteristics

One of Barrie’s original parks, Queen’s Park is the central feature in this neighbourhood. Created in the mid-1800s, Queen’s Park has always been a gathering place for the community and today, with Victoria Village, it continues to be a focus for recreation and leisure activities for neighbourhood residents as well as those who come to see the baseball league action and to skateboard.

Much of the original housing, built in the late 19th and early 20th centuries, remains today throughout the neighbourhood. Examples include classic two-storey brick and stone single-detached and semi-detached homes, as well as some early multiple-unit dwellings, all with distinctive architecture, scale and built form. Notable examples include:

- Maple Hill (c 1860s), 147 Toronto Street
- Maplehurst (c 1883), 72 High Street
- Glenholme (c 1872), 62-64 High Street
- Carnoever (c 1863-4), 5 Wellington St. W.
- Robinson-Burton House (c 1872), 105 Toronto
- Armoury (c 1914), 32 Parkside Drive (c 1890)
- 68 - 70 Parkside Drive (c 1875)
- 74 High Street (c 1907)
- 73 – 75 High Street (c early 1900s)
- 60 High Street (c 1929)

Over the years, infilling has brought smaller war-time single and semi-detached housing to the neighbourhood, as well as more multi-unit housing and a range of rental accommodation. The result is a neighbourhood that has attracted and continues to retain residents with a range of ages and income levels. Our streets are diverse – in both housing styles and people.

Today, in response to downtown growth, some of the larger original homes on the southern ends of High and Toronto streets have been converted into employment uses or subdivided to accommodate multi-residential units. A vibrant mixed-use area, the Queen’s Park neighbourhood continues to reflect a successful blend of residential, employment and institutional uses.

The Royal Victoria Hospital, first built in this neighbourhood in the late 1800s, moved in 1997 to the city’s north-east end. The former RVH building now provides housing and assisted living for seniors throughout the community, as well as a range of recreation, education and leisure opportunities for seniors and the broader community. It is an inspiring microcosm of how people live and work together – of what we strive to be.

Two elementary schools are located in the Queen’s Park neighbourhood—Hillcrest Public School and Maple Hill Montessori School—that provide families with local school facilities to which their children can walk. A private school is located at Victoria Village as well. We have churches and a recreation centre that support a variety of learning programs for children and adults.

The neighbourhood is well served with recreational facilities including a baseball diamond, a skate board park and tennis courts as well as the school fields and baseball diamonds and a soccer field at Hillcrest Public School.

The Armoury, located in Queen’s Park, is still being used by military personnel and for many people its presence remains a central feature of this neighbourhood’s identity.

Questions or Comments?

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Residents’ vision of the future Downtown...

Downtown is a thriving neighbourhood with an abundance of essential retail services such as grocery, pharmacy and hardware stores, as well as public primary and secondary schools. It is attractively landscaped with a lush canopy of trees and well kept parks, which are appealing to everyone and readily accessible.

Historic street signs and lamp posts, comfortable benches, good lighting, an array of planters with seasonal flowers and flags line the well-lit Downtown streets. The resident population has grown significantly spurred by new construction, as well as renovations of older buildings, resulting in a mix of building types and a blend of new services and residential units.

State-of-the-art office accommodation has attracted the creative, technological and corporate sectors to locate in Downtown, enhancing employment opportunities and supporting higher paying jobs.

Visitors enjoy Downtown’s incredible waterfront with boat slips, retail shops, restaurants and public spaces overlooking the water. Businesses benefit from the revenue tourism brings to the neighbourhood and year-round festivals offer tourists another reason to travel to Barrie’s downtown.

Downtown is a thriving cultural centre—art galleries, theatre, cultural spaces, restaurants, public art installations, buskers, open air amphitheatre, public squares, a convention centre, recreational facility to support stadium/audience and a large performing arts centre—appealing to residents and visitors alike.
What residents most enjoy about Downtown...

- Convenience of being able to walk to the lake, naturalized green spaces, shops, restaurants, gallery, library, retail and grocery store
- Mature trees and naturalized green areas that are safe and accessible
- Heritage homes and buildings that are well maintained
- Diversity of residents, housing, shopping and entertainment opportunities
- Proximity to neighbourhood schools

What residents would like to see changed in Downtown...

- Proactive enforcement of quality of life by-laws including the noise by-law, property standards by-law and boarding, lodging and rooming-house by-law
- Restrict the number of bars in the downtown and require owners to do daily sidewalk cleanup, especially on the weekends
- Enforce anti-littering by-law and provide notices about the by-law throughout Downtown, while also provide more refuse containers and maintaining them daily
- Keep public areas and sidewalks in excellent condition and encourage private business owners to do the same
- Increase the amount of free parking during the day to encourage visitors and support retailers
- Encourage, support and undertake high-quality festivals that support downtown retailers

How residents would like to see Downtown grow...

- Encourage co-operation between all social agencies to provide more accessible care for those in need, preferably under one roof, in and also outside of the downtown core
- Ensure public schools remain in the downtown to encourage families with children to stay and locate in the neighbourhood
- Support development in vacant lots, in key busy intersections and along busy thoroughfares including Bradford Street where investment is needed
- Build a high quality recreation centre with community services, skating rink and a large performing arts centre to attract well known performers
- Attract and retain companies in the creative, technological and corporate sectors
Where residents envision future development...

The Downtown continues to support commercial opportunities and is host to a growing arts and cultural community. Interspersed throughout this bustling area of entertainment and services exists the most diverse residential neighbourhood found anywhere in the City. As the Downtown continues to evolve from its historic role as a shopping district into a destination, the neighbourhood will continue to evolve and accommodate growing numbers of future residents.

Downtown residents envision residential streets remaining primarily low-rise residential that is complementary to the existing inventory of homes and housing opportunities. Future growth can and should be accommodated along busy stretches of road and key intersections including Bayfield Street, Bradford Street and Dunlop Street West, where appropriate. Downtown residents are looking for good design standards to be adhered to for all new development and for proposals to be appropriate to the surrounding community in scale and height.

Most of this area of the City is subject to the Downtown Community Improvement Plan (CIP), offering financial incentives for redevelopment, renovations and upgrades to buildings. With a number of vacant or underutilized sites throughout the Downtown, residents are looking for the City to champion those incentives and support land owners to redevelop and invest in the community.

As part of the discussion around future growth opportunities, residents identified where differing scales of future development seemed to be most appropriate. Using neighbourhood maps with red, yellow and green streets, the following map was created to depict the type and location of future development residents expect in Downtown.

Red Streets
Character: A primarily residential area that is expected to stay primarily residential in nature.
Growth Expectations: Significant change in the residential character of the area is not anticipated. Growth is expected to occur primarily through small-scale residential infill (e.g., new single-detached homes) and renovations/additions to the existing housing stock.

Yellow Streets
Character: An area that is in transition with a growing mix of housing forms and a range of services.
Growth Expectations: Some growth in the area is anticipated, primarily along minor collector roads and at smaller intersections, on vacant lots and underutilized sites. Medium-scale infill is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

Green Streets
Character: An area experiencing significant transition and in many parts is in need of significant investment to offset decline.
Growth Expectations: Growth in the areas is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.
Neighbourhood Characteristics

The historic core of the City of Barrie, the Downtown neighbourhood, is a vibrant mixed-use community comprising a rich blend of specialty shops and services, as well as institutional and ceremonial community spaces. The neighbourhood is wrapped around a large section of the waterfront parkland, which offers some of the best views of Kempenfelt Bay to be found in the City.

Being part of the original settlement, the Downtown neighbourhood contains a rich variety of original historic homes and buildings. It offers the widest variety of housing types and building ages available anywhere in the City, with high-rise apartments and condominiums as well as single and semi-detached homes and row-housing.

A large number of multi-use buildings and multi-residential dwellings are located in historic buildings, many of which were historic residential dwellings.

The Downtown neighbourhood contains the original settlement area of the former Town of Barrie. This legacy has generated an inventory of buildings and sites that serve as reminders of the community’s past. A number are still in use today including:

- Simcoe Hotel (c 1876), 31 Bayfield St.
- Sanders Block (c 1880), 72-74 Dunlop St.
- Queen’s Hotel (c 1850), 94 Dunlop St. East
- John Pearson House (c 1840s), 16-18 Mary St.
- Dutton House (c 1874), 30 Mary St.
- Carnegie Library (c 1915), 37 Mulcaster St.
- County Jail (1840s), Mulcaster St.
- Commercial Building (c 1870s), 123 Dunlop St. East
- The Clarkson (c 1871), 130 Dunlop St. East
- 30 McDonald Street (c 1875)
- 90 Mulcaster Street (c 1860s)
- 58 Collier Street (c 1845)
- Trinity Church (c 1864), 24 Collier Street
- 118 Collier Street (c 1847)
- 158 Dunlop Street East (c 1875)
- Collier Street United Church (c 1864), 112 Collier St.
- Baptist Church (c 1878) 35 Worsley St.
- St Andrews Presbyterian Church (c 1882), 47 Owen St.
- The Queens Hotel c 1868

With an eclectic mix of old and new buildings, the Downtown neighbourhood serves a wide variety of users both day and night. It offers a range of services for residents in need, including those found at the David Busby Centre, Salvation Army and the Barrie Native Friendship Centre, as well as providing recreational amenities such as Heritage Park, Barrie Marina and the North Shore Trail.

Most of Barrie’s cultural, civic and ceremonial facilities are found in the Downtown, including the courthouse, City Hall, library, Downtown Community Theatre, MacLaren Arts Centre, cenotaph and the Farmers’ Market. This is the locale of most of Barrie’s festivals and events and includes a concentration of restaurants, bars, retail shops and entertainment opportunities.

The Downtown has recently made significant investments in Heritage Park and Lakeshore Drive including upgrades to the pedestrian pathways and spaces in and around the park. Additional parking and improvements to Lakeshore Drive, paralleling Dunlop Street, have also taken place, increasing the appeal of this area. Additionally, the City recently purchased, renovated and opened the Downtown Community Theatre at 5-points and is now looking to expand the facility.

Questions or Comments?

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West Village

Residents’ vision of the future West Village...

West Village is an inclusive, accessible community with a full range of neighbourhood services including schools. It is a safe, centrally-located, pedestrian-friendly neighbourhood with a rich tapestry of housing along tree-lined streets. Residents reflect a mix of ages, stages and lifestyles.

The neighbourhood has a variety of services ranging from a gas station to a grocery store, fresh bakery, 24-7 pharmacy and medical services, and all within walking distance to the waterfront, beach and downtown, with its full array of restaurants that cater to everyone’s taste.

Neighbourhood values reflect the importance of aesthetics and local input in all new developments—public and private.

A robust neighbourhood association provides open lines of communication with City Hall and an annual meeting ensures accountability.
What residents most enjoy about West Village...

- Walk-able nature of the neighbourhood
- Accessibility of everyday services
- Tree-lined streets and well maintained properties
- Intergenerational mix of family types and ages of residents
- Central geographic location
- Access to amenities in the downtown and on the waterfront
- Quiet residential area with an eclectic mix of housing
- Close proximity to neighbourhood schools

How residents would like to see West Village grow...

- Continue the existing pattern of low-rise residential housing on neighbourhood streets
- Encourage new, complementary development to take place on major arterial roads including Anne Street and Dunlop Street West, where appropriate
- Support a working relationship with City staff and Councillors to ensure residents are well informed about potential development opportunities
- Provide an integrated network of pedestrian linkages including continuous sidewalks, to improve access to everyday shopping services and adjacent neighbourhoods

What residents would like to see changed in West Village...

- Additional community meeting space be provided
- Open up Audrey Milligan Park to make it accessible for residents to walk through
- Retain neighbourhood schools
- Provide multi-use recreational facilities including soccer pitches and basketball courts and other facilities suitable for teenagers
- Improve sidewalk network ensuring all linkages are in place
- Automate crosswalk signs that are co-ordinated with vehicle traffic signals
- Enforceable design standards for new construction
- Communication with residents about what is happening in the area, especially with certain areas / intersections
- Address property standards issues by enforcing the by-law
- Address limited parking concerns with multi-unit properties
West Village residents envision their residential neighbourhood streets to remain primarily low-rise residential into the future as there are limited opportunities for infill. Future growth can and should be accommodated along Anne Street and parts of Dunlop Street West, where appropriate, as these areas are best suited to accommodate development opportunities.

As part of the discussion around future growth opportunities, residents identified where differing scales of future development seemed to be most appropriate. Using neighbourhood maps with red, yellow and green streets, the following map was created to depict the type and location of future development residents expect in West Village.

**Red Streets**

- **Character:** A primarily residential area that is expected to stay primarily residential in nature.
- **Growth Expectations:** Significant change in the residential character of the area is not anticipated. Growth is expected to occur primarily through small-scale residential infill (e.g., new single-detached homes) and renovations/additions to the existing housing stock.

**Yellow Streets**

- **Character:** An area that is in transition with a growing mix of housing forms and a range of services.
- **Growth Expectations:** Some growth in the area is anticipated, primarily along minor collector roads and at smaller intersections, on vacant lots and underutilized sites. Medium-scale infill is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

**Green Streets**

- **Character:** An area experiencing significant transition and in many parts is in need of significant investment to offset decline.
- **Growth Expectations:** Growth in the areas is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.
Neighbourhood Characteristics

Directly west of the downtown core, West Village boasts a mix of residential and employment uses and a growing local retail and service shopping sector.

West Village traditionally served as primarily a residential area for workers, moving here to find employment during the industrial expansion in the early-to-mid-20\textsuperscript{th} century. At that time, there was plenty of employment opportunities in the area to the south and southwest and the north end of West Village. This legacy is abundantly clear today with traditional war-time bungalows and 1½-storey homes from the mid-20\textsuperscript{th} century interspersed among late 19\textsuperscript{th} and early 20\textsuperscript{th} century homes.

More recently low-rise apartments, townhouses and larger apartments have been built to accommodate population growth and some of the original homes remaining along Dunlop Street West have been converted into employment uses, as the downtown extended west. Local retail and services in the north end of the neighbourhood along Wellington Street and along Dunlop Street West have developed more recently and include grocery, pharmacy and medical service among many others.

Today this area continues to offer a broad range of housing including single-detached homes, semi-detached, multi-unit houses, apartments and townhouses, as well as the seniors’ facility, Simcoe Terrace, for ageing residents.

West Village residents are in close proximity to the waterfront for recreational and leisure activities. In their own neighbourhood, Audrey Milligan Pond provides naturalized space and Donald Park provides a child’s play area and space for passive recreation. The abundance of greenspace available here and in adjacent neighbourhoods is considered a central feature to this neighbourhood.

The neighbourhood also supports the home of the Barrie Art Club and is directly adjacent to Barrie Central Collegiate and Prince of Wales Elementary School. This elementary school is set to close at the end of the 2009-2010 school year and residents in this neighbourhood consider this to be a significant loss.

Questions or Comments?

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Brock Park

Residents’ vision of the future Brock Park...

Brock Park is home to a large cross section of residents, reflecting various income levels and demographics and appeals to people at both ends of the age spectrum—young families and seniors. It is an area people care about and want to live in, where residents have a strong sense of community and want to sit on their verandas and talk with neighbours and passersby.

Brock Park embraces its direct connection to the waterfront at Centennial Beach. The area is differentiated by distinctive lighting and street signage and has active, tree-lined streets that are biking/walking/rollerblading friendly, connecting it to downtown, the waterfront and grocery store/shops. A shopping market is readily accessible where produce, meat and bread can be purchased without getting into a car.

While it contains a diverse mix of residential, commercial and institutional uses, there is a clear delineation between residential and industrial areas.
What residents most enjoy about Brock Park...

- Walking distance to the downtown and the waterfront
- Low crime rate and the stable, friendly neighbourhood
- Owners and tenants take pride in the outside of their homes and ensure the properties are well kept and attractive
- The heavy pedestrian traffic that keeps the sidewalks busy
- Large lots and readily available off-street parking
- Close proximity to neighbourhood schools

What residents would like to see changed in Brock Park...

- Develop mid-to-high-density housing along Bradford Street with everyday convenience services such as pharmacies or a grocer on the street level
- Tall, thick landscaping along Bradford Street to obscure the water treatment plant and to create a park like feel to encourage additional residents to locate here
- Redevelopment of Tiffin Street from Highway 90 to the Lakeshore
- Provide friendly, welcoming access to the waterfront boat launch as the route is currently defined by vacant lots
- A return of the long gone Brock Park summer program for kids
- Large shade trees planted in Brock Park and a wading pool for the youngsters
- Routes that redirect trucks away from residential streets to ensure the quality of life for residents is the priority

How residents would like to see Brock Park grow...

- Require property owners to maintain properties, vacant or otherwise, by enforcing the property standards by-law
- Increase the density on main roads such as Bradford Street and Anne Street by supporting medium density, mixed-use development
- Ensure redevelopment adheres to good urban design standards and is complementary to the surrounding neighbourhood in terms of density and height
Where residents envision future development...

Brock Park residents envision their neighbourhood streets remaining primarily low-rise residential that is complementary to the existing inventory of homes. Future growth can and should be accommodated along busy thoroughfares where opportunity abounds including Anne Street and Bradford Street as these areas are best suited to accommodate development opportunities in the future.

As part of the discussion around future growth opportunities, residents identified where differing scales of future development seemed to be most appropriate. Using neighbourhood maps with red, yellow and green streets, the following map was created to depict the type and location of future development residents expect in Brock Park.

Red Streets
Character: A primarily residential area that is expected to stay primarily residential in nature.
Growth Expectations: Significant change in the residential character of the area is not anticipated. Growth is expected to occur primarily through small-scale residential infill (e.g., new single-detached homes) and renovations/additions to the existing housing stock.

Yellow Streets
Character: An area that is in transition with a growing mix of housing forms and a range of services.
Growth Expectations: Some growth in the area is anticipated, primarily along minor collector roads and at smaller intersections, on vacant lots and underutilized sites. Medium-scale infill is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

Green Streets
Character: An area experiencing significant transition and in many parts is in need of significant investment to offset decline.
Growth Expectations: Growth in the areas is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.
Neighbourhood Characteristics

Located directly west of Kempenfelt Bay, Brock Park named for the local park that is a central feature of the neighbourhood. This was once a thriving hub of heavy industrial employment and manufacturing. The Barrie Tannery Co. operated on the south side of Bradford Street at Vespra Street from the early 1900s to the late 1970s and the Barrie Carriage Company operated at Ellen Street and John Street from the early 1900s to the early 1920s. The General Electric Plant on Bradford and Vespra streets opened in the 1940s and remained operational until its closure in the late 1980s.

Now, that legacy is slowly changing with residential condominium development renewing previous brownfield areas along Lakeshore Drive, adding to a housing stock that includes older homes converted to multi-residential units, newer semi-detached and smaller single-detached homes and duplexes.

The western portion of the neighbourhood abuts a variety of small-scale manufacturing and other employment uses, many of which are car-related. A number of the once prevalent car dealerships have left the Bradford Street business area over the last few years creating opportunities for redevelopment and infill along this busy thoroughfare.

The neighbourhood has been home to the City’s wastewater treatment plant at Bradford and Tiffin streets since the 1940s and to Barrie Fire Hall 1 at the intersection of Vespra and Innisfil since the 1960s. Plans to relocate the fire hall in 2011 to a new facility at Dunlop Street West and Eccles Street South will leave this site available for redevelopment.

A number of local businesses operate in Brock Park including long established entertainment venues and eateries, dry cleaning and coffee shops, all interspersed throughout the neighbourhood.

Brock Park is traversed by two waterways, Dyment’s Creek and Bunkers Creek, that both flow through Brock Park and into Kempenfelt Bay. Brock Park runs adjacent to Dyment’s Creek waterway offering children’s play equipment as well as an open field for dog owners and smaller-scale team activities.

Historic employment uses have left their mark and many sites are challenging to redevelop today; however, proximity to the waterfront and the downtown continue to support the viability of this neighbourhood as is being witnessed by large-scale condominium investment along the Lakeshore.

Questions or Comments?

Join your neighbours on the HNS Facebook site or go to www.hns.barrie.ca.

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Planning Services Department
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Allandale

Residents’ vision of the future Allandale...

Allandale is a quiet residential neighbourhood with quaint shops, public school and local services including video store, LCBO, grocery, bakery, meat shop and farmers’ market. Its rich heritage is recognized and preserved and in particular its railway heritage is celebrated through restoration of the original Allandale Train Station. The Train Station, now a focal point of activity for the neighbourhood and the broader community, boasts public spaces that capture and celebrate the railway legacy of this community.

Street signs sport an image of the steam locomotive and seasonal decorations welcome residents and visitors to the neighbourhood along major roads and intersections. New low-to-medium density development complements the established neighbourhood and preserves access and views to the waterfront. The neighbourhood continues to attract and retain a diverse resident population with a strong sense of community. The housing inventory remains desirable and affordable and historic properties are lovingly restored and maintained.

The volume of through traffic is managed through traffic calming measures and walking and bicycling are encouraged along designated residential streets and the lakefront path. As well, efficient bus routes, frequent bus shelters and a shuttle service between Allandale and the GO Transit station and downtown serve to reduce car use and enhance transit ridership.

Shear Park and Blair Park contain picnic tables, benches, a soccer field and new play equipment for neighbourhood children. Additionally, Allandale has a variety of interesting green spaces/parkettes on grassed city-owned property with benches, flowers and a permanent public art feature. Streetscapes are attractive and incorporate planters filled with seasonal flowers.

Residents and City Hall communicate effectively to address concerns in a timely manner.
What residents most enjoy about Allandale...

- Mature trees and green space
- Sense of community and the small-town feel of the neighbourhood
- Easy walk-able nature of the neighbourhood and the views of the waterfront
- Close proximity to the highway, waterfront and downtown
- Quiet residential streets that support a range of family types in all ages and stages of life
- Proximity to places of worship
- Rich history of the community that is reflective in the historic homes and quaint streets
- Close proximity to neighbourhood schools

What residents would like to see changed in Allandale...

- Enforce property standards and other quality of life zoning by-laws—regulate second suites and home businesses in single-detached dwellings and require upkeep of vacant property and undeveloped sites such that they are free of debris and are neatly kept
- Establish design standards for façades, street furniture, lighting, transit shelters and signage to reflect neighbourhood heritage. Commission public art.
- Install festive lighting and hanging flowers along key roads on a seasonal basis
- Establish design standards for new development to ensure it is in keeping with the surrounding neighbourhood
- Protect public access to the waterfront and the downtown core through new development
- Improve infrastructure—roads and sidewalks—and ensure crossings are well lit, in working condition, well marked and curbs are accessible
- Protect and increase the City tree canopy
- Clean up the Shear Park woodlot area to ensure it is accessible to visitors
- Limit heavy truck traffic on residential streets and minimize all through traffic on local streets

How residents would like to see Allandale grow...

- Retain and incorporate existing heritage structures
- Encourage commercial/retail development on Essa Road, adjacent to residential streets
- Develop Gowan Street with buildings designed to complement existing ‘Old Allandale’ elements around the Train Station and ensure parking for new development is designed to complement parking for GO Transit patrons
- Encourage owners of historic homes to renovate and improve their properties
- Ensure reuse of existing commercial buildings and housing stock through the CIP Program is a priority, before consideration is given to new development
- Revitalize Essa and Bradford streets as gateways to the City by encouraging small- and medium-sized independent businesses offering local services to locate
- Develop design standards for the historic neighbourhoods addressing storefront façades, signage, lighting, benches, landscaped boulevards, old style light standards, hanging plants and seasonal displays
- Regulate massage parlours to discourage and limit their location
- Actively conserve and manage trees and woodlots on all city-owned property
Where residents envision future development...

Allandale residents envision their residential neighbourhood streets to remain primarily low-rise residential that is complementary to the existing inventory of homes, as there are limited opportunities for infill on these streets. Future growth can and should be accommodated along Essa Road and Tiffin Street as well as Innisfil Street and Gowan Street, where appropriate.

Residents here are looking forward to the restoration of the original Train Station and the return of Go Transit, set to open in 2011. Immediate access to the City will bring residents and visitors to this area to support, attract and retain services and shops and increase tourism. With the return of the train station, access to the waterfront will be provided increasing the appeal and desirability of this area.

As part of the discussion around future growth opportunities, residents identified where differing scales of future development seemed to be most appropriate. Using neighbourhood maps with red, yellow and green streets, the following map was created to depict the type and location of future development residents expect in Allandale.

Red Streets
Character: A primarily residential area that is expected to stay primarily residential in nature.
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Character: An area experiencing significant transition and in many parts is in need of significant investment to offset decline.
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Neighbourhood Characteristics

Located on the southern shore of Kempenfelt Bay, where rail and road transportation routes converge, the Allandale neighbourhood has a history rooted in the railway. Annexed by the City of Barrie in the 1890s, the Village of Allandale ended at Tiffin Street, which formed the border between the village and the City.

The neighbourhood expanded rapidly to the west, physically beginning to join with Barrie at Tiffin Street, when the Grand Truck Railway expansion took place at the Allandale yard at the turn of the 19th century. Parts of the Master Mechanics building remain today, incorporated into the design and functionality of the Southshore Centre. The rail yard was and remains a central part of the neighbourhood’s identity.

The neighbourhood was immediately adjacent to the Barrie Agricultural Fairgrounds until the Barrie Agricultural Society sold the 38-acre site in 2007. The site, at the western edge of Allandale, has plans for commercial development in the future.

Allandale also retains many original homes and buildings including:

- Railroad YMCA (c 1907), 268 Bradford Street
- King Edward School (c 1906), 19 Burton Avenue
- St. George’s Anglican Church (c 1892)
- 67 & 68 Burton Avenue (c 1890s)
- 4 Essa Road (c 1896), 8 Essa Road (c 1893)
- 73 William Street (c 1908)
- 90 William Street (c 1890s)
- 27 Gowan Street (c 1870s)
- 56 Cumberland Street (c 1880)
- 8 Cumberland Street (c 1879)
- 129 Cumberland Street (c 1880s)
- 88 Cumberland Street (c 1887)
- 82 Cumberland Street (c 1870s)

The Allandale neighbourhood, together with some of the adjacent lands in the Brock Park neighbourhood, is part of the Allandale Centre Community Improvement Plan (CIP). This document provides the vision and guiding principles for the future redevelopment of this area and offers financial incentives for property owners to encourage investment in and around the neighbourhood.

Limited commercial services are available as many relocated or closed in recent years including the food store, bank and the Clifton Hotel, a community centre piece for many years that was torn down in the 1990s. New local retail uses are encouraged along the edges of the neighbourhood and the redevelopment of the train station lands is expected to provide a range of uses in the future.

Views of the water can be enjoyed at five locations throughout the neighbourhood—on Milburn Street, Bayview Street, Essa Road, Tiffin Street and William Street.

With Shear Park, Blair Park, Allandale Station Park and the Southshore Centre, Allandale has a variety of recreational spaces offering passive, active and naturalized areas for residents to enjoy. There are tennis courts, baseball diamonds, trails and school fields available for more active recreation and naturalized spaces along the waterfront for more passive opportunities.

Questions or Comments?

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5.1 The Recommended Action Plan Explained

The Action Plan details the specific action items that have come about as a result of this process. These are the suggestions for change that have come from the residents who were engaged in this process.

The action items have been categorized based on the goal and the objective they fit with. There is a proposed timeline for implementation of the action items that enables these items to be phased in over time. The specific details regarding responsible department, estimated cost and actual year in which each could be implemented through the City Business Plan shall be determined through inter-departmental staff input.

As a first step in implementation, the HNS Community Committee recommends that a number of items be included in the 2011 Business Plan for the City. These are listed on the following page and explained in more detail in Appendix 1. The remaining action items will be reviewed with staff to determine the implementation details including lead department, estimated cost and potential year for implementation.

Some of these items refer to processes, some of them request specific change and others require a longer time-frame to effect change, particularly with respect to dealing with the community in the future. The intent is to develop better relationships with our largest stakeholders of this area: the residents.

As a first step, the HNS Community Committee proposes to look at ways to expand its membership to assist staff with the implementation and monitoring of this Strategy going forward.
5.2 2011 and Future Action Items*:

The following are the items the Community Committee has proposed be integrated into the 2011 and future Business Plans for the City. Details regarding cost and resource implication will be determined during the remainder of 2010 as part of the first phase of implementation. Details of each of these items can be found in Appendix 1.

The remaining action items would also be reviewed with staff to determine the implementation details including lead department, estimated cost and potential year for implementation.

1. Design and install historic street signage

2. Proactively enforce ‘quality of life’ by-laws including the noise, property standards and the boarding, lodging and rooming-house by-laws in the historic neighbourhoods

3. Review and improve the maintenance schedules for City facilities and parks to ensure the timely removal of garbage and graffiti

4. Address traffic calming and residential parking concerns on residential streets

5. Make appropriate asset management decisions related to the infrastructure, including roads and sidewalks in the historic neighbourhoods, a priority

6. Retain the Community Committee and invite additional members to join to assist staff in overseeing the implementation of the Strategy

* Specific detail regarding the context around these items can be found in Appendix 1
PART 4: The Recommended Action Plan

The Recommended Action Plan
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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>1.1 Buildings adhere to urban design and architectural standards that respect historic relevance</td>
<td>Architectural Design Standards: prepare enforceable architectural design standards for development that respect historic relevance and support compatibility</td>
<td>Architectural Design Standards: implement enforceable architectural design standards</td>
<td>Architectural Design Standards: ongoing monitoring, review and updating as required</td>
</tr>
<tr>
<td>1.2 Streetscapes and landscapes complement and link the visions for the individual historic neighbourhoods</td>
<td>Sidewalks: prepare a streetscape plan for the beautification of sidewalks in the historic neighbourhoods</td>
<td>Sidewalks: initiate the implementation of the streetscape plan</td>
<td>Sidewalks: ongoing maintenance and upkeep</td>
</tr>
<tr>
<td>1.3 Historic neighbourhood signage and streetscapes are visibly recognizable</td>
<td>Signage and Street Furniture: develop and install distinctive signage in the historic neighbourhoods; develop street furniture guidelines for the historic neighbourhoods</td>
<td>Signage and Street Furniture: issue a tender call for street furniture and approve contract; ensure regular maintenance and replacement of signs as required</td>
<td>Signage and Street Furniture: ongoing maintenance and upkeep of signs and furniture as required</td>
</tr>
<tr>
<td>1.4 Rivers, creeks and waterways are rejuvenated and reconnected to enhance ecosystem health and public use and enjoyment</td>
<td>Green Corridors: develop a plan for the regeneration of former creeks and waterways and reconnect to the greenspace system and the lake</td>
<td>Green Corridors: initiate regeneration program</td>
<td></td>
</tr>
<tr>
<td>1.5 Cultural and entertainment events are year-round and create active and lively streets throughout the downtown and on the waterfront.</td>
<td>Buskers and Festivals: continue to liven streets and waterfront with entertainment, festivals and cultural events</td>
<td>Buskers and Festivals: continue to liven streets and waterfront with entertainment, festivals and cultural events</td>
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</tr>
</tbody>
</table>

**Proposed Timeline**

- **Architectural Design Standards**: prepare enforceable architectural design standards for development that respect historic relevance and support compatibility.
- **Urban Design Standards**: prepare enforceable urban design standards for development that respect historic relevance and support compatibility.
- **Heritage Conservation Plan**: prepare a Heritage Conservation Plan to support investors and private landowners to retain historic features.
- **Sidewalks**: prepare a streetscape plan for the beautification of sidewalks in the historic neighbourhoods.
- **Plaques**: develop a program to install plaques to recognize historic sites and features.
- **Public Art**: develop a program to install public art.
- **Signage and Street Furniture**: develop and install distinctive signage in the historic neighbourhoods; develop street furniture guidelines for the historic neighbourhoods.
- **Green Corridors**: develop a plan for the regeneration of former creeks and waterways and reconnect to the greenspace system and the lake.
- **Performing Arts Centre**: build a Performing Arts Centre in the downtown.
- **Winter Waterfront Events**: increase the usability of the waterfront area for residents in the winter by increasing the number of activities such as bringing back skating on the Bay.
- **Train Locomotive**: return the historic train locomotive to the renovated Allandale Train Station.
- **Farmers’ Market**: review the potential to support a permanent venue for the Farmer’s Market.
### PART 4: The Recommended Action Plan

#### June 2010

<table>
<thead>
<tr>
<th>The historic neighbourhoods are clean, green and attractive</th>
<th><strong>Objectives</strong></th>
<th><strong>Proposed Timeline</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Short Term Actions 2011-2013</strong></td>
<td><strong>Medium Term Actions 2014 - 2017</strong></td>
</tr>
<tr>
<td>2.1 Streetscapes, landscapes, parks and open spaces are clean, attractive and in a state of good repair</td>
<td>Garbage &amp; Graffiti: review the cleanup process and develop appropriate performance metrics to ensure public parks, facilities and spaces are clear of garbage and graffiti and appropriately maintained for users, year-round</td>
<td>Garbage &amp; Graffiti: monitor maintenance performance and adjust the schedule and/or the process as required</td>
</tr>
<tr>
<td></td>
<td>Park Garbage Bins: replace existing small metal garbage bins with larger ones that require less maintenance and cannot be pushed over and emptied, as has been done in other municipalities</td>
<td>Park Garbage Bins: continue replacing existing small metal garbage bins with larger ones until all have been replaced</td>
</tr>
<tr>
<td>2.2 Public and private property is well kept and property owners adhere to existing by-laws</td>
<td>City Property Standards: create a maintenance plan for City owned property to ensure it is well maintained throughout the year</td>
<td>Property Standards: monitor performance and adjust the process as required</td>
</tr>
<tr>
<td></td>
<td>Property Standards: proactively address property standards concerns and zoning violations in a coordinated manner</td>
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</tr>
<tr>
<td>2.3 Parks and greenspaces are connected, accessible and useable year-round</td>
<td>Maintain Naturalized Park Space: increase the maintenance schedule for naturalized park spaces in Berczy Park, Audrey Milligan Park, Brock Park and Shear Park to prevent overgrowth and ensure visitor’s safety</td>
<td>Maintain Naturalized Park Space: monitor performance and adjust maintenance schedules as required</td>
</tr>
<tr>
<td></td>
<td>Trails: create a pedestrian trail system through Audrey Milligan Park to provide pedestrians with a natural linkage through their neighbourhood</td>
<td>Trails: build the pedestrian trail system through Audrey Milligan Park</td>
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<td></td>
<td>School Parks: work with school boards to improve the condition, use and accessibility of existing playing fields and playgrounds</td>
<td>School Parks: implement partnership program elements such as new gate accesses at identified parks</td>
</tr>
<tr>
<td></td>
<td>Park Paths: ensure park paths are correctly cleared of snow and properly de-iced in the winter months</td>
<td>Park Paths: monitor performance and adjust process as required</td>
</tr>
<tr>
<td>2.4 The urban tree canopy is protected and enhanced</td>
<td>Urban Trees: create an urban tree program to ensure ongoing replacement and maintenance of trees and develop an enforcement process to regulate tree cutting</td>
<td>Urban Trees: develop an inventory of neighbourhood trees and initiate implementation of urban tree program and enforcement process to regulate cutting down of trees</td>
</tr>
<tr>
<td>2.5 Residents and local businesses demonstrate environmental responsibility</td>
<td>Park Cleanup: organize and support annual neighbourhood park cleanup with residents</td>
<td>Park Cleanup: participate in annual neighbourhood park cleanup</td>
</tr>
<tr>
<td></td>
<td>City Programs: continue to support programs that support homeowners in conservation measures including rain barrels, solar energy and water conservation</td>
<td>City Programs: monitor take up by homeowners and target areas where there is a low participation in City conservation programs</td>
</tr>
</tbody>
</table>
## PART 4: The Recommended Action Plan

### June 2010

<table>
<thead>
<tr>
<th>3</th>
<th>The historic neighbourhoods embrace diversity</th>
<th>Proposed Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objectives</strong></td>
<td><strong>Short Term Actions 2011-2013</strong></td>
<td><strong>Medium Term Actions 2014 - 2017</strong></td>
</tr>
<tr>
<td><strong>3.1</strong> Housing reflects a compatible balance of old and new, and rental and ownership, in a range of forms and sizes</td>
<td>Affordable Housing: encourage new affordable housing to be built and work with interested applicants to move such applications forward</td>
<td>Affordable Housing: ensure the official plan and zoning by-law support the development of new and the retention of existing affordable housing</td>
</tr>
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<td></td>
<td>Mix of Housing Forms and Tenure: ensure the official plan and zoning by-law permits a range of built forms and tenure</td>
<td>Mix of Housing Forms and Tenure: revise official plan and zoning by-law as required</td>
</tr>
<tr>
<td><strong>3.2</strong> Residents reflect a mix of ages, income levels and lifestyles</td>
<td>Social Agencies: work with and support social agencies in their desire to improve their facilities and services through investment, fundraising and/or relocation</td>
<td>Social Agencies: convene quarterly meetings with social service agencies to collaborate on improvements to facilities and services</td>
</tr>
<tr>
<td></td>
<td>Programs, Services &amp; Amenities: provide a range of programs, services and amenities responsive to the differing ages, stages and lifestyles of residents</td>
<td>Programs, Services &amp; Amenities: develop performance metrics to ensure programs, services and amenities are responsive to neighbourhood needs; identify gaps in services and develop strategies to address them</td>
</tr>
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<thead>
<tr>
<th>4</th>
<th>The historic neighbourhoods are accessible and connected</th>
<th>Proposed Timeline</th>
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<tbody>
<tr>
<td><strong>Objectives</strong></td>
<td><strong>Short Term Actions 2011-2013</strong></td>
<td><strong>Medium Term Actions 2014 - 2017</strong></td>
</tr>
<tr>
<td><strong>4.1</strong> Streets, sidewalks, trails and pathways are attractive, well maintained, easy to manoeuvre through and connected, and provide a welcoming alternative means of travel</td>
<td>Bike Paths: develop a bike path plan for cyclists, rollerbladers, skateboarders which is well maintained in the winter</td>
<td>Bike Paths: initiate implementation of bike path and ensure appropriate maintenance program is in place</td>
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<tr>
<td></td>
<td>Pedestrian Crossings: re-program crosswalk signals at busy intersections so they automatically signal safe pedestrian crossing when the traffic lights change for vehicles</td>
<td>Pedestrian Crossings: monitor and adjust signals as required to ensure safe and easy movement by pedestrians</td>
</tr>
<tr>
<td></td>
<td>Benches and Seating: provide additional benches and seating along the waterfront and throughout the downtown</td>
<td>Benches and Seating: ensure ongoing maintenance and replacement</td>
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<tr>
<td></td>
<td>Crosswalks: provide manual crosswalk signals at busy locations without streetlights including on Dunlop Street West at Eccles Street, in front of Central Collegiate</td>
<td>Crosswalks: monitor and provide additional crosswalks as needed to ensure safe and easy movement by pedestrians</td>
</tr>
<tr>
<td></td>
<td>Traffic Calming: review the potential to reduce vehicle speed limits and enforce these reductions on residential streets</td>
<td>Traffic Calming: implement programs to reduce vehicle speed limits on residential streets</td>
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<tr>
<td></td>
<td>Pedestrian Trail-System: develop a plan to use the naturalized areas around creeks leading into and out of Kempenfelt Bay to build a network of pedestrian connections</td>
<td>Pedestrian Trail-System: initiate implementation of a pedestrian trail system</td>
</tr>
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</table>
## PART 4: The Recommended Action Plan

### June 2010

<table>
<thead>
<tr>
<th>The historic neighbourhoods are accessible and connected</th>
<th>Short Term Actions 2011-2013</th>
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<th>Long Term Actions 2018 - 2021</th>
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<td>Objectives</td>
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<tr>
<td><strong>4.2</strong> Transit service is convenient and well used</td>
<td>Transit Service: increase the number of routes that travel across the City, not just to the City centre</td>
<td>Transit Service: monitor route traffic and adjust services to increase ridership, as necessary</td>
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</tr>
<tr>
<td>Transit System: provide additional stops along major routes and provide schedule information, a bus shelter and a garbage bin at all stops</td>
<td>Transit System: monitor to ensure bus stops remain clean and attractive year-round</td>
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</tr>
<tr>
<td><strong>4.3</strong> Infrastructure, including roads and sidewalks, are in a good state of repair and support pedestrian accessibility</td>
<td>Roads: increase the maintenance and replacement schedule for roads in these neighbourhoods as many are in a state of disrepair</td>
<td>Roads: continue to make replacement and capital maintenance for hard infrastructure in the historic neighbourhoods a priority</td>
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</tr>
<tr>
<td>Boulevards: prepare a streetscape plan for the creation and beautification of landscaped boulevards on key busy streets to calm vehicular traffic - where possible and where the removal of healthy trees would not be required</td>
<td>Boulevards: implement the streetscape plan for the creation and beautification of landscaped boulevards on key busy streets to calm vehicular traffic</td>
<td>Boulevards: monitor performance, ensure ongoing maintenance and upkeep</td>
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<tr>
<td>Sidewalk Replacement: identify stretches of sidewalk that require replacement and create a plan to replace these sections</td>
<td>Sidewalk Replacement: continue to identify stretches of sidewalk that require replacement and replace these sections</td>
<td>Sidewalk Replacement: ongoing monitoring of sidewalks to ensure timely maintenance and replacement as required</td>
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</tr>
<tr>
<td>Sidewalk Snow Clearing: ensure sidewalks are correctly cleared of snow and properly de-iced in the winter months</td>
<td>Sidewalks: monitor maintenance performance and adjust the schedule and/or process as required</td>
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<tr>
<td>Sidewalk Widening: identify busy areas where sidewalks can be widened, without the loss of healthy tree cover</td>
<td>Sidewalk Widening: initiate capital program to widen and extend sidewalks in the historic neighbourhoods</td>
<td>Sidewalk Widening: complete capital program of widening and extending sidewalks in historic neighbourhoods</td>
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</tr>
<tr>
<td><strong>4.4</strong> The waterfront and the downtown core are readily accessible and have gathering space for events</td>
<td>Pedestrian Access: continue to ensure pedestrian access to the waterfront and the downtown is improved through new development and take advantage of access to natural linkages for the pedestrian network</td>
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<td>Gathering Space: develop a plan to identify places for a permanent space for public events to take place in the downtown</td>
<td>Gathering Space: initiate the development of a permanent space for public events to take place in the downtown and maintain it to ensure year-round use</td>
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</tr>
<tr>
<td><strong>4.5</strong> Re-development proposals are appropriate in size and scale to the surrounding neighbourhood</td>
<td>Size and Scale: using good urban design and architectural controls, ensure development proposals are complementary to their surrounding</td>
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</tr>
<tr>
<td>Mixed-use Development: encourage mixed use development such as residential units on the upper floors with street-level service shops, office or commercial uses that benefit area residents</td>
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</tbody>
</table>
The historic neighbourhoods are well served by public and private services and facilities

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>5.1 A mix of public and private services, facilities and amenities are available including schools, grocery stores, banks, pharmacies and entertainment establishments</td>
<td><strong>Schools</strong>: work with the school board to explore partnerships to retain existing schools and support public facilities and spaces</td>
<td><strong>Bars and Nightclubs</strong>: provide controls to limit the number of nightclubs and bars in the downtown to ensure a balance in the types of daytime and night time uses</td>
<td><strong>Bars and Nightclubs</strong>: ongoing monitoring and review</td>
</tr>
<tr>
<td></td>
<td><strong>Bars and Nightclubs</strong>: implement controls to limit the number of nightclubs and bars in the downtown and monitor their effectiveness</td>
<td><strong>Grocery and Pharmacy</strong>: encourage and support such everyday convenience services to locate in these neighbourhoods</td>
<td><strong>Grocery and Pharmacy</strong>: encourage and support such everyday convenience services to locate in these neighbourhoods</td>
</tr>
<tr>
<td></td>
<td><strong>Brownfield Redevelopment Strategy</strong>: develop a Brownfield Strategy to stimulate investment in these lands and encourage and support applicants dealing with contaminated lands</td>
<td><strong>Community Improvement Plans</strong>: encourage eligible property owners to take advantage of the financial incentives to encourage improvements to existing buildings</td>
<td><strong>Brownfield Redevelopment Strategy</strong>: monitor and review the program and adjust the parameters as required</td>
</tr>
<tr>
<td></td>
<td><strong>Community Improvement Plans</strong>: review the potential to grow the incentive programs and/or the boundary as the needs of the community change</td>
<td><strong>Noise By-law</strong>: proactively enforce the noise by-law in the downtown to reduce the negative impact of late-night entertainment establishments and modified motorcycles</td>
<td><strong>Community Improvement Plans</strong>: review the potential to grow the incentive programs and/or the boundary as the needs of the community change</td>
</tr>
<tr>
<td>5.2 City services, facilities, programs and by-laws contribute to the quality of life and liveability of these neighbourhoods</td>
<td><strong>Noise By-law</strong>: proactively enforce the noise by-law in the downtown to reduce the negative impact of late-night entertainment establishments and modified motorcycles</td>
<td><strong>Sustainable Features</strong>: encourage and support incorporating higher standards for buildings such as LEED certification features</td>
<td><strong>Sustainable Features</strong>: adopt and implement Green Development Standards</td>
</tr>
<tr>
<td></td>
<td><strong>Sustainable Features</strong>: prepare Green Development Standards</td>
<td><strong>Overnight Parking</strong>: use discretion when it comes to ticketing overnight parked cars in the downtown when there is little snow, especially after entertainment events and weekends</td>
<td><strong>Overnight Parking</strong>: implement parking strategy</td>
</tr>
<tr>
<td></td>
<td><strong>Residential Street Parking</strong>: address concerns with residential street parking by looking at alternatives such as permit parking</td>
<td><strong>Overnight Parking</strong>: prepare a parking strategy</td>
<td><strong>Residential Street Parking</strong>: monitor and review the effectiveness with programs and adjust where necessary</td>
</tr>
</tbody>
</table>
## Part 4: The Recommended Action Plan

### Residents of the historic neighbourhoods have a strong sense of community

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Proposed Timeline</th>
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</thead>
<tbody>
<tr>
<td></td>
<td><strong>Short Term Actions</strong> 2011-2013</td>
</tr>
<tr>
<td></td>
<td>Association Support: encourage and support the formation of neighbourhood associations as a means to support formal dialogue and interaction with the community</td>
</tr>
<tr>
<td></td>
<td>HNS Community Committee: retain the HNS Community Committee and welcome new members to provide support, assistance and a monitoring mechanism for the implementation of the Historic Neighbourhoods Strategy</td>
</tr>
<tr>
<td></td>
<td>HNS Website: maintain the HNS website as part of the ongoing implementation of this Strategy as a communication tool for the community</td>
</tr>
<tr>
<td></td>
<td>Access: develop policies to ensure neighbourhoods have access to local hubs and gathering places such as a school or community theatre</td>
</tr>
</tbody>
</table>

6.1 Residents have a strong sense of community and communicate with each other routinely and in an inclusive manner, addressing new ideas and challenges with enthusiasm and humour

6.2 Residents and city hall communicate with respect, fairness and honesty and in a timely manner

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Proposed Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Short Term Actions</strong> 2011-2013</td>
</tr>
<tr>
<td></td>
<td>Issue Meetings: provide sessions where staff and the community can review potential plans for an area early in the planning process to address concerns</td>
</tr>
<tr>
<td></td>
<td>Complaints: review complaint processes to ensure citizen complaints are dealt with in a timely manner and there is communication back and forth</td>
</tr>
<tr>
<td></td>
<td>Dedicated Contact: provide a central ‘Fix-It’ phone line and/or email for residents to contact with complaints / concerns - ensure a timely response such as 24 hours</td>
</tr>
</tbody>
</table>
The Recommended Action Plan
APPENDIX 1: 2011 Action Items

The most important outcome of this process is identifying what makes these neighbourhoods liveable and finding out the actionable items that the community would like moved forward in the short term.

Changing the way crosswalks are programmed to ensure ease of pedestrian movement; ensuring our naturalized park spaces are maintained year-round; and generating a Heritage Strategy to provide guidance and support in the retention of our physical heritage assets were all suggestions for change that came out of this process.

The following are detailed explanations for the items the Community Committee have put forward as items to address beginning in 2011 as the first phase of implementation goes forward for the Historic Neighbourhoods Strategy.

Design and install historic street signage

The historic neighbourhoods are unique to the City of Barrie in their geography and in particular their physical design and make-up. Defining neighbourhoods through the use of identifying signage is something that provides residents with a sense of place and belonging, and provides identity to places for visitors.

Great neighbourhoods in large urban centres around the world have defined and named their signature neighbourhoods and often have expanded such programs City-wide.

As a first step to the Historic Neighbourhoods Strategy, the community was asked to define and name their neighbourhoods. Historic street signage identifying these neighbourhoods for all streets in the historic neighbourhoods would provide a sense of place and an identity to this area for residents and visitors alike.

The HNS Community Committee would like to work with staff to develop potential street signage and support the installation of new signage throughout these neighbourhoods in the future.
Proactively enforce ‘quality of life’ by-laws including the noise, property standards and the boarding, lodging and rooming-house by-law’s

The City has moved ahead in supporting intensification through infill and encouraging multi-units, particularly in the downtown core of the City. Throughout this process, residents have identified that ensuring a range of housing types and retaining the affordability of the area are key benefits and ones that defined many parts of this area as truly inclusive.

Residents also identified a perceived lack of enforcement of property standards and the boarding, lodging and rooming house by-laws in particular as often related issues. Residents expressed their concern that the City needs to proactively enforce the required maintenance of these often large multi-unit properties as well as ensure conversions to multi-units are done legally and in particularly, safely for those who call those units home.

Also identified was an ongoing concern with increasing noise levels in the downtown core from an increase in the number of entertainment establishments. Being that this area is an entertainment area for the City, residents expressed an understanding that noise levels were expected to be higher. The concern was regarding excessive late night noise from entertainment establishments and the need to look at how to control this in the future.

With the expectation that more residents and more businesses will locate here in the future, addressing such concerns with 'quality of life' and how to enforce the by-laws we have were routinely expressed by residents.

Review and improve the maintenance schedules for City facilities and parks to ensure the timely removal of garbage and graffiti

Throughout this process there has been concern expressed at the state of our local City facilities including washrooms, local park spaces and other outdoor spaces. Reviewing and improving the maintenance schedules for these often heavily used public facilities has been requested.

Garbage and graffiti degrade the appearance of neighbourhoods and when not removed and measures not taken to prevent future incidents, including utilizing anti-graffiti paint, the problem tends to persist.

The issue of graffiti removal on particularly public property such as in parks, on retaining walls and utility structures, was something that was consistently raised as an issue during the course of the HNS process by members of the community. The perception was that this was something that was not being dealt with in a timely manner by the City and this needed to change.

Residents requested more regular maintenance by City staff to ensure park spaces are left clean and clear of garbage and graffiti after they are visited by staff. Looking at new ways to manage garbage on site rather than the above-ground small garbage bins that are currently being used was suggested, as these small containers can be turned over and emptied by visitors and require regular emptying to ensure cleanliness.

The desire for the City to look at ways to address these concerns and leave these public spaces clean were routinely requested during this process.
Address traffic calming and residential parking concerns on residential streets

The issue around traffic calming on residential streets was a constant concern, especially given the level of on-going construction and expected future construction on particularly major roads. The concern with vehicles using side residential streets to avoid construction delays was expressed as a concern.

Looking at alternative ways to support these neighbourhoods in dealing with current and future construction, that may lead to increases in vehicle traffic on residential streets, was asked for. A reduction in speed from 50km/hr to 40km/hr, random spot enforcement by police and/or providing speed measuring devises to notify drivers of their current speed as has been done in other parts of the city, were all suggestions that the community is looking to staff to review.

The issue concerning parking was also routinely brought up by residents during this process, especially in neighbourhoods adjoining the downtown. Finding ways to address concerns with residential parking, including looking at the feasibility of permit parking, was suggested to alleviate residents concerns for neighbourhood parking.

Retain the HNS Community Committee and invite additional members to assist staff with the implementation of the Strategy

The Community Committee has been a successful structure to involve residents from across this area to discuss issues that affect them all. It is also an excellent structure to discuss issues that are localized and work with other residents who may have in the past or may in the future be faced with similar issues.

The opportunity to develop working relationships with staff has been well received as thus far successful. The opportunity to continue this type of structure in the future was strongly supported by the Community Committee and indeed requested.

Make appropriate asset management decisions related to infrastructure, particularly roads and sidewalks in the historic neighbourhoods, a priority

The historic neighbourhoods contain generally the oldest infrastructure in the City and as such, it is often the least capable of handling intensification. The age and state of the infrastructure also means that much of it no longer requires regular maintenance but rather, in many cases, requires complete replacement to accommodate increases in demand on the services and necessary upgrades for functionality. This is more costly for taxpayers and is more disruptive to area residents.
The state of infrastructure in the historic neighbourhoods was also a constant concern for residents. To begin to address this, not just in the historic neighbourhoods, but throughout the City, the City is implementing a Corporate Asset Management Strategy which will guide all future decisions related to infrastructure (and other City owned assets).

This Strategy focuses on doing the right thing, to the right asset at the right time, in order to maximize the useful lives of all assets and reduce long term costs.

Specifically related to infrastructure, the City has undertaken network wide evaluations of the renewal needs associated with roads, sewers and water mains, the results of which form the basis for capital planning decisions. As an example of the analysis that has been undertaken, the needs associated with roads within the historic neighbourhoods are shown on the following page (map).

Figure 3, Historic Neighbourhoods Road Needs Map identifies the current needs associated with the roads in the historic neighbourhoods. Definitions of each activity follow.

NOTE: These needs are continually monitored and may change. Actual projects approved in the City’s Capital Plan are recommended based on the most current data that the City has, filtered in the context of risk and affordability.

A larger 11” x 17” size copy of the map can be found at the back of this report.

Definitions from Road Needs Map:

Crack Seal and Crack Seal 2:

Crack sealing is a surface treatment to asphalt where a hot rubberized asphalt is poured into the cracks on a road surface to prevent penetration of water into the base.

Crack Seal and Crack Seal 2 are the same activity however Crack Seal 2 occurs anywhere from 3 to 7 years after the original crack sealing of a road depending on its type (ie. arterial, collector or local).

Level 2 Rehab:

This is a Functional Overlay which means this is where deficiencies such as gravel coming through, minor rutting and transverse cracking of the road surface are planed off (removed) and the surface of the affected part of the road is replaced with new asphalt.

Level 3 Rehab:

This is a Structural Overlay, in this case a larger amount (in terms of depth) of the asphalt is removed to correct structural deficiencies such as cracking, rutting and distortion of the asphalt. Localized failures in the base layers of the road are also repaired at this time.

Reconstruction:

This is the complete removal and replacement of the asphalt and the base of the road. At this time a determination would be made regarding whether it is necessary to replace any of the other infrastructure such as water, sanitary and storm pipes and incorporate there replacement with the reconstruction of the road.
Figure 3

Historic Neighbourhoods: Road Needs Map

LEGEND

Road Needs Map
Reconstruction Level 3 Rehabilitation Level 2 Rehabilitation Crack Seal

1 - 3 years (2010 to 2012)

4 - 6 years (2013 to 2015)

Note: These needs are continually monitored and may change. Actual projects approved in the City’s Capital Plan are recommended based on the most current data that the City has, aligned with the context of risk and affordability.

The City of BARRIE

Page 37
Other Key Action Items

Throughout this process there have been many suggestions to encourage the retention of heritage structures and to encourage investment on vacant and derelict sites, as well as the concern for good urban design and architectural standards for new construction.

One of the challenges with these issues is that there are currently no plans in place to provide a coordinated approach to guide, support and/or provide resources for developing heritage properties and/or contaminated sites, known as brownfields.

Conservation of historic structures and development of brownfields sites were both issues the community expressed concern for. One way to accomplish this is for the City to move forward with developing plans for brownfield development and heritage conservation.

Recognizing the challenges, the HNS process itself provides a potential model that could be used to move such plans forward: one that actively involves stakeholder input and a committee process to provide guidance and direction to the development of such plans for the future.

The following descriptions provide additional detail for the context of these issues.

Complete architectural design and urban design standards for new development in the historic neighbourhoods

Architectural design standards speak to the physical design of a building or structure, literally what it looks like. Urban design standards are closely related as they speak to how buildings inter-relate with the streetscape and their impact on the public spaces they abut, including the sidewalks pedestrian use to navigate the street.

Prominent in the discussion around future growth by residents was ensuring that new development and redevelopment adheres to good urban design standards, to ensure the impact on the pedestrian realm is enhanced, and good architectural standards to ensure the impact of scale, density and height are taken into account, in particularly for development adjacent to residential neighbourhoods.

Concerns with future growth were not overwhelming during this process, in fact the opportunity to encourage development on vacant and derelict properties was more often then not, encouraged by the community.

As is more explicitly stated in Part 2 of this report, Future Growth and Development, the issue came down to ensuring that future development would take care to be complementary to the surrounding neighbourhood and be true to good urban design and architectural standards.
Brownfield Strategy

Brownfields are described as being derelict or under-used industrial and commercial facilities and lands where expansion or redevelopment is complicated by real or perceived environmental contamination. Interest in these lands however continues to grow as they are more often than not found in strategic and desirable locations such as on water front and/or in or near downtowns. In the case of the City of Barrie, these lands are found scattered through the historic neighbourhoods.

Unlike new lands (greenfields), these sites have the advantage of existing infrastructure and they often have a variety of potential uses based on their location, which are features that positively contribute to urban intensification (now a provincial requirement), community revitalization and economic development—providing new space for employment and housing.

With changes in Provincial policy now directing communities to build within their built boundary, and in Barrie’s case within the urban growth centre which is on lands found throughout the historic neighbourhoods, there is growing interest in not only the desirability of these lands but the growing necessity to create an environment that supports investment in brownfield land vs. greenfield land.

Public sector efforts to promote brownfields redevelopment face a dual land-use policy challenge. On the one hand, government agencies must help reduce the barriers to private-sector reuse by addressing the uncertainties created by four major issues: legal liability for contamination; uncertain cleanup standards; availability of funding for redevelopment; and complicated regulatory requirements.

On the other hand, brownfields reuse must be connected to wider community efforts to achieve environmental protection, revitalize central city land and reduce suburban sprawl. This involves tackling sustainable development and environmental justice issues: the marketability of brownfields; the social costs and benefits of developing greenfields versus redeveloping brownfields and meaningful community participation.

With the knowledge that many residents support future growth along primarily arterial roadways and at larger intersections, addressing site contamination to stimulate growth in these desirable parts of the City could move ahead with a program of incentives designed for a Brownfield Strategy.

Addressing site contamination and working with land owners to redevelop these inner City lands will support the City in reaching its target for infill, downtown revitalization and environmental responsibility. However, without providing the leadership through a coordinated effort to stimulate investment in brownfields, the City runs the risk of having many of these sites remain idle.

The need to address site contamination issues to stimulate re-development is not new to most industrialized cities and has been found to be a significant hindrance to downtown revitalization efforts when not addressed. It is timely for the City to look at developing a brownfield strategy to capitalize on the City’s own desire for revitalization throughout the City Centre.
Heritage Conservation Strategy

Also in support of downtown revitalization, heritage conservation efforts are often concentrated in older parts of cities, as these areas are often the primary host of a City’s built history.

Adaptive reuse provides a sustainable and often highly desirable approach to urban renewal, as it breathes new life into old buildings and areas often deplete of vitality. Old buildings come with their own set of privileges including existing density and height and with particularly landmark buildings, retention often draws strong community support as it retains their established place in a neighbourhood.

From a real estate perspective, the marketing benefits of older buildings can be substantial as well as they often come with higher floor-to-ceiling heights, unique architectural details and historical façades.

Adaptive reuse also has environmental benefits. Retention of these buildings conserves the substantial energy already invested in their original fabrication and avoids their demolition, which creates more material for landfills and additional costs for transportation and materials. The use of infill sites satisfies public intensification policy in a low-impact manner, as well as using urban infrastructure and transit more efficiently.

Adaptive re-use of historic buildings can be a tremendously challenging as there are limitations to introducing a new use into an old structure, designed for something else. Floor plans must be tailored to fit within existing floor plates and underpinning, required to enable underground parking, is often cost prohibitive.

Upgrading building envelopes can be technically challenging and remediation is commonly required to deal with environmental contaminants left behind from historic land uses. If a building has been designated under the Ontario Heritage Act, an adaptive reuse proposal will require additional approvals, patience and understanding from the owner, the public and local government.

One of the largest challenges with conversion projects however is that these projects generally take longer and entail more specialized skills than does new construction. Large contingencies for cost over-runs, and the unexpected that arises as a project proceeds requires resourceful thinking and flexibility.

Despite the challenges, conversion projects provide new life for heritage buildings, ensuring their vitality in the community and their economic and environmental sustainability for years to come.

The development of a Heritage Conservation Strategy that supports and encourages landowners, through the use of appropriate financial incentives and leadership, offers the City a way to work toward conserving heritage structures in the future and build on their inherent value to the community.
APPENDIX 3: Neighbourhood Survey 1 and Results

The first Neighbourhood Survey was released September 25th 2009 and made available until October 10th 2009. In total, 160 completed surveys were submitted.

This survey asked residents a multitude of questions about their existing neighbourhoods including what they enjoyed, what they did not enjoy, how they perceive service delivery and what their concerns with their neighbourhoods are.

This appendix provides a copy of the original survey. Following this, the summary of the results from this information are provided.
HNS Survey

Introduction

Dear Resident,

This survey is being sent to you on behalf of the City of Barrie as part of the process towards developing the Historic Neighbourhood Strategy.

The intent of this survey is to engage stakeholders and solicit opinions on the current state of the neighbourhoods in the heart of the city. An additional survey will be issued in November that will ask for your vision of the future of your neighbourhood.

The questionnaire should take about 10-15 minutes to complete. We would appreciate your response no later than October 10, 2009.

To move to the next question click “next”. Please note that you will not be able to move forward if you have not provided an answer to a starred (*) question. To return to a previous page, click “previous”.

Thank you! And don’t forget to vote in the Name Your Neighbourhood contest. We are down to the top submitted names. Go to www.hns.barrie.ca for more details.
HNS Survey

Neighbourhood

This question will help us determine what neighbourhood your answers apply to.

Map of Barrie’s historic neighbourhoods.

* 1. Which neighbourhood do you live in? The names and boundaries have yet to be confirmed, but the neighbourhoods are currently being defined by the following landmarks:
   - Downtown
   - Benchy Park
   - Queen’s Park
   - Milligan Pond
   - Brock Park
   - Blair Park
   - Shear Park
   - None of the above
### HNS Survey

#### Transportation

**2. Please indicate to what extent you agree with the statements below.**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly agree</th>
<th>Somewhat agree</th>
<th>Agree</th>
<th>Somewhat disagree</th>
<th>Strongly disagree</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>The roads in my neighbourhood are in a good state of repair.</td>
<td>○</td>
<td>○</td>
<td>○</td>
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<tr>
<td>There is sufficient parking throughout the day in my neighbourhood.</td>
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<tr>
<td>There is sufficient parking at night in my neighbourhood.</td>
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<tr>
<td>The sidewalks in my neighbourhood are in a good state of repair.</td>
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<tr>
<td>I am satisfied with the City’s snowplowing services of roads in my neighbourhood.</td>
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<tr>
<td>I am satisfied with the City’s snowplowing services of sidewalks in my neighbourhood.</td>
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<td>It is easy to walk through my neighbourhood.</td>
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<tr>
<td>The sidewalks in my neighbourhood have the proper curb cuts making it easy for people with, for example, strollers and wheelchairs.</td>
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<td>It is easy to ride a bicycle through my neighbourhood.</td>
<td>○</td>
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<tr>
<td>There are a sufficient number of bike racks at key locations in my neighbourhood.</td>
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<tr>
<td>On average, drivers go too fast making my neighbourhood unsafe. We need to consider traffic calming options.</td>
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<td>There is too much vehicular traffic in my neighbourhood.</td>
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<td>It is easy to find the bus stop in my neighbourhood.</td>
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<td>The bus stops are too far apart in my neighbourhood.</td>
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<tr>
<td>A sufficient number of key bus stops in my neighbourhood have bus shelters.</td>
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<td>Lighting on the streets of my neighbourhood is sufficient.</td>
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</table>
**HNS Survey**

**Parks, culture and recreation**

### *3. Please indicate to what extent you agree with the statements below.*

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly agree</th>
<th>Somewhat agree</th>
<th>Agree</th>
<th>Somewhat disagree</th>
<th>Strongly disagree</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>The parks in my neighbourhood are well maintained.</td>
<td></td>
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<tr>
<td>I go to my neighbourhood parks often.</td>
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<tr>
<td>The parks in my neighbourhood are too busy and noisy.</td>
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<tr>
<td>The parks in my neighbourhood are unsafe in the daytime.</td>
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<tr>
<td>The parks in my neighbourhood are unsafe at night.</td>
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<tr>
<td>There is too much litter in my neighbourhood parks.</td>
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<td></td>
<td></td>
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<tr>
<td>I would like to see more children’s play structures.</td>
<td></td>
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<tr>
<td>I would like to see a space designated for dogs to run off-leash.</td>
<td></td>
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</tr>
<tr>
<td>I visit the Waterfront Park often.</td>
<td></td>
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</tr>
<tr>
<td>I think it is easy to access the Waterfront from my neighbourhood.</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### *4. For you and members of your household, please indicate whether there are sufficient facilities for the following:*

<table>
<thead>
<tr>
<th>Facility</th>
<th>Yes</th>
<th>No</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soccer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseball</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tennis</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indoor sports and recreation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community hall space</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meeting rooms</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swimming pools</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fitness centre</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreational walking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreational biking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skate boarding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Library</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Live performance venues</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art gallery space</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seniors programming</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Youth programming</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
HNS Survey

5. Please list any other recreational facilities that you would like the HNS process to consider (for example bocci ball courts, lawn bowling).

* 6. Please indicate to what extent you agree with the statements below.

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly agree</th>
<th>Somewhat agree</th>
<th>Agree</th>
<th>Somewhat disagree</th>
<th>Strongly disagree</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>I like it when a festival or event takes place in or around my neighbourhood.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I like it when a festival or event takes place, but believe they could be managed better in terms of negatively impacting on my neighbourhood.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>When a festival or event takes place, the noise level in my neighbourhood increases beyond what I prefer.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>When a festival or event takes place, vehicular traffic in my neighbourhood increases beyond what I prefer.</td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
### HNS Survey

#### Garbage, recycling, water and sewer

<table>
<thead>
<tr>
<th>* 7. Are you satisfied with your scheduled garbage and recycling services?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garbage</td>
</tr>
<tr>
<td>Recycling</td>
</tr>
<tr>
<td>Yard waste</td>
</tr>
<tr>
<td>Organics</td>
</tr>
</tbody>
</table>

* 8. Are there any issues with sewer water backing up in your dwelling?

- Yes
- No
- Don't know

* 9. Please rate the quality of the water piped into your home.

<table>
<thead>
<tr>
<th>* Very good</th>
<th>Good</th>
<th>Poor</th>
<th>Very poor</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clarity</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taste</td>
<td></td>
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</tr>
<tr>
<td>Smell</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
HNS Survey

Property Standards

The historic neighbourhoods contain some of the oldest and most variable housing inventory available in the City. This area also contains the largest concentration of registered (and unregistered) multi-unit dwellings and a number of small and large boarding, lodging and rooming houses. Many of these have been converted from older housing stock.

* 10. Given the above, please indicate the extent you agree or disagree with the statements below:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly agree</th>
<th>Somewhat agree</th>
<th>Agree</th>
<th>Somewhat disagree</th>
<th>Strongly disagree</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Most of the properties in my neighbourhood are well maintained.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There are a few real eye sores in my neighbourhood, but for the most part the properties are very well maintained.</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>There is a strong sense of community pride in my neighbourhood.</td>
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</tr>
<tr>
<td>The City should be more proactive in enforcing property standards.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The heritage properties in my neighbourhood are adequately protected.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Home-based businesses are causing problems in my neighbourhood.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The vacant lots in my neighbourhood are being properly maintained and kept in an adequate state of repair.</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
HNS Survey

Open comments

11. What are the TOP 3 things you enjoy and/or appreciate most about your neighbourhood? Please list and explain in the spaces below.
   1.
   2.
   3.

12. What are the top 3 things you would like to see changed for the future in your neighbourhood? Please list and explain in the spaces below.
   1.
   2.
   3.

13. Are you planning to move out of the historic neighbourhood area in the next five years? If so, why?

14. Please provide us with any additional comments you may have in the space below.
### HNS Survey

#### Demographic information

**15. Please select your age range.**
- 18 years of age or under
- 19-24
- 25-39
- 40-55
- 56-64
- 65 years or older

**16. Please indicate your gender.**
- Male
- Female

**17. How long have you lived in the City of Barrie?**
- under five years
- five to ten years
- ten years and over

**18. How long have you lived in the historic neighbourhoods area?**
- under 5 years
- Five to ten years
- Ten years and over
## HNS Survey

### Additional thoughts?

19. If you would like to share additional thoughts, please provide this information below, or send an email to sforfar@barrie.ca.
Thank you for participating in this survey. Your time and effort is very much appreciated.
Please indicate to what extent you agree with the statements below.

I think it is easy to access the Waterfront from my neighbourhood.
I visit the Waterfront Park often.
I would like to see a space designated for dogs to run off-leash.
I would like to see more children’s play structures.
There is too much litter in my neighbourhood parks.
The parks in my neighbourhood are unsafe at night.
The parks in my neighbourhood are unsafe in the daytime.
The parks in my neighbourhood are too busy and noisy.
I go to my neighbourhood parks often.
The parks in my neighbourhood are well maintained.

No opinion
Strongly disagree
Somewhat disagree
Agree
Somewhat agree
Strongly agree
Please indicate to what extent you agree with the statements below.

- Lighting on the streets of my neighbourhood is sufficient.
- A sufficient number of key bus stops in my neighbourhood have bus shelters.
- The bus stops are too far apart in my neighbourhood.
- It is easy to find the bus stop in my neighbourhood.
- There is too much vehicular traffic in my neighbourhood.
- On average, drivers go too fast making my neighbourhood unsafe. We need to consider traffic calming options.
- There are a sufficient number of bike racks at key locations in my neighbourhood.
- It is easy to ride a bicycle through my neighbourhood.
- The sidewalks in my neighbourhood have the proper curb cuts making it easy for people with, for example, strollers and wheelchairs.
- It is easy to walk through my neighbourhood.
- I am satisfied with the City’s snowplowing services of sidewalks in my neighbourhood.
- I am satisfied with the City’s snowplowing services of roads in my neighbourhood.
- The sidewalks in my neighbourhood are in a good state of repair.
- There is sufficient parking at night in my neighbourhood.
- There is sufficient parking throughout the day in my neighbourhood.
- The roads in my neighbourhood are in a good state of repair.

Please indicate to what extent you agree with the statements below.

- No opinion
- Strongly disagree
- Somewhat disagree
- Agree
- Somewhat agree
Please indicate to what extent you agree with the statements below.

- When a festival or event takes place, vehicular traffic in my neighbourhood increases beyond what I prefer.
- When a festival or event takes place, the noise level in my neighbourhood increases beyond what I prefer.
- I like it when a festival or event takes place, but believe they could be managed better in terms of negatively impacting on my neighbourhood.
- I like it when a festival or event takes place in or around my neighbourhood.
Given the above, please indicate the extent you agree or disagree with the statements below:

- The vacant lots in my neighbourhood are being properly maintained and kept in an adequate state of repair.
- Home-based businesses are causing problems in my neighbourhood.
- The heritage properties in my neighbourhood are adequately protected.
- The City should be more proactive in enforcing property standards.
- There is a strong sense of community pride in my neighbourhood.
- There are a few real eye sores in my neighbourhood, but for the most part the properties are very well maintained.
- Most of the properties in my neighbourhood are well maintained.
For you and members of your household, please indicate whether there are sufficient facilities for the following:

- Youth programming
- Seniors programming
- Art gallery space
- Live performance venues
- Library
- Skate boarding
- Recreational biking
- Recreational walking
- Fitness centre
- Swimming pools
- Meeting rooms
- Community hall space
- Indoor sports and recreation
- Boating
- Tennis
- Baseball
- Soccer

- Not
- Applicable
- No
- Yes
Are there any issues with sewer water backing up in your dwelling?

- Yes: 18%
- No: 77%
- Don't know: 5%

Are you satisfied with your scheduled garbage and recycling services?

- Garbage: Yes 180, No 40, Somewhat 20
- Recycling: Yes 160, No 60, Somewhat 40
- Yard waste: Yes 140, No 80, Somewhat 30
- Organics: Yes 120, No 50, Somewhat 30
Please select your age range.

- 18 years of age or under: 2%
- 19-24: 24%
- 25-39: 34%
- 40-55: 15%
- 56-64: 25%
- 65 years or older: 19%

Please indicate your gender.

- Male: 39%
- Female: 61%
How long have you lived in the City of Barrie?

- Under five years: 11%
- Five to ten years: 19%
- Ten years and over: 70%

How long have you lived in the historic neighbourhoods area?

- Under 5 years: 25%
- Five to ten years: 27%
- Ten years and over: 48%
Summary of Comments Received:

What Respondents Want to see CHANGED for the Future:

- More enforcement of property standards violations
- Reduce the number of rooming houses
- Address neighbourhood concerns around troublesome properties
- Increase access to basic amenities (grocery, pharmacy, butcher, baker)
- Improve the quality of public spaces with additional landscaping, street furniture
- Identify historic neighbourhoods & key historic places with appropriate signage
- Attract & retain distinct shopping opportunities in the downtown
- Reduce the empty storefronts and increase the vibrancy of the downtown
- Address the number of social services operating in the downtown
- Work with social agencies to increase the feeling of safety in the downtown
- Support community organization to provide way for people to interact with City Hall
- Provide better means of communication with residents about what is going on
- Ensure good quality urban design standards to unite the area & improve public spaces
- Maintain naturalized park spaces such as Milligan’s Pond & Berczy Park to ensure safety & accessibility
- Provide additional street sweeping & clean-up efforts during busy times
- Encourage more investment in buildings & facades
- Provide cross-walks for safer access to downtown school and waterfront
- Protect heritage structures - be proactive
- Increase pedestrian access to the waterfront
- Invest in residential roads and sidewalks
- Ensure cross-walks signs automatically change at all cross-walks
- Provide more traffic calming measures on residential streets
- Provide more facilities for the arts
- Reduce the number of bars in the downtown
- Provide time-tables at all bus stops
- Provide better lighting in parks and on sidewalks
- Encourage investment in the downtown
- Route truck traffic outside of neighbourhood streets
- Provide additional garbage / recycling receptacles at high-traffic areas
- Ensure sidewalks are clear of snow in the wintertime
- Provide safer bike lanes and expand trail system
APPENDIX 4:
Neighbourhood Survey 2 & Results

The second Neighbourhood Survey was released February 4th 2010 and made available until February 28th 2010. In total, 200 completed surveys were submitted.

This survey asked residents a multitude of questions about the future of their neighbourhoods—what is your vision for your neighbourhood? What do you want to see changed here for the future? Where would future growth be best accommodated?

This appendix provides a copy of the original survey. Following this, the summary of the results from this information are provided.
HNS Survey #2

Introduction

Dear HNS Resident,

This second survey is being sent to you on behalf of the City of Barrie as part of the process to develop the Historic Neighbourhoods Strategy.

Changes are happening in the historic neighbourhoods and we want to know what you think. The intent of this survey is to solicit your opinions about your vision for your neighbourhood. What is important to conserve, to enhance or to change in the future? How can growth contribute to the unique sense of place and character that defines your community and the people who live there?

The questionnaire should take about 10-15 minutes to complete and will be available to fill out from February 4 to February 28, 2010.

To move to the next question click "next." Please note you will not be able to move forward if you have not provided an answer to a starred (*) question. To return to a previous page, click "previous."

Thank you,

Thank you,

Jeff Lehman
Chair, HNS Community Committee

P.S. Don’t forget to sign up for updates and copies of the HNS Newsletter at www.hns.barrie.ca. Also, join us on the HNS Facebook page.
HNS Survey #2

Neighbourhood

*1. Looking at the map above, which neighbourhood do you live in?*

- [ ] Downtown
- [ ] The Grove
- [ ] Queen’s Park
- [ ] West Village
- [ ] Brock Park
- [ ] Allandale
- [ ] None of the above
HNS Survey #2

Development Criteria

2. On the chart below, please indicate what criteria you think are most important and least important as the City looks to accommodate more people and businesses in the historic neighbourhoods area in the future.

I would like future development activity in my neighbourhood to:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Very Important</th>
<th>Important</th>
<th>Not Important</th>
<th>Unimportant</th>
<th>Very Unimportant</th>
<th>Don't know/no opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retain and incorporate existing significant heritage structures and</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>features into new development</td>
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<tr>
<td>Encourage mixed-use development (i.e. residential units with commercial/office spaces)</td>
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</tr>
<tr>
<td>Provide physical enhancements to the public realm such as heritage</td>
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</tr>
<tr>
<td>lighting, signage and street furniture</td>
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<td></td>
</tr>
<tr>
<td>Ensure streetscapes, paths and public spaces are pedestrian friendly</td>
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<td></td>
</tr>
<tr>
<td>Incorporate and/or protect public access to the waterfront and the downtown core</td>
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<tr>
<td>Improve existing public amenity spaces such as parks, open space and/or recreational areas and facilities</td>
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<td></td>
</tr>
<tr>
<td>Encourage new development to adhere to higher standards which support environmental sustainability</td>
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</tr>
<tr>
<td>Encourage new development that is complementary to the site and surrounding area</td>
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</tr>
<tr>
<td>Minimize negative traffic impacts throughout the neighbourhood</td>
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<td></td>
</tr>
<tr>
<td>Encourage pedestrian modes of travel such as bicycling, walking, rollerblading etc.</td>
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<td></td>
</tr>
<tr>
<td>Encourage the use of pedestrian linkages and cycling paths to connect new development to the surrounding community</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Encourage high quality design standards for new development that are complementary to the surrounding community</td>
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</tr>
</tbody>
</table>

Other (please specify)
HNS Survey #2
Exploring Development Opportunities for the Future

The historic neighbourhoods are expected to accommodate additional residents and businesses in the future. Many different forms of residential and commercial development are available to facilitate the intensification process. To assist you in your response to the questions below, we have provided some local examples of different types of development in the following chart:

<table>
<thead>
<tr>
<th>Low Density</th>
<th>Medium Density</th>
<th>High Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>HNS Area Examples:</td>
<td>HNS Area Examples:</td>
<td>HNS Area Examples:</td>
</tr>
<tr>
<td>4. Walk-up apartments/condo</td>
<td>4. Medium-rise apartment</td>
<td>4. 2 &amp; 6 Toronto St. condo</td>
</tr>
</tbody>
</table>

The images below illustrate examples of low density, medium density, and high density developments.
### HNS Survey #2

3. Referring to the chart above, please indicate the type of development options you feel are appropriate in different areas of the historic neighbourhoods. Check all that apply.

<table>
<thead>
<tr>
<th>Area</th>
<th>Low Density</th>
<th>Medium Density</th>
<th>High Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local roads - neighbourhood residential streets</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major (arterial) roads - e.g. Dunlop St, Bayfield St, Wellington St, Anne St, Bradford St, Essa Rd, Burton Ave</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collector roads (feeding arterial roads) - e.g. Grove St, Toronto St, Fenetang St, Sophia St, Eccles St, Innisfil St, Gowen St, Bayview Dr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lakeshore Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surrounding transit stations - e.g. Barrie Transit Terminal, GO Transit Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Intersections - e.g. Bayfield St &amp; Grove St and Dunlop St &amp; Anne St</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown core - e.g. 5-Points Intersection, Dunlop St and Collier St</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Around local retail areas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4. How can your neighbourhood best accommodate more people in the future? From the menu below, please select the options that you agree would be appropriate in your neighbourhood.

<table>
<thead>
<tr>
<th>Option</th>
<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home owners adding secondary suites, basement apartments or granny flats in their houses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Developing mid-rise or high-rise apartments / condos in the downtown core</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Developing mid-rise or high-rise apartments / condos around GO Stations and transit stations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convert historic employment / institutional buildings to residential or mixed residential and commercial uses</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### HNS Survey #2

5. From the menu below, please select the options you agree would be most appropriate for redeveloping vacant lots and derelict properties in your neighbourhood.

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single family housing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Townhouses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Duplexes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3 storey walk-up apartments</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. From the menu below, please select the options you agree would be most appropriate for redeveloping vacant lots and derelict properties along major arterial roads such as Essa Road and Bradford Street.

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low- or medium-density residential units</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed uses such as commercial / retail on the first floor and low- or medium-density residential units above</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High-density residential units such as high-rise apartments or condominium buildings</td>
<td></td>
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<tr>
<td>Mixed uses such as commercial / retail on the first floor and high-density residential units above</td>
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</tbody>
</table>

7. Do you have other suggestions for how to accommodate more people in your neighbourhood?

1. 
2. 
3.

8. How can your neighbourhood best accommodate more businesses? From the menu below, please select the options that you agree or disagree would be appropriate ways to support additional businesses in your neighbourhood.

<table>
<thead>
<tr>
<th>Business Development Strategy</th>
<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owners should redevelop vacant lots and derelict properties with local retail / service stores on the first floor and residential units above</td>
<td></td>
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<tr>
<td>Historic buildings should be adapted for reuse by local businesses</td>
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<tr>
<td>Business should be accommodated along major roads and at major intersections</td>
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<tr>
<td>Businesses should be developed in the downtown core</td>
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<tr>
<td>Businesses should be developed around GO Stations and transit stations</td>
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<tr>
<td>Everyday convenience businesses should be permitted in areas that are primarily residential</td>
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</table>
HNS Survey #2

9. Do you have other suggestions for appropriate ways to support additional businesses in your neighbourhood?

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2. 
3. 

10. From the menu below, please indicate the importance of the following options as ways to ensure safe and attractive residential streets while accommodating growth.

<table>
<thead>
<tr>
<th>Option</th>
<th>Very Important</th>
<th>Important</th>
<th>Not Important</th>
<th>Very Unimportant</th>
<th>Don't Know/No Opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>City should set out specific criteria for new development in the historic neighbourhoods</td>
<td>○</td>
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<tr>
<td>City council should establish a design review committee for large developments proposed in the historic neighbourhoods</td>
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<td>○</td>
</tr>
<tr>
<td>Signage and lighting should be consistent throughout the historic neighbourhoods</td>
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<tr>
<td>Other (please specify)</td>
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</tbody>
</table>

11. From the menu below, please indicate the importance of the following options as ways the City can improve and enhance existing public spaces.

<table>
<thead>
<tr>
<th>Option</th>
<th>Very Important</th>
<th>Important</th>
<th>Not Important</th>
<th>Very Unimportant</th>
<th>Don't Know/No Opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase the amount and/or quality of landscaping</td>
<td>○</td>
<td>○</td>
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<tr>
<td>Widen sidewalks</td>
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<tr>
<td>Add additional benches and seating</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Remove existing benches and seating</td>
<td>○</td>
<td>○</td>
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<tr>
<td>Encourage installation of public art</td>
<td>○</td>
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<tr>
<td>Provide additional bus shelters</td>
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<tr>
<td>Remove existing bus shelters</td>
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<tr>
<td>Other (please specify)</td>
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</tbody>
</table>
### HNS Survey #2

**Priority Actions**

12. Respondents to the first historic neighbourhoods survey identified the items in the chart below as being important for the City to address. Please indicate those that you feel are a high priority, medium priority or low priority and those that are not a priority.

#### City Hall should:

<table>
<thead>
<tr>
<th>Item</th>
<th>High priority</th>
<th>Medium priority</th>
<th>Low priority</th>
<th>Not a priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain naturalized spaces</td>
<td></td>
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<tr>
<td>Ensure sidewalks and public pathways are cleared of snow in the winter months</td>
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<tr>
<td>Improve the quality of public spaces by quickly removing illegal signs, graffiti and refuse</td>
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<tr>
<td>Continue to grow, link and improve the safety of our biking trails</td>
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<tr>
<td>Replace aging park equipment and look at new recreational opportunities in existing parks</td>
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<tr>
<td>Provide an identity to our neighbourhoods through the use of unique street signs and/or light standards and street furniture</td>
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<tr>
<td>Address property standards issues and garbage in a timely manner</td>
<td></td>
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<tr>
<td>Address derelict properties</td>
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<tr>
<td>Support community organization to assist citizens to more effectively interact with City Hall</td>
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<tr>
<td>Improve communication with residents regarding issues that affect their neighbourhoods</td>
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<tr>
<td>Implement urban design standards that foster a sense of place</td>
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</tr>
<tr>
<td>Ensure new development adds to the public realm such as providing street furniture, public art, and landscaping</td>
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<tr>
<td>Ensure historic buildings and facades are featured in new developments</td>
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<tr>
<td>Support restoration of historic homes and buildings</td>
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<tr>
<td>Ensure access to basic amenities including grocery stores and pharmacies</td>
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<tr>
<td>Encourage investment in historic buildings, facades and vacant sites</td>
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<tr>
<td>Work with social agencies, police and citizens to increase safety</td>
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<tr>
<td>Ensure the waterfront remains accessible from neighbourhoods and increase access, where possible, through new developments</td>
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<tr>
<td>Invest in neighbourhood roads and sidewalks</td>
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<tr>
<td>Beef up enforcement of property standards by-laws</td>
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<tr>
<td>Support neighbourhood schools</td>
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<td></td>
<td></td>
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<tr>
<td>Enforce existing noise by-laws</td>
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</tbody>
</table>
**HNS Survey #2**

13. What have we missed? Please provide up to three additional items that you believe are important for the City to address.

1. 

2. 

3. 

---

Page 9
14. Neighbourhoods have a unique sense of place and character that define
a community and the people who live there. In the space below, please
briefly sum up your vision of your neighbourhood in the future. Consider its
physical condition, the nature and quality of future facilities and its social
and economic fabric.
### HNS Survey #2

**Additional thoughts?**

15. If you would like to share additional thoughts, please provide this information below, or send an email to sforfar@barrie.ca.

Also, you can stay in touch with the HNS initiative by logging on to hns.barrie.ca and the HNS Facebook page.
HNS Survey #2

Thank You!

Thank you for participating in this survey. Your time and effort is very much appreciated.
1. Which neighbourhood do you live in?

- Downtown: 25%
- Allandale: 27%
- Queen's Park: 14%
- West Village: 17%
- Brock Park: 7%
- The Grove: 10%

3. Indicate the type of development options you feel are appropriate in different areas of the historic neighbourhoods?

- Around local retail
- Downtown core
- Primary intersections
- Surrounding transit stations
- Lakeshore Drive
- Collector roads (feeder arterial roads)
- Major (arterial) roads
- Local roads

- Low density
- Medium density
- High density
2. What criteria are most important and least important as the City looks to accommodate more people and businesses?

- Encourage high quality design standards for new development...
- Encourage pedestrian modes of travel such as bicycling, walking, ...
- Minimize negative traffic impacts throughout the neighbourhood
- Encourage new development that is complementary to the site ...
- Encourage new development to adhere to higher standards, ...
- Improve existing public amenity spaces such as parks, open...
- Incorporate and/or protect public access to the waterfront and...
- Ensure streetscapes, paths and public spaces are pedestrian..
- Provide physical enhancements to the public realm such as...
- Encourage mixed-use development (i.e. residential units with...
- Retain and incorporate existing significant heritage structures...

Legend:
- **Very unimportant**
- **Not important**
- **Important**
- **Very important**
- **Don't know/no opinion**
4. How can your neighbourhood best accommodate more people in the future?

- Convert historic employment/institutional buildings to residential or mixed residential and commercial uses
- Developing mid-rise or high-rise apartments/condos around GO Stations and transit stations
- Developing mid-rise or high-rise apartments/condos in the downtown core
- Home owners adding secondary suites, basement apartments or granny flats in their houses

5. Select the options you agree would be most appropriate for redeveloping vacant lots and derelict properties in your neighbourhood.

- Single family housing
- Townhouses
- Duplexes
- 2-3 storey walk-up apartments
APPENDIX 4: Neighbourhood Survey 2 Results

June 2010

6. Select the options you agree would be most appropriate for redeveloping vacant lots and derelict properties along major arterial roads such as Essa Road and Bradford Street.

- Low-or medium-density residential units
- Mixed uses such as commercial/retail on the first floor and low-or medium-density residential units above
- High-density residential units such as high-rise apartments or condominium buildings
- Mixed uses such as commercial/retail on the first floor and high-density residential units above

Agree  Disagree

8. How can your neighbourhood best accommodate more businesses?

- Everyday convenience businesses should be permitted in areas that are primarily residential
- Businesses should be developed around GO stations and transit stations
- Businesses should be developed in the downtown core
- Businesses should be accommodated along major roads and at major intersections
- Historic buildings should be adapted for reuse by local businesses
- Owners should redevelop vacant lots and derelict properties with local retail/service...

Agree  Disagree
APPENDIX 4: Neighbourhood Survey 2 Results

10. Indicate the importance of the following options as ways to ensure safe and attractive residential streets.

- Signage and lighting should be consistent throughout the historic neighbourhoods
- City council should establish a design review committee for large developments proposed in the historic neighbourhoods
- City should set out specific criteria for new development in the historic neighbourhoods

11. Indicate the importance of the following options as ways the City can improve and enhance existing public spaces.

- Remove existing bus shelters
- Provide additional bus shelters
- Encourage instalment of public art
- Remove existing benches and seating
- Add additional benches and seating
- Widen sidewalks
- Increase the amount and/or quality of landscaping
12. Responding residents to the first survey identified the items in the chart below as being important for the City to address. Indicate those you feel are a high, medium or low priority.

<table>
<thead>
<tr>
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</table>
APPENDIX 5: Neighbourhood Workshop Results

Neighbourhood Workshop Notes

February 17 and 20, 2010

Introduction

This report outlines the input received from residents who participated in either one of the two Historic Neighbourhood Strategy, Neighbourhood Workshops held February 17 at the Southshore Centre and February 20 at the MacLaren Art Centre.

The workshops asked residents to explore their vision for the historic neighbourhoods and to share their thoughts about what the City is doing well or not doing well, and how to improve the liveability of this area as future growth is planned. These events were part of the second phase of public outreach in the development of the Historic Neighbourhoods Strategy.

Approximately 110 people took part in the hour-long workshops and based on the discussions, the following nine themes emerged.

My neighbourhood:

1. Celebrates its historic uniqueness

   - Any new development must be sensitive to and protect the historic uniqueness of each of the historic neighbourhoods.
   - A desire to recreate some of the history of the area that has been lost, for the benefit of future generations (e.g. Tannery, Opera House) was expressed.
   - A Heritage Conservation Strategy / Plan must be put in place.

2. Has a strong sense of community and embraces diversity

   - The way people move around the downtown core will be crucial to defining a sense of community. As this area continues to intensify, Barrie will need to define better traffic solutions for the historic neighbourhoods. Gridlock already exists in the downtown area. The transit system is therefore going to play a big part in improving movement throughout these neighbourhoods.
   - Concern was expressed about the perception of safety in the downtown, largely due to the number of social service agencies present. Emerging from the discussion however was consensus around the idea that it is important that the historic neighbourhoods remain inclusive.
   - Need quality public spaces and squares where residents can gather.
Streetscapes and landscapes emphasize the unique character of a community and can support the sense of community - each neighbourhood should have a unique look and feel.

3. Is a safe and clean place to live and work

- In the City of Barrie, the perception that the downtown is not a safe place appears to be held by a number of people.
- Need to enforce existing by-laws for graffiti, noise, refuse etc. to ensure quick removal within neighbourhoods.
- Safe streets are busy streets thus it is important for people to be encouraged to use the downtown at all hours of the day and night.
- Some Dunlop Street stores and bars are a concern for many participants.
- Throughout the historic neighbourhoods wider sidewalks and dedicated bicycle lanes are needed to improve pedestrian connections and encourage more people to use alternative forms of mobility including biking and walking.

4. Adheres to good urban design standards

- Urban design standards, specific to the historic neighbourhoods, need to be developed and enforced for any new development in the area.
- The criteria for design standards needs to come from the residents themselves in conjunction with neighbourhood groups, associations and local facilities (such as area churches, walking groups and historic groups).

5. Balances the size and density of dwellings to ensure compatibility

- Within the existing residential pockets of low-rise dwellings, primarily found on local residential streets, additional dwellings should be complementary both in scale, size and design.
- Outside of existing residential pockets of low-rise dwellings, primarily found on local arterial roads and at intersections, medium density developments with excellent design such as the Roxborough residential building at Collier and Dundonald streets, should be encouraged.
- Not every neighbourhood is the same—distinctions exist. Some neighbourhoods will be able to accommodate additional growth through intensification better than others. For example, residential pockets found on local arterial roads in parts of Allandale and Queen’s Park neighbourhoods are beautiful old residential areas that should be conserved, whereas large parts of Bradford Street and Essa Road could support and would indeed benefit from redevelopment.
It is important to support a range of housing types to ensure everyone can afford to live in the historic neighbourhoods.

Future intensification is more appropriate around significant corridors and intersections, such as Essa Road, Tiffin Street, Bradford Street and Anne Street.

Significant corridors and intersections need to become more welcoming and energetic.

Bradford Street could support medium density, mixed use buildings with access to and from the waterfront and the downtown for residents.

Toronto Street is lovely but increasing commercial use may not be the best type of development for this street.

Burton Avenue is a major arterial road however parts of it through the Allandale neighbourhood are defined by the historic residential character that is present, and this should be protected. Any future development along this part of Burton Ave. should reflect the historic residential nature.

Redevelopment of Gowan Street is a concern in terms of the potential height of future buildings.

6. Is beautiful to be in and easy to manoeuvre through

- Property standards and zoning infractions need to be enforced.
- Graffiti and garbage need to be quickly removed from parks and public spaces.
- Rooming houses in the historic neighbourhoods are a concern because there is a perception that many owners do not continue to invest in the upkeep of the property.
- A program to install public art and other measures to beautify public spaces was suggested.
- It was suggested that naturalized park spaces such as Milligan’s Pond be opened up and made to link into the waterfront trail system.
- Need to improve connectivity for people to go downtown and to the trail system around the Bay by foot or bicycle using the natural creeks, waterways and open spaces.
- Increase the number of safe bicycle routes by adding dedicated bike lanes throughout the area.
- The hub and spoke alignment of the transit system is becoming outdated. Need to begin the process of changing over to a grid system.

7. Is accessible to the waterfront and our downtown

- Protect access to and views of Kempenfelt Bay as this is why many people are attracted to Barrie and why many others choose to live in the historic neighbourhoods.
- Concern was raised with regard to the height of the condos built adjacent to the waterfront and its impact on current residents’ views and potential access to the waterfront.
8. Supports a mix of services and amenities

- Concern was expressed regarding the lack of community anchors in the historic neighbourhoods. Anchors typically mentioned were schools, grocery store, pharmacies, performing arts theatre, and a permanent farmers' market.
- Until the city is able to attract boutique-type retailers to the area, it should stop the growth of bars in the downtown. There are enough entertainment businesses now.
- A performing arts centre would be a great anchor and bring in a lot of positive energy.
- A performing arts centre aligned with a sporting complex could be used to persuade more people to choose to live in the downtown and invest in commercial development.
- The Allandale Train Station will be a good anchor for the area but concern was expressed about the increase in traffic that it will yield.
- Implement year-round programming to show off Kempenfelt Bay. In particular, bring back skating on the bay and pond hockey.

9. Communicates well with City Hall and others

- People indicated they believe they have been forgotten by City Hall and therefore City Hall needs to better communicate with residents about what is going on in their neighbourhoods.
- People want to be heard and want to know what is going on before a development happens.
- Residents will have more influence over the future of their neighbourhoods if they come together and mobilize through community associations and other mechanisms however without the support from City Hall to provide information, it will not be successful.
# LIST OF PICTURES

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Courtesy</th>
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<tbody>
<tr>
<td>1</td>
<td>Soldiers on parade, Courtesy of the City of Barrie</td>
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<td>2</td>
<td>Kids playing in the water, Courtesy of the City of Barrie</td>
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<td>Halloween pumpkins at the Farmers Market, Courtesy of the City of Barrie</td>
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<td>4</td>
<td>Enjoying the waterfront, Courtesy of the City of Barrie</td>
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<td>5</td>
<td>Retaining wall, Courtesy of the City of Barrie</td>
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<td>6</td>
<td>Entrance to the skate park, Courtesy of the City of Barrie</td>
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<td>7</td>
<td>Potential pedestrian link for the future, Courtesy of the City of Barrie</td>
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<td>A well travelled route, Courtesy of the City of Barrie</td>
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<td>9</td>
<td>Committee Members at the kick-off BBQ, Courtesy of the City of Barrie</td>
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<td>10</td>
<td>Enjoying the kick-off BBQ, Courtesy of the City of Barrie</td>
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<tr>
<td>11</td>
<td>Committee members speaking with the public, Courtesy of the City of Barrie</td>
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<tr>
<td>12</td>
<td>Enjoying the historic cars at the BBQ, Courtesy of the City of Barrie</td>
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<td>Young visitor to the market, Courtesy of the City of Barrie</td>
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<td>Skateboarding in the skate park, Courtesy of the City of Barrie</td>
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<td>Charity run in Heritage Park, Courtesy of the City of Barrie</td>
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<td>16</td>
<td>Skating in Shear Park, courtesy of the City of Barrie</td>
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<td>5-Points signage, Courtesy of the City of Barrie</td>
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<td>Entrance to the skate park, Courtesy of the City of Barrie</td>
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<td>Redevelopment potential on Bradford Street, Courtesy of the City of Barrie</td>
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<td>Abandoned shopping cart, Courtesy of the City of Barrie</td>
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<td>21</td>
<td>Committee Members at the winter workshop, Courtesy of the City of Barrie</td>
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<td>22</td>
<td>Signing in at the winter workshop, Courtesy of the City of Barrie</td>
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<td>Addressing the community at the workshop, Courtesy of the City of Barrie</td>
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<td>24</td>
<td>Viewing the information boards, Courtesy of the City of Barrie</td>
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<td>Development opportunity on Bradford Street, Courtesy of the City of Barrie</td>
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<td>The end of the sidewalk, Courtesy of the City of Barrie</td>
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<td>Water-view opportunity, Courtesy of the City of Barrie</td>
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<td>Flower vendor at the Farmers Market, Courtesy of the City of Barrie</td>
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<td>Student charity run, Courtesy of the City of Barrie</td>
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<td>Learning to dive at the waterfront, Courtesy of the City of Barrie</td>
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<td>31</td>
<td>Local shopping, Courtesy of the City of Barrie</td>
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<td>32</td>
<td>Historic home in Allandale, Courtesy of the City of Barrie</td>
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<td>33</td>
<td>The Barrie-Collingwood Railway, Courtesy of the City of Barrie</td>
<td></td>
<td>21</td>
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<td>34</td>
<td>Downtown shops on Dunlop Street East, Courtesy of the City of Barrie</td>
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<td>35</td>
<td>Rowing on Kempenfelt Bay, Courtesy of the City of Barrie</td>
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<td>36</td>
<td>Beach volleyball at Centennial Beach, Courtesy of the City of Barrie</td>
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<td>37</td>
<td>Taking in the City view from the waterfront, Courtesy of the City of Barrie</td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>38</td>
<td>Student charity run, Courtesy of the City of Barrie</td>
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<tr>
<td>39</td>
<td>Construction on Bayfield Street, Courtesy of the City of Barrie</td>
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<tr>
<td>40</td>
<td>Development opportunity on Dunlop Street, Courtesy of the City of Barrie</td>
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<td>23</td>
</tr>
<tr>
<td>41</td>
<td>Berczy Park, Courtesy of the City of Barrie</td>
<td></td>
<td>23</td>
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<tr>
<td>42</td>
<td>Shutters Restaurant, Courtesy of the City of Barrie</td>
<td></td>
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</tr>
<tr>
<td>43</td>
<td>View inside Queen’s Park, Courtesy of the City of Barrie</td>
<td></td>
<td>23</td>
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<tr>
<td>44</td>
<td>Caribana parade, Courtesy of Karen Fox</td>
<td></td>
<td>25</td>
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<tr>
<td>45</td>
<td>Remembrance Day parade, Courtesy of the City of Barrie</td>
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<td>46</td>
<td>Dunlop Street East, Courtesy of the City of Barrie</td>
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<tr>
<td>47</td>
<td>Diving at Centennial Beach, Courtesy of the City of Barrie</td>
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<tr>
<td>48</td>
<td>Historic neighbourhoods streetscape, Courtesy of the HNS Community Committee</td>
<td></td>
<td>25</td>
</tr>
</tbody>
</table>
APPENDIX 6: List of Pictures

49 Fishing in Kempenfelt Bay, Courtesy of the City of Barrie.................................................................25
50 Berczy Park, Courtesy of the HNS Community Committee.................................................................25
51 Barrie marina traffic, Courtesy of the City of Barrie........................................................................25
52 Queens Park Armoury, Courtesy of the City of Barrie.................................................................25
53 Skateboarding in the skate park, Courtesy of the City of Barrie.........................................................25
54 Rowing on Kempenfelt Bay, Courtesy of the City of Barrie...............................................................32
55 Dunlop Street East, Courtesy of Karen Fox.........................................................................................32
56 Integrating the old with the new, Courtesy of the City of Barrie......................................................32
57 Kids playing at the park, Courtesy of the City of Barrie.................................................................32
58 MacLaren Art Centre—The Thinker, Courtesy of the City of Barrie..................................................32
59 Heritage home in Allandale, Courtesy of the City of Barrie.............................................................32
60 Downtown lights at night, Courtesy of Karen Fox..............................................................................32
61 Kids carving pumpkins at the Farmer’s Market, Courtesy of the City of Barrie..........................32
62 Southshore Centre at night, Courtesy of the City of Barrie...............................................................32
63 Heritage Park splash-pad, Courtesy of the City of Barrie...............................................................32
REFERENCES

1. Heritage Matters, Ontario Heritage Trust, November 2007
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3. HNS Neighbourhood Survey, Results from Winter 2010 Survey (February 2010)
   HNS Neighbourhood Workshop, Results from Winter 2010 Workshops (February 2010)
FIGURE 1
The Urban Growth Centre
and the Intensification Study Corridors and Nodes

Legend
- Neighbourhood Boundary
- Urban Growth Centre - 150 persons/jobs per ha.
- Major Transit Station - 40-120 units per ha.

INTENSIFICATION STUDY
- Primary Corridor - 50 units per ha.
- Primary Node - 40-120 units per ha.
- Secondary Corridor - 50 units per ha.
- Secondary Node - 40-120 units per ha.
**Legend**

**Vision for future development**

- **Primarily Residential**
  - Future growth expected to be primarily small-scale residential infill
  - Significant change to the residential character is not anticipated

- **Transitional Area**
  - Growing mix of housing and range of services
  - Future growth expected along collector roads and intersections, on vacant lots and underutilized sites
  - Medium-scale development considered acceptable provided good urban design and architectural standards

- **Significant Transitional Area**
  - Future growth expected along major arterial roads and intersections, vacant lots and underutilized sites
  - Medium-scale to higher-scale development considered acceptable provided good urban design and architectural standards
FIGURE 3
Historic Neighbourhoods: Road Needs Map

LEGEND

Road Needs Map
Reconstruction  Level 3 Rehabilitation  Level 2 Rehabilitation  Crack Seal

1 - 3 years (2010 to 2012)

4 - 6 years (2013 to 2015)

Note: These needs are continually monitored and may change. Actual projects approved in the City’s Capital Plan are recommended based on the most current data that the City has, filtered in the context of risk and affordability.