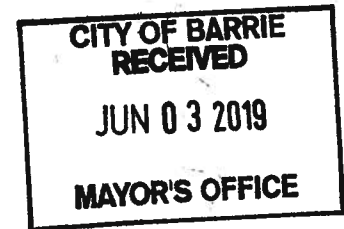


3 June 2019

Mayor and Council,
Legislative and Court Services
City of Barrie



Dear Mr. Mayor and City Council Members:

Re: Proposed Development, 435 Big Bay Point Road, File #D14-1668

We are the full Southern/ South-Western border of the proposal. As such, our concerns primarily are with the row of 6 units identified as 'Block C' on the Conceptual Site Plan dated 11 February 2019, and its effects on our privacy, our enjoyment of our property, and our property value.

I wish to emphasize the critical importance to us of 2 factors:

1. **Height of the proposed Block C** – The proposed Block C runs the entire depth of our rear yard. At the Neighbourhood Meeting held on 9 May and attended by yourself, Darren Vella, President of Innovative Planning Solutions for the developer, made the commitment that Block C will be a maximum 2 storeys above grade.
The 'Conceptual Elevations – Block C' dated 9 July 2017, provided to and posted on the City website 2 weeks after the Neighbourhood Meeting, shows a 3-storey elevation as viewed from our property. This is not acceptable – it would be totally out-of-scale to the surrounding properties, a massive visual impact to us in particular, and destroy the privacy and enjoyment of our property.
Block C must be limited to 2 storeys above grade as seen from the South and Western perspective. Ideally, this would be a covenant in any Zoning Change By-Law reviewed/ approved by City Council. We would ask for your support in making this happen.
A flat roof (as depicted in the 'Sample Renders', p7 of the Neighbourhood Meeting slides) would add greatly to the aesthetic, and integration with the neighbouring properties
2. **Second-story balconies over the rear yard area of the proposed Block C** – Combined with the proposed reduction in rear yard setback from 7 meters to 5.3 meters, balconies on the South side of Block C would be a further intrusion (2-3 meters?) to the property line and would be well above the height of any boundary fencing or landscaping; all would be overlooking the full depth of our rear yard. This would further negatively impact our privacy and enjoyment of our property.
Any second-story balconies should be built on the North/ North-West face of Block C. Landscaping of the Northern line with the adjacent property on Big Bay Point Road could alleviate many of their concerns as well.

We thank you for consideration of our comments and concerns

Barry + Evelyn Wilson

Barry and Evelyn Wilson

cc: Bailey Chabot, Planner, City of Barrie

April 18, 2019

Ms. Bailey Chabot
Planner
Planning & Building Service Department
City of Barrie
P.O. Box 400
Barrie, Ontario
L4M 3T5

Dear Ms. Chabot:

ZONING BY-LAW AMENDMENT – D14-1668
435 BIG BAY POINT ROAD
CITY OF BARRIE

Thank you for circulating a request for comments on the above-noted development application. The Zoning By-law Amendment is to rezone existing Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling Second Density with Special Provisions (RM2-[SP-XXX]) to permit the development of 19 block/cluster townhouse units. Special Provisions are to allow for: reduced rear yard setback, permission of tandem parking, an increase in the maximum density, and a decrease in the landscape strip required adjacent to parking.

Planning staff have no objections to the amendments.

Should you require additional information, please do not hesitate to contact this office.

Sincerely,



Vivian Chan, MCIP, RPP
Planner



Date: March 29th , 2019

Attention: Bailey Chabot

RE: Request for Comments

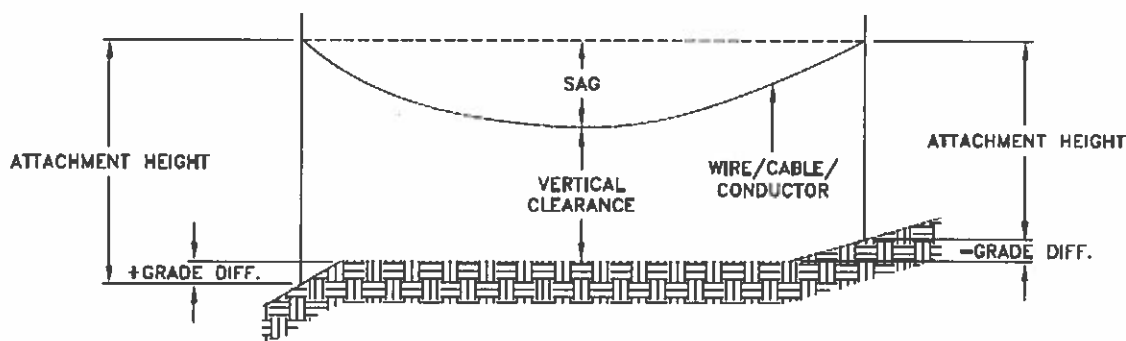
File No.: D14-1668

Related Files:

Applicant: ADA Custom Homes Ltd.

Location 435 Big Bay Point Road

LOCATION OF WIRES, CABLES OR CONDUCTORS	SYSTEM VOLTAGE			
	SPAN GUYS AND COMMUNICATIONS WIRES	UP TO 600V AND NEUTRAL	4.16/2.4kV TO 27.6/16kV (SEE NOTE 1)	44kV
	MINIMUM VERTICAL CLEARANCES (SEE NOTE 2)			
OVER OR ALONGSIDE ROADS, DRIVEWAYS OR LANDS ACCESSIBLE TO <u>VEHICLES</u>	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO <u>PEDESTRIANS</u> AND <u>BICYCLES</u> ONLY	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT <u>RAILWAY CROSSINGS</u>	730cm	730cm	760cm	810cm



MINIMUM ATTACHMENT HEIGHT = MAXIMUM SAG
 + MINIMUM VERTICAL CLEARANCE (FROM ABOVE TABLE)
 + GRADE DIFFERENCE
 + 0.3m (VEHICLE OR RAILWAY LOCATION)
 + SNOW DEPTH (PEDESTRIAN LOCATION, SEE NOTE 3)

NOTES:

1. THE MULTIGROUNDED SYSTEM NEUTRAL HAS THE SAME CLEARANCE AS THE 600V SYSTEM.
2. THE VERTICAL CLEARANCES IN THE ABOVE TABLE ARE UNDER MAXIMUM SAG CONDITIONS.
3. REFER TO CSA STANDARD C22.3 No.1, ANNEX D FOR LOCAL SNOW DEPTH VALUES.
4. ALL CLEARANCES ARE IN ACCORDANCE TO CSA STANDARD C22.3.

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
810cm	27'-0"
760cm	25'-4"
730cm	24'-4"
520cm	17'-4"
480cm	16'-0"
442cm	15'-5"
370cm	12'-4"
340cm	11'-4"
310cm	10'-4"
250cm	8'-4"

REFERENCES

SAGS AND TENSIONS SECTION 02

MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

ORIGINAL ISSUE DATE: 2010-DEC-24 REVISION NO: R1 REVISION DATE: 2012-JAN-09

Certificate of Approval	
This construction Standard meets the safety requirements of Section 4 of Regulation 22/04	
Joe Crozier, P.Eng.	2012-JAN-09
Name	Date
P.Eng. Approval By:	Joe Crozier



Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8
Canada

March 27, 2019

Bailey Chabot, B.Sc., M.Pl
Planner
City of Barrie
Planning & Building Services
70 Collier Street, PO Box 400
Barrie, ON L4M 4T5

Dear Bailey,

Re: Zoning By-law Amendment
ADA Custom Homes Ltd.
435 Big Bay Point Road
City of Barrie
File No.: D14-1668

Enbridge Gas Inc. does not object to the proposed application(s).

Enbridge Gas Inc. reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in cursive script that reads 'Alice Coleman'.

Alice Coleman
Municipal Planning Coordinator
Long Range Distribution Planning

ENBRIDGE GAS INC.
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com
Safety. Integrity. Respect.

13 May, 2019

Bailey Chabot,

Dear *Bailey*

ADA Homes Ltd. has applied for Rezoning for a proposed development at 435 Big Bay Point Road in Ward 9.

I am writing to you as a concerned senior citizen about this proposed development. I feel that the 19-unit proposal for this particular parcel of land is far too dense. It abuts onto Lover's Creek with its steep embankment, which causes environmental concerns, particularly when the current mature trees are removed to make room for the 15 town houses and 4 apartments. The trees anchor the soil, prevent erosion, and provide shelter for plentiful local wildlife. I have seen deer, beavers, coyotes, muskrats, rabbits, wild turkeys, geese, ducks, fish, foxes, turtles in that area during my walks along the creek. During the spring melts, the water table becomes relatively high, which will then have the potential to cause flooding upstream, as noted already with the constantly running sump pumps this year.

I am also concerned about the snow removal during the winter months. There are supposed to be 21 parking spots for the residents of the 19 units. In such a compact space, where will the snow, with its ingrained sand and salt be put? In my opinion, lots of sand and salt will find its way into the Creek with potential detrimental impact on the animals and plants.

Due to the heavily populated space, the traffic flow to and from the complex on Big Bay Point Road (BBPR) will be significantly impacted. BBPR is heavily travelled already, Concern about west bound traffic turning into the development and traffic being hemmed in who wish to depart the development and wish to turn left to the west will cause chaos in this area.

In closing, I am surprised that the City of Barrie considers this development feasible given the environmental and social impact that is foreseen.

Yours truly,

Monika Sergeant

William A. Sergeant

Monika and Bill Sergeant

Cc: Sergio Morales, Ward 9 Counsellor

Bailey Chabot

From: Peter Levedag
Sent: Thursday, May 16, 2019 1:44 PM
To: Bailey Chabot
Subject: 435 Big Bay Point Road

Bailey,

Thank you for hosting the neighbourhood Ward 9 meeting on May 9th.

I would like to express my concerns regarding the rezoning of the subject property to RM2 with provisions to allow for 19 townhouse dwellings.

First to allow 19 townhouse dwellings on a mere .7 of a hectare is a density far in excess of the character of the neighbourhood. It would detract from the ambience that now exists on the ravine. A more modest proposal of fewer townhomes, such as 6-8, might be much more acceptable. Possible 2 or 3 luxury homes would better fit the area, as being on the ravine is a highly desirable location. Best yet would be to stay as it is.

The area required for parking, both visitor and occupant, is insufficient. Two and three car families seems to be the rule. Efficient snow removal will be impossible with the proposed layout. There is insufficient space in the proposal for either.

The proposal would require the removal of a large number of trees and bushes, primarily evergreens on the bank or on the ravine slope. All this flora plays a major role in stabilizing the bank of the ravine. I suspect that much of the ravine side properties as shown would slump into the ravine in a few years should these trees and bushes be removed.

The area is home to a large and varied wildlife population, both insect, avian and mammalian. The density proposed would seriously inhibit the health and life of these populations which is a feature of the area that current homeowners enjoy and support and are crucial to a healthy environment..

Many homes in the area require almost constant use of sump pumps because of the water table. It is expected that this feature of the area would seriously impact this development.

The traffic on Big Bay Point Road has increased tremendously in the last few years. In the area 435 BBP Rd and Ward it is often impossible to make left turns southward into homes or streets or to turn westward coming onto BBP Rd. This will continue until a middle turning lane is built into BBP Rd and even then will be problematical. Making these turns is often a dangerous proposition. This proposed density will exacerbate the problem.

I trust these concerns will be taken into account.

Sincerely,
Peter Levedag

Vanessa and Joe Campanico

May 16, 2019

Mr. Sergio Morales, Counselor Ward 9
Ms Bailey Chabot, Planner
Service Barrie
City Hall, 1st Floor
70 Collier Street
Barrie ON L4M 4T5

Dear Mr Morales and Ms. Chabot,

We are writing about the proposed development by ADA Homes at 435 Big Bay Point Drive, specifically file # D14-1668 application for rezoning from R2 to RM2 with special provisions. Thank you to the city of Barrie for hosting the Neighbourhood Ward 9 meeting to allow residents to learn about the development. We especially appreciated the extra time spent with Ms. Bailey Chabot after the meeting to further discuss specific concerns. My husband and I

'Block C' and the proposed road. Based on the site plan, the longest part of our property lies adjacent to the western side of the end unit (unit 15) of Block C and it appears the 'road' ends exactly at our fence line with no landscaped buffer. To be clear, our view would be the side of the 2nd story of the first end townhouse unit planned to sit 1.8m from fence line; the sightline continues, panning up the fence line to a view of open space over the driveway and road, allowing a potential view to the garbage receptacles, garbage trucks, and snowplows, and the stacked 'quadraplex' unit which is proposed at a height of 12 metres (perched atop of the existing high elevation of that part of land). Neighbours in the upper back portion of this stacked unit will have a clear view to our backyard as the existing mature trees are proposed to be removed.

The purpose of this email letter is to enter into public record our concerns regarding the development as currently designed and the special provisions requested:

1. Privacy:

This topic relates specifically to the special provision requested by the developer for reduced rear yard setback, in addition to concerns of the lack of landscaped buffer and the planned side yard setback. We purchased our property 21 years ago based on the zoning of the immediate area, paying a premium for our lot size and the large setbacks from our neighbours on all sides, especially the back lot of 435 Big Bay Point. In fact, the only reason we put a fence along our property is that we had young children and a dog. We have immensely enjoyed the privacy we paid for, having a little piece of nature in the city, and sharing a common respect for Lover's Creek with our neighbours. We have watched our neighbours care for the lawn maintenance of this lot to support the elderly owner and avoid calls to the city for grounds crew to mow and manage weed control. Our street has been

kind neighbours to the previous owner. With respect to the proposed site plan and the view which I have described above, we are very concerned we are not only losing the 'feeling' of privacy, we are losing actual privacy with the proposed 1.8m side setback of Block C, and no landscaped buffer for the proposed roadway from our fence. A further reduction of rear yard setback to 5.3m will also move the townhouse structure closer to our house. New owners in the stacked units will be able to see into our lot from their uppers (especially if they are increased to 12m high) and potentially people from the adjacent end unit #15 may have a view into our property, as artist renderings do not depict the side elevation. What is also disappointing is the lack of mature trees to be kept on the property at large which may have served to obscure some of the sightline into our backyard and rear upper windows. Additionally a 1.8 m setback does not allow adequate soil, sun and drainage for any new privacy trees planted by the developer to flourish and reach maturity as a natural screen.

We would like to see a deeper side setback, akin to the 5.3m/7m setback as discussed for the backyards of the units. Our back deck sits approximately 5-6m from the fence line, effectively allowing only 7-8m between property structures. We understand the new owner's right to build within the R2/RM2 guidelines, but this setback pays no respect to our privacy, which our developer charged a premium for over 2 decades ago. Ideally, we would also like to see a landscaped buffer of plantings to obscure the view across the driveway and roadway, which is not planned for in the current design as the road essentially touches our fence line. Section 5.3.3.2 of the bylaw states that 'minimum front, side and rear yard required by law shall be open and unobstructed by a structure from grade level to sky and minimum requirements shall be increased in accordance when (a) any side yard abuts a street, in which case the side yard shall not be less than 3m; (b) where on same lot, a carport or unattached garage, minimum side yard shall not be less than 3m.' So it appears there is some precedent for a reasonable 3m side yard setback (for roadway buffer and side yard), even though in this case it is a street and a structure planned to abut my existing side yard. There also appears to be some reasonable precedent in Section 5.3.5 which discusses setbacks for accessory building/structures: 'no other buildings/structures shall be erected closer than 3m from exterior side lot line.' Section 5.3.7.1 discusses parking areas, describing a minimum width of a 3m landscaped buffer to be provided along abutting lot lines. One could argue that a street (especially the dead end of a street as is the case at our fence line) could easily be used for parking of up to 4 vehicles in front of the end units, which should by law require a 3m landscaped buffer from fence line. I realize these bylaws don't apply exactly, but I am using them to demonstrate reason in the context of our property's proximity to the proposed structure and roadway of this new development.

As a goodwill gesture, we would consider an offer from the developer to plant reasonably mature or fast growing trees which complement the landscaping on our side of the fence line to amend this issue of privacy if the City of Barrie cannot enforce adjustments to the proposed site plan. Without an effort from ADA Homes to rectify the issue of privacy for us, we will pursue appeals with the Ontario Municipal Board.

2. Run off and drainage

Information given at the meeting stated that each property must have adequate drainage in so far that it does not run into neighbouring properties. Obviously engineering consultation and design would be addressing this. However, it has been our experience with the grading and sloped elevation of the lots along this portion of Chalmers Drive (especially ours), 'mother nature' has her own set of laws. Changes, whether environmental such as extreme rain or heavy snow years, or manmade such as the installation of pools or landscaping has affected it, and over the years we have seen some significant increases in output from our sump pumps, based on a system designed almost 25 years ago. The concern is that a development of this scale, despite engineering efforts and city laws, will result in increased drainage, with the potential for flooding our structure and saturating our property. We, along with _____, have endured significant increases in sump pump activity over the last few years. This spring, our pumps have been actively running 24/7. Unfortunately _____ dealt with a major flood of their basement just weeks ago. Given the age of our structure, the engineering/building codes of years ago, and the natural increased output we've seen, the threat of flooding feels very real to us. What guarantees can the builder or city offer to ensure beyond a shadow of doubt that run off will not flow towards our property? Furthermore, what consideration has snow removal practices given to this concern (as I will address in the next point).

3. Snow Removal Practices

Based on the site plan, a proposed road will abut our fence line at the top of our property. Our backyard grade slopes down toward our house and onward towards our neighbour at 22 Chalmers Dr (recently flooded). Given the size of the proposed road, limited space to push/dump snow, and consideration of environmental concerns for run-off into the creek (opposite to our end of the development), it seems very likely that snow will be deposited on/near the top of our property, at the highest point, from which salt, sand and water will seep during spring thaw. This load will exert extra pressure onto our sump pump and foundation, increasing risk of basement flooding, and potentially affect the ecology of our garden.

Although I understand there are guidelines governing snow removal practices, I have concerns with it being a private snow removal company. In my experience as GM of a large big box retail store with various dealings with private snow removal companies (of similar size) it's been shown time and again that speed and productivity govern their actions, not best practices. Holding these companies accountable to proper practices, to avoid damage to our property, will push the burden on us and at our legal expense. We are not a large business with leverage on this issue. This is an unfair burden to place on us as pre-existing neighbours and long-standing residents of the city. Furthermore, the noise of snow removal vehicles at early morning hours will be very disruptive to the bedrooms at the back of our home given the close proximity of the proposed road. A road adjoining our fence with no buffer or planned/enforced site for snow banks seems inconsiderate and puts our property

at risk physically, while also increasing noise pollution. I would like to see a change to the site plan to respect these risks and the burden it unduly puts on us.

4. Environmental Impact

The environmental survey furnished by the developer lists wildlife which “may be present within the study area”. This includes: bat maternity colonies; bald eagle and osprey nesting, foraging and perching habitat; amphibian breeding habitat; and rare wildlife species. They mention species at risk, naming butternut; barn swallow; little brown myotis (bat) and northern myotis (bat). The little brown bat was listed as an endangered species by the Committee on the Status of Endangered Wildlife in Canada in February 2012, with a 99% prediction of local extinction (by Frick et al, 2010). The northern bat was considered a threatened species by the USFWS in 2014. It is noted these bats are vulnerable near moving vehicles on roads as they forage and cross. We regularly witness bats at night when we sit out in the backyard. They are not a nuisance to us, as they have had access to ample tree cover, and we enjoy the fact that their presence manages the local mosquito population (important in this day and age of West Nile virus). However, removal of such a vast quantity of trees may result in increased vulnerability of these creatures, or force them to nest in human structures, which would become a nuisance. What actions is the developer or city taking to protect the species and ecology of this site? What actions is the developer taking to be a good steward of the butternut tree, which has been endangered since 2008, with less than 13000 scattered trees in Ontario?

Air pollution from the volume of vehicles allotted to this development will also have an environmental impact. Ground level ozone can reduce the growth and productivity of vegetation and injure flowers and shrubs, contributing to forest decline, according to Environment and Climate Change Canada. Fish and wildlife are also impacted with the increasing acidity of water bodies resulting from localized pollution and the changed ecosystem.

It is an oversimplification to believe that all flora and fauna will shift and re-generate in the newly assigned city creek area. In fact, concentration of species may accelerate their decline. Removal of tree habitats and the addition of asphalt, building materials, vehicular pollution and lawn chemicals (which are not policed), increase the risk for significant ecological changes to this part of the Lover’s Creek and the City’s ecosystem in general. A gentleman noted at the meeting, the Lake Simcoe Conservation Authority states on their website that chlorine and phosphorous levels in the creek are 50% above guidelines. Mr. Morales countered that the standards were tightened 2 years ago which shifted these pollution facts from acceptable to now dangerous. The fact remains, they are higher than recommended by experts who have created guidelines to protect human and wildlife.

The City’s statement of principles outlines ‘Community Context’ with the Environment (section 2.0/2.1). It recognizes that a competitive advantage is its role as a regional centre with a lifestyle afforded by the high quality natural environment, and with a commitment to the preservation of the natural environment including forested areas, wetlands, valley and

stream corridors, air quality and water resources, in consideration of ecosystems and human health. I pray that the city walks this talk in the matter of this development which will add extra risk to the high quality natural environment and serves mainly to support the growth initiatives versus an opportunity to balance 'effective intensification' (sect 1.1.1) with development sensitive to the environment through sound land use, respecting conservation, environmental impacts and the wellbeing of existing residents. What measures is the city taking to address the environmental impact of this development at every stage? How does this development fit into 'sound land use' as balanced with conservation? Does this development need to be this dense or remove that many trees to still contribute to the city's growth initiatives? Does the city ever push back on density to ensure balance? Why does this development have to be 19 units? Wouldn't 10-15 units with trees and natural buffers not be a better quality of life for all involved including the environment? And couldn't the developer ask a better price to fit his economics? What other land uses could be considered on this lot (e.g. low rise senior's building which is sorely lacking in the community)

5. Neighbourhood Quality of Life

Beyond privacy and environmental concerns, one must also address the overall neighbourhood quality of life. It is not just those of us who border the proposed development who will be impacted. Neighbours across Big Bay Point Road, neighbours further down Chalmers Drive who back onto the ravine, and even neighbours on the surrounding streets have enjoyed what this piece of nature has done for our neighbourhood at large. These effects include our quality of air; noise suppression of increasing Big Bay Point traffic; and a sense of peace and calm, which the visual and sounds of trees, wildlife and nature provides, all positively affecting the health and wellness of the neighbourhood. Personally, we have witnessed deer, fox, groundhogs, wild turkeys, and numerous black, red and grey squirrels and chipmunks on the lot and in our backyards. This development takes all of that away. The effect on the human psyche of the community will be big for some and subtle for others, but it will impact.

Municipal planning is based on the physical aspects of community, in particular land use and land relationships in the context of overall health and wellbeing of its population and environment (according to the City of Barrie's Official Plan and Statement of Principles). It also states this in the context of social and economic development, which seems to be the overriding priority and principal in the city's plans. Any natural preservation in the community (which studies show improve health and wellbeing) seems only to be made to justify it as a principle versus a living part of the city's plan. Too often we see 'parkettes' pop up in developments as an after-thought to appease the land use/relationship factor. Rarely do we see planned neighborhoods with nature at the core of the mini-community, and development created in support of it. I ask that the city take a real human look at its development as it reviews planning policies going forward. Socio-economic developments bring a tax base which provides community services and pays for infrastructure, I know. But when all the townhouses and condos have covered every square foot of available space in the city of Barrie, and nothing is left to preserve or expand existing natural spaces, it will be too late to repair the damage to the culture of the city. Density will not have accounted for the future

health and psychological wellbeing of its residents; neighbourhood interactions in shared nature spaces will be sparse, and increases in crime are evident in such environments.

On a personal level, as owners of 24 Chalmers, our quality of life will be impacted. Our backyard view completely changes from a natural setting to an urban setting. The possibility of a 2m right-board fence placed behind our existing fence will be unsightly and do little to provide privacy as discussed above. A 6m span from our deck structure to the side wall of unit #15 will not allow adequate 'breathing' room to enjoy the outdoors from our deck. With an architectural design concept not yet approved, nor the quality of materials disclosed, who knows what the view will be and what future owners of our property will experience. The quality of construction, materials, and upkeep over time will dictate the aesthetic value of this development and potentially affect our property value, as well as the overall enjoyment factor of our backyard. It is heartbreaking to us and we are considering moving from the city of Barrie because of it.

6. Pollution:

Environmental pollution was addressed above, with concerns for the air quality we will breathe with close proximity to the vehicles in this development, as well as concerns for the natural habitat and ecosystem of Lover's Creek. In addition to pollution from carbon, ground level ozone, and road salt, noise and light pollution are also real factors with impact on bordering properties, such as ours. Lamp posts to be erected along the road way will allow bright light sources into our properties, and any natural screening as planned will not diffuse these lights. This will illuminate backyards, and rear windows which are family rooms and bedrooms affecting sleep and quality of life 'inside' our homes. Furthermore, noise pollution will have an even bigger factor on our health and wellbeing, in that we'll have to endure prolonged construction noises (with dust/dirt air pollution); weekly garbage removal sounds in our back bedrooms; early morning snow removal sounds; and human and vehicle density noises which 19 homes are sure to bring. In our home, we have shift workers whose sleep and wellbeing will be significantly impacted, especially given the close proximity of one of the structures and the new roadway. The design of this development is not sensitive to this impact on our life (made all the more difficult by the fact that surrounding nature sounds which diffuse noise pollution are being removed). An improved setback from our property and landscaped buffer/mature trees would potentially mitigate some of the aforementioned pollution.

7. Density of Units on C-Block

Although the builder is within rights to built at the density proposed for this site if city planners accept the rezoning and special provisions, the density could be better distributed to lessen the impact on neighbouring properties. For example, reducing the number of units along the south C-Block may allow for more a reasonable setback to our property line, and allow more 'breathing' room to see open space around C-Block instead of the shadow of a long continuous building, covering the complete length of

their back yard. Removing 2 units on C-Block might allow the developer to slightly widen the remaining units and charge a higher price point for square footage. Adding 1-2 units to the block adjacent to the ravine would also serve to add extra premium ravine lot prices. Another consideration should be the size of the garbage truck turnaround which seems excessive as designed. Perhaps add extra space to a landscaped buffer or the parkette instead. Lastly in consideration of privacy for the lot's immediate neighbour on Big Bay Point, perhaps the stacked units could be better placed on the ravine side closest to Big Bay Point Road, and the roadway/parking be shifted more adjacent to their lot (and obscured by privacy fencing and landscaping). In this way, the sightline to the stacked units from all affected properties is also minimized and the stack-unit owners have a desirable ravine setting.

8. Traffic impact on Big Bay Point

It almost goes without saying the impact that 38+ additional vehicles will have on Big Bay Point as they attempt to enter and exit the complex each day. In fact, new residents should be alerted to this inconvenience in preparation for the extensive wait time they will experience as they attempt to navigate the four lanes of Big Bay Point. This road has become an arterial road for the southeast corner of Barrie, due to become busier as the Highway 400/Harvey overpass is completed, Friday Harbour development is done and seasonal traffic reaches its max. Neighbours living on Big Bay Point Road report up to a 10 minute wait to make a westbound turn from the south side or an eastbound turn from the north side. Chalmers Drive and our neighbouring streets face this challenge daily as we exit from Ward Drive. I have personally waited significant lengths of time, or decided to turnaround to access Big Bay Point more safely from Loon Avenue or Huronia Rd (these are the only 2 streets other than Ward that access Big Bay Point). Notably, residential street traffic flow shifts when Big Bay Point, Mapleview, or Huronia is backed up (which is more often than not the last few years), with vehicles cutting through our neighbourhood via Huronia to Loon, to exit onto Big Bay Point eastbound to the communities on the other side of Yonge Street. In fact the city occasionally installs large speed humps on Loon to reduce speeds due to these short-cut drivers. It's also evidenced by the longer line of vehicles on Loon at the stoplight, which increased most notably when construction on Mapleview was forcing drivers north on Huronia to Big Bay Point a couple of years ago. Since then, it has become a favoured short-cut for those living to the east of Painswick.

What measures is the city taking to better manage traffic flow and safety through this area? Are there plans to manage traffic flow along Big Bay Point and support our neighbourhood by installing traffic lights at the corner of Ward Ave and Big Bay Point Rd? We believe timed lights would allow fair traffic flow along Big Bay Point while also giving the tributary roads safe access onto Big Bay Point Rd. This may not fully solve the extended wait time the townhouse and Big Bay Point residents face, but it will manage flow, giving them a better/safer chance to cross traffic.

9. Property Value Impact

As mentioned in the 'Quality of Life' section above, the quality of design, building material, and planning decisions on the special provision requests will impact the land relationship to our property and by extension our property value. Additionally, condo homeowners often buy these units for investment purposes, renting them out as income property, which lends itself to less pride in ownership and a lower standard of property maintenance by the renter. These factors, along with the many listed above, sitting adjacent to our premium property, will serve to keep our property value static or perhaps depressed depending on the extent of these factors (i.e. short setback; run down structure condition; noise pollution, etc). As homeowners facing such a major change to our quality of life, and now considering selling as a result, the impact to our property value feels like salt in a wound. Can the developer host a public preview of structure and material designs? Can the developer disclose to neighbouring properties the percentage of his units sold as investment income?

10. The Human Impact: My story.

I understand the city's long term population goal for growth is 210,000 by 2031, which requires densification in key neighbourhoods. Intensification, mixed land use and increased density represent an opportunity for development to meet goals as laid out by the Growth Plan. However, growth objectives must also be sensitive to relationships. Land relationships are in consideration of the wellbeing of existing population and respect for the environmental impact. One would assume that is enough to factor in the human component but it isn't. Perhaps a better description should be used within the statement of principles, with a re-wording and clearer perspective: 'Human relationship land use'.

Well-being is a phrase used in the city's guiding principles. It is defined as 'the state of being comfortable, healthy and happy.' ^{Chalmers Drive, directly adjacent to} the proposed site plan, we do not find ourselves comfortable with the proximity of the proposed structures and road; nor happy about the impact to the natural habitat of the area or potential threat to our property (drainage/flooding; pollution; property value and quality of life). But on a very personal note, I feel compelled to share how the natural environment of the site and Lovers Creek has personally impacted my health journey. In 2016 I underwent an 11 hour radical breast cancer surgery which required 4 months of intensive recovery which affected mobility, with ongoing rehabilitation and health implications which affect me to this day. As with any major illness or surgery, it not only takes a toll on one physically, it affects one's mental health, which in itself is a key to fostering physical healing. In my case, it prohibited my ability to get out into the community, go for walks along the sidewalk or the lakeshore. The saving grace was being able to sit out on my deck and take in the sights and sounds of the natural environment to restore my spirit and allow me to breathe the fresh air filtered by the trees. It meant my life was more than just the 4 walls of my home or the cancer taken from my body. In my journals, I describe the mature trees (now slated to be removed), as 'soldiers' protecting me from the harsh reality of the disease, the surgery, and

the outside world. The swaying branches and nature sounds replaced the negative voices in my head. The fall colours reminded me about change and transformation. The excited wildlife preparing for winter reminded me about resiliency. Had I faced this health journey in the shadow of townhouses with little privacy from eyes who could see me sit out on my deck and meditate in my bathrobe and with no nature to protect and nourish me, I would not have the 'well-being' I have today despite the struggle I've faced.

It's not lost on me that the very land on was once Chalmers farmland and before that, likely lush forests that were cleared for farming. I understand the cost and necessity of growth but the difference remains that we are now clearing the last of the lands, without consideration for protecting the remaining nature. I am asking for sensitivity to restore and protect any natural aspects for our continued well-being; consideration of setbacks and natural screenings to protect our privacy; and retaining any natural aspects which would preserve a sense of well-being in our established and caring neighbourhood, as evidenced by the turnout of residents at the recent meeting. It gave me a great sense of community to hear neighbours, even those who will not be affected directly, speak to these concerns. 'My neighbours worries are my worries' is not a philosophy found readily in dense, indifferent urban centers, but it is found in our neighbourhood. I ask that the city of Barrie carefully consider these concerns, our recommendations and questions regarding this re-zoning application from ADA Homes, and, on a broader scale, bring these types of decisions into the context of community well-being and 'human relationship land use' within the official plan and statement of principles.

Sincerely,

Vanessa and Joe Campanico

Bailey Chabot

From: PETER LEVEDAG
Sent: Sunday, May 19, 2019 2:32 PM
To: Sergio Morales
Cc: Bailey Chabot
Subject: 435 Big Bay Point Road

Sergio,

I expect that you have received a copy of my E Mail to Bailey Chabot, BarriePlanning Department, expressing my concerns with the Proposed By Law Amendment which would permit 19 townhouses on the subject lot.

First there is a disturbing concern that this is a done deal. Hopefully not.

Although I am not opposed to some development on the site; perhaps 6 - 8 townhouses, I think 19 townhouses on 0.7 hectares in this area is nonsense. One just has to look at the Google Earth view of the lot (attached), to see that this proposal is completely inappropriate. The outline of the lot is not hard to distinguish. Note, for example, the number of trees that would need to be removed and the proximity of the bank.

It appears that the greed of the city for more tax money and the developer for excessive profit knows no bounds. I would recommend the developer be advised to come up with a more modest proposal which may be given a more favourable view by the city and the neighbourhood.

The concerns I raised in my letter to Bailey remain but most would be ameliorated by a more modest development. Please bring these concerns to the attention of council. Your rejection of the proposal as it stands is solicited.

Sincerely,
Peter Levedag



20 May 2019

Sergio Morales,
Councillor, Ward 9
City of Barrie

Bailey Chabot, Planner
Planning & Building Services Department
City of Barrie

Dear Mr. Morales and Ms Chabot:

Re: Proposed Development, 435 Big Bay Point Road, File #D14-1668

Thank you for hosting the Neighbourhood Meeting on 9 May 2019 regarding the proposed development.

We are the _____ along the entire Southern border of the proposal. As such, our concerns primarily are with the row of 6 units identified as 'Block C' on the Conceptual Site Plan.

A Conceptual Plan/ Drawing that includes an overlay with the immediate adjacent houses to the South, West and North-West would be very helpful.

Our concerns are as follow:

1. *The developer is looking for Special Provision to allow for a Rear Yard Setback and Secondary Means of Egress reduction from the required 7 meters to 5.3 meters.* The adjacent homes on Chalmers Drive are on the outside of a crescent. With the shape of our property and siting of our home on the property, the full depth of our rear yard would be exposed. Further, our entire field of vision from our kitchen windows, our eating area, our living room, our bedroom, and our deck (the areas where we all spend the most time) is taken up by Block C
2. *Will the proposed Block C have second-story balconies over the rear yard area?* If so, and combined with any reduction in the rear yard setback, this would further negatively impact enjoyment of our property. Balconies on this South side would be a further intrusion (2-3 meters?) to the property line and would be well above any boundary fencing or landscaping; all would be overlooking the full depth of our rear yard
3. *Height of the proposed Block C* – we are pleased by the commitment from Darren Vella of Innovative Planning Solutions at the Neighbourhood Meeting that Block C will be a maximum 2 storeys above grade. At what stage would this be confirmed and fully committed to by the developer? A flat roof (as depicted in the

'Sample Renders', p7 of the Meeting slides) would add greatly to the aesthetic, and integration with the neighbouring properties

4. *The side yard setback of 1.8 meters, Western side of Block C.* While meeting minimum City of Barrie requirements, again with the shape of our property and the angle of our home, the full side wall of Block C is quite close to our home and is in our full frame of vision
Our neighbours also expressed major concern about snow from the private road and parking areas potentially being piled against the boundary fence, and ensuing run-off coming onto their property
5. *Drainage.* All documents presented in favour of and outlining the proposal concentrate strictly within the subject property boundaries. It should be noted that the land also slopes from North to South, and that there is a continuing drop in grade onto our property. Will there be a swale along the rear yards of Block C to direct water away from our property?

A reduction of 1-2 units in Block C could go far to ease many of these concerns. Re-arrangement of unit area floor space possibly could mean that the full rear yard setback requirement of 7 meters then could be met, and that the minimum side yard setback could be increased. The City density requirement possibly then could be met as well, negating the need for the special provision request.

Any second-story balconies should be built on the North/ North-West face of Block C. Landscaping of the Northern line with the adjacent property on Big Bay Point Road could alleviate many of their concerns as well.

As per the Public Notice by the City, we wish to be notified of the decisions of the Council of the Corporation of the City of Barrie in respect to the proposed Amendment to the Zoning By-law.

We thank you for consideration of our comments and concerns; if you have any questions, please do not hesitate to call. Please feel free to share this letter with the developer and his agents.

A handwritten signature in cursive script that reads "Barry & Evelyn Wilson". The ink is dark and the signature is fluid.

Barry and Evelyn Wilson

22 May, 2019

Legislative Services Branch,
City Hall, 70 Collier Street
P.O. Box 400, Barrie, ON, L4M 4T5

To Whom It May Concern:

I am writing to you as a concerned citizen about the proposed development at 435 Big Bay Point Road in Ward 9 - file D14-1668 – which is currently zoned R1 but ADA Homes Ltd want to change it to RM2.

I note that ADA Homes Ltd is applying for several amendments to zoning by-laws for their proposed development. I feel that the by-laws were written to maintain a reasonable standard for everyone to abide by within Barrie. The 19-unit proposal for this particular parcel of land is far too dense. It abuts onto Lover's Creek with its steep embankment, which causes environmental concerns, particularly when the current mature trees are to be removed to make room for the 15 town houses and 4 stacked townhouses. The zoning of the parcel of land should stay as R1. Greed is motivating ADA Homes Ltd to ask for extra high density RM2 zoning. These by-laws were put in place by the City so that excessive density would not be authorized.

The extra high density of 42.3 units/Ha that they are requesting raises many concerns. The current upper limit for high density accommodation is already too high. What ADA is proposing will severely impact the private space for all people living at this development, as well as the neighbours who have been living in this area for 20+ years and paid a premium for the lots that they own because it had green space and a natural ravine setting next to Lover's Creek. If ADA do away with the large mature trees to build, it will reduce the shade, cause erosion, and increase the noise that will be transmitted from the 19 dwellings. It has been shown that green space is very important and beneficial for health and in particular mental anxiety issues.

The large number of existing mature trees anchor the soil, prevent erosion, and provide shelter for plentiful local wildlife. I have seen deer, beavers, opossums, coyotes, muskrats, rabbits, skunks, wild turkeys, geese, ducks, fish, foxes, turtles in that area during my walks along the creek. It is a thriving environment that needs to be sustained and nurtured, not cut down and dumped upon. With all the current awareness of environmental impact and our footprint we certainly urge the city and planning department to relook at this large development proposal for such a small space. Society seems to have more concern and respect about housing animals in factory farms than it does for humans; is this the right way to proceed with our city's developments? I urge you to reconsider and deny this proposal.

Due to the densely populated space, the traffic flow to and from the complex on Big Bay Point Road (BBPR) will be significantly impacted. BBPR is heavily travelled already, I have concerns about west bound traffic turning into the development and traffic being hemmed in who wish to depart the development and also for those who wish to turn left to the west will cause chaos in this area.

Environmental concerns – what is being done to promote recycling programs in this development? Considering the very limited space for recycling bins and compost bins as noted in the site plan, it will be difficult for the tenants to put out bins for local pick up unless the recycling trucks enter the development. If they do, it will be dangerous for them to turn around in the very limited space allocated. Safety of small children would be compromised as the turnaround area for garbage trucks is close to a small playground as noted in the plans provided. Perhaps this is just an oversight, however; it certainly does not make for providing a stimulating outdoor experience for our youngest citizens.

It is also noted that there are no indications on the site plans to plant either coniferous or deciduous trees on the property. Normally, there is some requirement to replant trees. The disappearing green space including the landscape strip, this is being reduced from 3.0 m to 1.0m. This impacts drainage during heavy rains and snow removal in the winter. ADA Homes Ltd wants to do away with the landscape strip because there is not enough land to put in something that would resemble nature.

I am also concerned about snow removal during the winter months. There are supposed to be 21 parking spots for the residents of the 19 units. In such a compact space, where will the snow, with its ingrained sand and salt, be put? In my opinion, lots of sand and salt will find its way into the Creek with potential detrimental impact on the animals and plants.

Lack of Privacy – The rear yard setback should remain at 7.0 m but the developer wishes to squeeze it down to 5.3 m. This reduced space may entice the new occupants to expand their properties onto land owned by others for over 20 years. The existing land owners at the side and rear of the development will lose their privacy, and will certainly have more noise, perhaps even barking dogs, to contend with instead of the quiet solitude that currently exists.

Tandem Parking – The request for tandem parking may create traffic problems. Even in normal residential areas, families sometimes have more than 2 cars. What will happen if the new occupants have more than two vehicles – there is no space planned for them. There is no space planned for visitor parking. And currently with BBPR being a busy thoroughfare and planned to get busier once the Harvie Road interchange opens and Friday Harbour reaches its maximum, the exit from the development will become restricted if not downright dangerous. Parking on BBPR, or even vehicles standing there for short periods, causes traffic chaos. It is not a good location for another stop light either. A traffic study needs to be done for this location.

In closing, I am surprised that the City of Barrie considers this development proposal feasible given the environmental and social impact that is foreseen.

Yours truly,

A handwritten signature in cursive script, reading "William D. Sergeant". The signature is written in dark ink and is positioned above the printed name.

William Sergeant

Cc: Sergio Morales, Ward 9 Counsellor

Bailey Chabot

From: Bill Beattie
Sent: Friday, May 24, 2019 3:50 PM
To: Bailey Chabot
Cc: Jim Harris; Sergio Morales
Subject: Development 435 Big Bay Point Road

To whom it may concern: I am objecting to this development and any others that are based on intensification to existing residential areas that have single family dwellings. There is just too many of these developments being placed in existing residential areas in Barrie and turning this beautiful city into a concrete jungle. I was in attendance at the Neighbourhood meeting May 9th., so this is a written summation of my comments and concerns.

The valuation of existing properties will be substantially reduced by this project. Some existing properties when originally purchased had premium values attached to their property due to a view of environmental lands and Lover's Creek. This project would partially obstruct that view.

The only entrance to this project will be off of Big Bay Point Road--a very busy street of traffic. No traffic light is/will be available to this entrance. The future of Big Bay Point Road traffic will be significantly increased when the overpass of the 400 highway is completed.

The stacked townhouses will be an eyesore--variance to 12.0 m high from existing grade.

Inadequate visitor parking is proposed--only 2 spaces for 19 units. The 6 space parking area is used by 4 units of the double stacked townhouses. No excess parking on the laneway access due to a clear path for emergency vehicles.

Snow removal during the peak snow season could be an issue.

Thank you for listening.

William R. Beattie