

From: thomas jackman
Sent: Sunday, September 13, 2020 2:34 PM
To: Sergio Morales <Sergio.Morales@barrie.ca>
Cc: Celeste Kitsemetry <Celeste.Kitsemetry@barrie.ca>
Subject: Tom Jackman - 521 Huronia Rd. Concerns

Hello Sergio and Celeste

There are several issues with the proposed development at 521 Huronia Rd. These would include Environmental infringements, Buffer zones with existing properties, Field views from existing properties, Light mitigation, Noise mitigation, Property drainage of existing properties along with other items. I would however like to start by drawing your attention to the Traffic Impact Study. Let's start there.

"In order to assess the worst case scenario for traffic accessing the development, we have assumed that all trips from the north and to the south would make a u-turn at the adjacent intersections. Our expectation is that drivers will select routes that will avoid the need for a u-turn"

Please refer to 4.2 Traffic Assignment in the Traffic Impact Study conducted by JD Northcote Engineering Inc. for the account of the Huronia Barrie Land Inc

Where are these U-turns going to take place exactly?

This is going to cause several concerns at the intersection of Huronia Rd. and Loon Ave.

There is no consideration for pedestrian traffic from the Medical Center and home owners that use the intersection of Huronia Rd. Loon Ave.

There is no consideration for the School pickup zone at Loon Ave. and Gadwall Ave.

Ingress and Egress calculations do not consider delivery traffic, service vehicles, maintenance vehicles.

The study did mention the 95th percentile Queue on left turns onto Huronia Rd south. This will increase.

The Traffic Impact Study is a very bias and chooses to believe there will be minimal impact on the roads and intersection of Huronia Rd. and Loon Ave.

I think that this scenario is a recipe for the same traffic mess we now experience elsewhere in our City of Barrie.

Highway 400 and Mapleview (Bryne Dr.) is a perfect example of planning and consideration that was missed placed.

The irresponsible planning that went into that intersection should not be repeated.

I strongly urge council to take a closer look at the RIRO (Right in/Right out) proposal for this development and the Traffic impact it will have on this area.

I would appreciate a response to this concern.

Yours,
Tom Jackman

-----Original Message-----

From: Florita Wallace

Sent: September 14, 2020 3:57 PM

To: cityclerks <cityclerks@barrie.ca>

Subject: Official plan amendment to zoning by-law 521 Huronia rd Barrie

To who it may concern,

. I along with my children have enjoyed living in this property since 2001. We purchased this property because it is backing onto an environmentally protected ravine. Our backyard is open to the forest and we have enjoyed multitudes of nature in our backyard. All throughout the years we have seen herd of deer, rafters of wild turkey, band of chayotes, parliament of owls, nurseries of raccoons, leash of red foxes, even brown bears. Also the odd snakes and turtles. Not to mention flocks of birds mostly chickadees, rose breasted grosbeak, blue jays, robins, yellow finches, cardinals, mourning birds and more. For these reasons, I would like the City of Barrie not to allow the development of this new subdivision. It will greatly impact the habitat of these animals. As we all know the City of Barrie had been developed for residential purposes in lightning speed. The trees that lined our backyard have been there even before our subdivision have been build. These are 30-40 years of deciduous and pine trees that provide oxygen to people who resides here as well as block noise pollution from Huronia road and the railway. Construction usually takes 2-3 years before it gets completed. Therefore, the noise and traffic chaos will greatly affect the residents of Loon Avenue.

Please consider not changing the zoning by-law for this new development as the results will not be favourable to existing residents of Loon Avenue.

For your consideration,

Flo Wallace,

Sent from my iPad

From: Michel Baillargeon
Sent: September 15, 2020 10:52 AM
To: cityclerks <cityclerks@barrie.ca>
Subject: Zoning by-law file D09-OPA082, D14-1700 (Huronion - Loon)

To whom it may concern,

Good morning,

I would like to express my objection to the said proposed ammendment. This change will affect the wildlife in the area. First off i'm first nation's and have all of my life had to deal with promises and assured of good resolve. However as the years progressed I keep on being told about reconciliation. It never happens. Instead the land and water gets destrpyed. There is always someone trying to say don't worry we'll give you this and it will be all good. It's all for the good of all. Let me tell you my community is now at risk the wildlife has no where to go. Our houses are going to be at risk of being flooded. They say the land is protected but are they really until someone decides they are not. Now I'm going to have a road in front of me and one in the back of me. The road behind me is supposedly an emergency road. However I am under suspicion that will change after they realize with more units being built that they will need to make it a regular passage way to keep from other entries from being congested. We say no to the ammendment.

Michel Baillargeon
Lynette Baillargeon
Aleah Baillargeon
Jordan Baillargeon

From: Lyn Baillargeon
Sent: September 15, 2020 11:40 AM
To: cityclerks <cityclerks@barrie.ca>
Subject: Proposed development 521 Huronia Avenue

I object to the proposed changes.

We received only today further changes to the proposed site plan, which is not enough time to make any informed response. I don't believe all the information has been provided.

I now will have very busy roads in front of my property and in the back. The wildlife and environmental protected land will be significantly impacted, not mention the chance of flooding and damage to our property value.

Lynette Baillargeon

From: Bob Cole
Sent: Wednesday, July 08, 2020 2:40 PM
To: Celeste Kitsemetry <Celeste.Kitsemetry@barrie.ca>
Subject: D09-OPA082, D14-1700

With the potential of 100 to 150 cars noisily passing our backyards twice a day and the flashing headlights across our bedroom windows starting at 4:00 am, will an 8 foot concrete fence be installed on the property line to lower this impact on residents?

Thank you
Bob

September 9, 2020

Roy Carretta

Sent via email only to:

celeste.kitsetmetry@barrie.ca

cityclerks@barrie.ca

sergio.morales@barrie.ca

Ms. Celeste Kitsetmetry, Senior Planner
Development Services Department - Planning
City of Barrie, 70 Collier Street, P.O. Box 400
Barrie, Ontario, L4M 4T5
705-739-4220, Ext. 4430
celeste.kitsetmetry@barrie.ca

RE: Official Plan Amendment and Amendment to the Zoning By-law - 521 Huronia Road, Barrie.
Your File: D09-OPA082, D14-1700

Dear Ms. Kitsetmetry, Mr. Sergio Morales and Council Members,

For the record, I am opposed to the Zoning By-Law Amendments and to the Site Plan layout as proposed by this development.

PREFACE

My name is Roy Carretta and I have resided in Barrie for over 20 years, in the same location, located in a subdivision immediately north of the proposed site development.

With over 20 years of experience in the land development engineering field, working alongside colleagues of engineers of various disciplines, developers and city staff, I would like to outline my observations of this proposed development.

In my humble opinion,
I offer up the following **Summary Commentary** for your consideration:

SUMMARY COMMENTARY

General

More often than not, we forget that we live in a great city that offers natural elements not easily found anywhere else. We fail to realize that as stewards of this great city, we have an obligation to keep Barrie's uniqueness and not let it become a mini Toronto which is what is happening now.

The errors in the planning of the Highway 400 commercial zone area at the south end of the city is a constant reminder of what happens when design elements are implemented to minimum standards and high density is employed. Although the proposed development is much smaller to scale in comparison, it echoes the same deficiencies and errors that we now have to live with.

This type of harmful planning needs to stop right now in order to fulfill the obligations of employing Best Management Practices that is incumbent of all professionals in all disciplines to help bring a harmony and balance to the development of our beautiful city.

SPECIFIC

Site Plan

(reference: Site Plan – Dwg No. A-1, prepared by We Merchandise Space Inc.
for Huronia Barrie Land Inc. – dated Nov, 2019 with rev 3 dated March 13, 2020 - OPA & ZBA)

1. The overall site plan leaves me with the impression of an extremely busy layout that is very high in density giving very little to no consideration for creating a *balanced site*. This inevitably leads to social degrading patterns and is well documented in many studies.
 - a) Townhome units are proposed with 20' and 16' frontages which gives way to impractical small garages where car doors can not be fully opened.
 - b) The entrance roadway, albeit a private road, only has a 6.50 m wide travelling surface while a municipal road surface typically stands at 8.5 m wide allowing adequate turning and passing clearances.
 - c) The fire laneway does not have a turnaround at the end, forcing emergency vehicles like fire and ambulance to back up in order to get out. While maybe not so crucial for fire, ambulance return travel and police access will be affected.

Breakaway bollards are proposed, this will hinder access time for all emergency vehicles.

2. The site plan layout gives no consideration to the existing homes on Loon Ave that border the northern property line of the development and is not conducive to providing a harmonious balance with existing surrounding residents.
 - a) The proposed *3.0 m wide landscaped buffer* area is not wide enough and will effectively wipe out all of the trees along the northern property limit. The Loon Ave. home owners, that have resided there for over 20 years, will be left with no tree buffer area, ugly sight lines into the new development and will be subjected to noise pollution generated by the proposed roadway.

The physical proximity of the proposed roadway along the northern site development will effectively require the removal of all trees now acting as a buffer to the existing homes on Loon Ave.

Once these trees are removed, they can not be replaced or substituted with any other elements that will provide the same benefit that they now serve.

The property values of all of these existing homes will effectively go down.

- b) The backyard sightlines looking southward by the homeowners that reside along the southside of Gadwall Ave. will also be affected. (please refer to Photos 1 to 5)

have so for over 20 years. My view from my 2nd storey deck captures these beautiful trees – these trees will be effectively removed by the advancement of this development. (please refer to Photos 1 to 5)

One of the main features considered during the purchase of my home was the beautiful view it provided looking onto these trees for which I paid a premium on the sale price of the home.

I have watched these trees grow taller & bigger enhancing my backyard view.

I contacted the planning department during the time of my purchase and they informed me that the trees were environmentally protected.

There are far too many problems with this site plan that are caused by high density issues and the application of far too many minimum standards.

There is no balance in this site plan – there is no harmony with existing surrounding elements in this site plan.

1. Traffic Impact Study

(reference: Traffic Impact Study for Barrie Huronia Land Inc – Draft Report by JD Northcote Engineering Inc – project # JDE - 19070, dated March 2, 2020)

The following comments are in reference to the summary found under part: **6 Summary - page 18 of the report.**

- a) Item no. 1 of the summary suggests that *“the proposed development is expected to generate a total of 50 AM and 62 PM peak hour trips.”*

With a proposed development of 104 units the peak hour trips appear to be under estimated.

Current day observations indicate that an average of at least 2 people will be living in a unit and both these people will need to work to afford the residence. It is common place now to see home owners with 2 to 3 cars parked at a residence.

The traffic impact study does not accurately reflect current day living conditions and hence the projected peak hour trips appear to be low and under estimated.

- b) Items no. 7 & 9 of the summary are conflicting.

While item no. 7 proclaims efficiency in the operation of the site access by employing a, *“right-in-right-out access driveway with one-way stop control for westbound traffic”* item no. 9 recommends placing NO U -Turn signs in both the south bound and north bound lanes of Huronia Rd.

The recommendations of these NO U-TURN signs suggest that problems will arise causing people to shorten their trips by choosing to go south bound on Huronia and then along Maplevue Dr. to major destinations like Costco, Home Depot, Rona and Highway 400.

Not only will people demonstrate completing illegal U-TURNS on Huronia Rd., but they will also use Loon Ave for U-TURNS and the parking lot at Huronia Urgent Care to shorten their trips to the major destinations as indicated above.

Fundamental traffic pattern principals indicate that drivers will choose the fastest route to get to their destinations, that means they will want to travel south along Huronia and then west along Maplevue to reach major destinations like Costco, Home Depot and Highway 400.

The proposed site access design with restricted right-in-right-out access will cause a great deal of driver frustration leading to increased accident potential resulting from illegal U-TURNS on Huronia Rd. and Loon Ave and with increase traffic flow into the Huronia Urgent Care parking lot.

- c) Item no. 10 of the summary suggests that *“the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network”*.

With a proposed development of 104 units where the common observation now is to see residential owners have at least 2 vehicles in possession it is easy to see how an additional 208 vehicles plus an allowance for friends visiting will, cause a significant increase in traffic.

The traffic study does not fully capture the current day reality of the number of vehicles a development will actually create.

An increase of 200 plus vehicles being routed along a path that will increase the travel time to major destinations will have a “significant” impact and to say that it will not is not accurate and does not reflect the current conditions that cannot be measured by traffic counts.

Huron Rd. between Mapleview Dr. and Big Bay Point is currently being taxed with speeding cars, long car queues northbound at the Big Bay Point intersection and unclear daylighting corners at Loon Ave for northbound and southbound turns.

Additionally

- d) The report does not address 2 (two) other existing conditions on Huronia Rd. that will be further aggravated by the proposed development traffic.

- i) The current daylighting corners located at Loon Ave. and Huronia Rd. are currently inadequate as the existing sightlines for northbound and southbound movements are partially obstructed by the existing bus shelter on the south side and trees/shrubs and handrail on the north side.

Additional traffic volume makes turning movements at this intersection more hindered with greater potential for accidents.

- ii) Sections of Huronia Rd. between Mapleview Dr. and Big Bay Point Rd. are severely “alligatored” with susceptibility to frost heave causing displacement settlement. The road base is currently under designed
Additional traffic volume will make remedial repairs to the “alligatored” sections a priority.

- e) The ITE (Institute of Transportation Engineers) manual from which the trip generations have been derived from (traffic volumes), under estimates the traffic generated by this development. New ITE guidelines now reduce the parking space allotment and the number of cars allocated to a residential unit. Barrie is still a “bedroom community” with approximately 80% of residents commuting to work outside of Barrie and as such, the new ITE policy does not reflect the unique commuting challenges found in Barrie.

Concluding Remarks

1. The proposed densities in this development are far too high at 80 residential units per hectare (total of 104 units).

There maybe some merits into seeing what a density of 53 units per hectare (total of 69 units) will yield in terms of a well balanced and harmonious site plan that incorporates a much better treed buffer zone for the residents on Loon Ave.

2. The proposed “RIRO” layout showing a restricted entrance and exit to and from the site is too confining in movements and goes against the existing traffic behaviour that sees people going southbound along Huronia Rd. and then westbound along Mapleview Dr. to their major daily destinations.

There maybe some merits into seeing what a site entrance off of Loon Ave., in the road allowance beside house no. 147, would look like. Such an entrance would necessitate intersection improvements at Loon Ave. and Huronia Rd. which is in need of remediation given the inadequate site lines in the daylighting corners.

Perhaps City and Developer cost sharing can be had in this already much needed intersection improvement where all parties are benefitted and can play a role in a successful development that is in balance and is harmonious with its surroundings.

The turning movements would then be full in nature, giving way to the existing and natural route that is south along Huronia Rd. and then west along Mapleview Dr. with no need to fear U – TURNS on Huronia Rd., or Loon Ave. or turnaround movements in the Huronia Urgent Care Parking lot.

3. Failing to see the suggested merits of looking at other layout options by reducing density, creating a greater buffer zone for the Loon Ave. residents and changing the site entrance to come off of Loon Ave., shown in 1) and 2) above, this site may only be good for light industrial as it was intended to be and failing this, perhaps there is no recourse here but to leave the land alone as is.

It is not the responsibility of Barrie residents to ensure this development is economically viable for the Developer even under the guise of providing affordable housing.

Since the vast majority of this land is environmentally protected why is there a need to develop a very small portion of this? And at what cost to the surrounding residents?

Perhaps the land is better suited to be used as a park space.

FINAL WORD

It is not the responsibility of Barrie residents to ensure this development is economically viable for the Developer even under the guise of providing affordable housing.

The Developer made or lost profit on the day this land was purchased knowing full well what the Official Plan allowed and the boundary of the protected environmental elements – this is a part of risk taking that happens every day in the development industry – sometimes you win and sometimes you lose.

As the site proposal stands today,

there is no harmony with the existing surroundings and there is no balance of elements within the site plan itself.

Best Management Practices are not being upheld to their highest standards for all disciplines involved, we can do better than just designing to bare minimums, especially in the City of Barrie.

We as a City, need to adopt a better and more refined design criteria to help Developers understand that Barrie is unique and this uniqueness needs to be preserved.

Too many design elements are being “squeezed” and “squashed” into a tiny space.

To go from light industrial to 53 residential units per hectare to 80 residential units per hectare (69 total units to 104 total units, a 50% increase) is too much of a quantum leap.

The minimum design layout elements and the overall disregard for maintaining a balanced site plan that is harmonious with its surroundings is very upsetting to me as a long-standing Barrie resident and also as a professional.

I would suggest to Council to please consider reviewing and revamping the current development design criteria for Barrie. We seem to be making the same mistake of using minimum criteria coupled with high density resulting in an undesirable finished product that once in place, can not be removed. We owe this to the City’s beautiful landscape, to ourselves and our children – we must become better stewards of our community.

I do not support this development.

Thank you all for your time and consideration – it is greatly appreciated.

Respectfully yours,

Roy Carretta, CET, AFC

PHOTO 1 – aerial view showing the proposed 3.0 m wide landscaped buffer

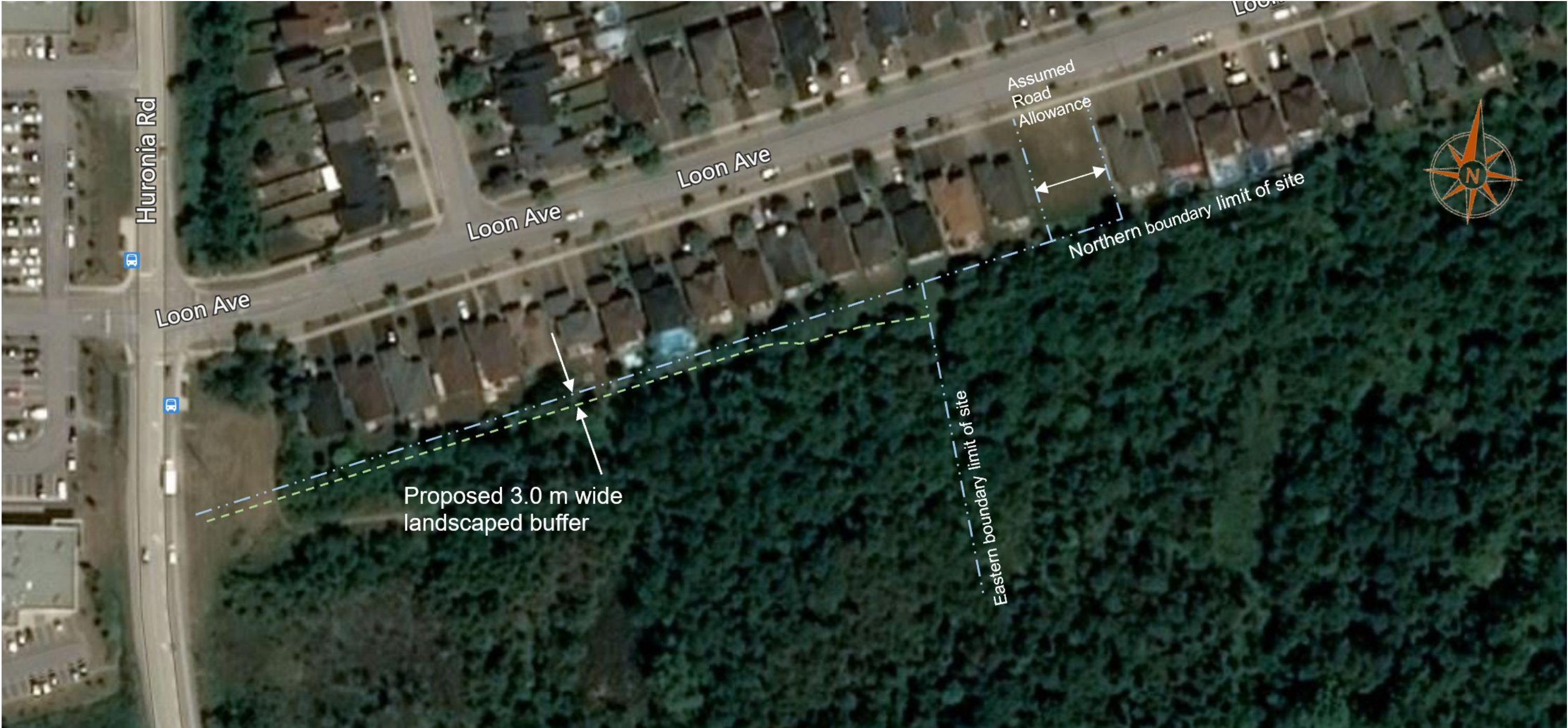


PHOTO 2 – view from 2nd storey deck of Gadwall Ave. looking southward towards the proposed development



PHOTO 3 – view from Gadwall Ave. looking southward towards the proposed development



PHOTO 4 – view from

. looking southward towards the proposed development

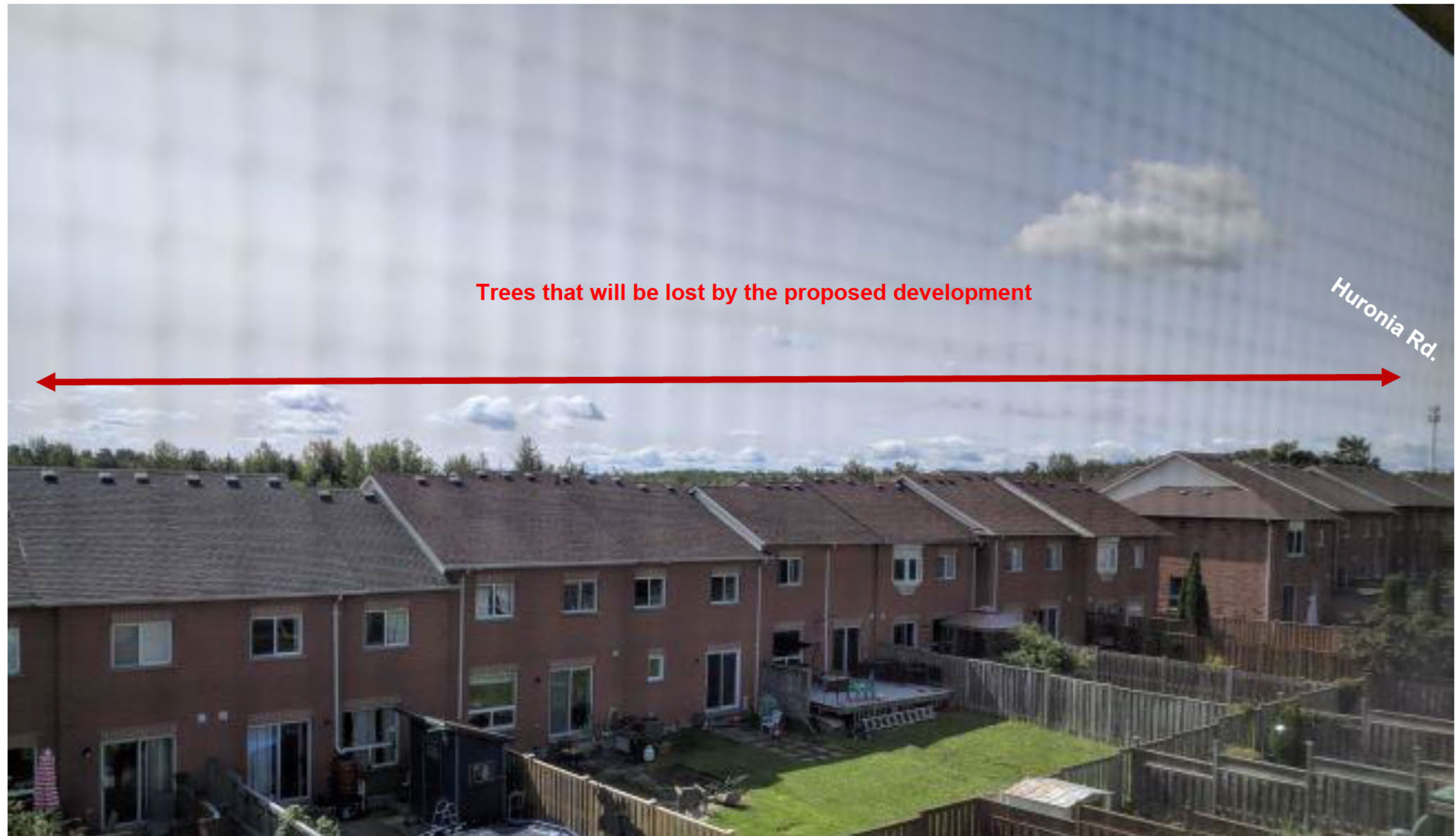
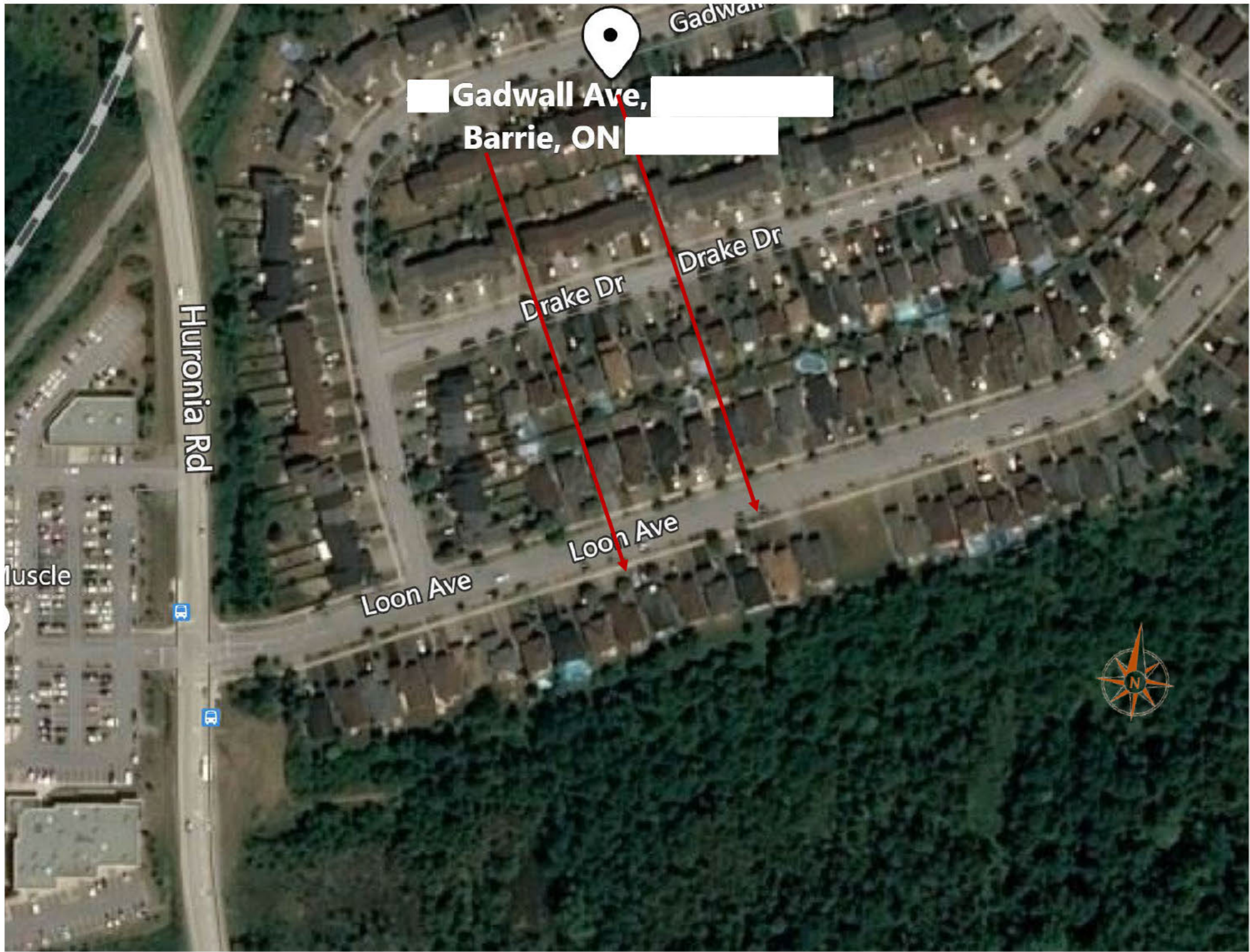


PHOTO 5 – aerial sight lines looking southward from residences along the south side of Gadwall Ave.





INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

City of Barrie
Clerk's Office
70 Collier Street
Barrie, ON, L4M 4T5

September 15, 2020

Attention: City Clerk

Re: Public Meeting – Written Comments
521 Huronia Road Public Meeting
File: D09-OPA082, D14-1700

On behalf of 998909 Ontario Inc., Innovative Planning Solutions is pleased to submit the following written comments. It is our understanding that the applicant, Huronia Barrie Land Inc., has submitted applications for OPA and ZBA in support of a site plan proposing 104 townhouse units.

Our client owns lands directly east of the proposed development (Roll # 434205000604700) which was also approved for employment land conversion, through the City's MCR process. Upon review of the public meeting presentation, I understand that the site plan has been revised to address our concern related to access from our lands to Huronia Road. It is integral that the City plan this application to allow for connectivity for both pedestrians and vehicles. It is also important for those individuals residing along Loon Avenue to be aware that a future road connection will be established to service these new neighborhoods through their community.

We would like to lend our support for the proposed development at 521 Huronia Road; however, we also want to ensure that the area is comprehensively planned so that our client's lands are taken into consideration with respect to a secondary access west to Huronia Road through their planned development. Should you have any additional questions or concerns, please do not hesitate to contact the undersigned at your convenience.

Respectfully submitted,
Innovative Planning Solutions

A handwritten signature in black ink, appearing to read 'D. Vella', is written over a horizontal line.

Darren Vella, MCIP, RPP
President and Director of Planning



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City of Barrie
Clerk's Office
70 Collier Street
Barrie, ON, L4M 4T5

September 15, 2020

Attention: City Clerk

Re: Public Meeting – Written Comments
521 Huronia Road Public Meeting
File: D09-OPA082, D14-1700

On behalf of Eighteen Eighteen Inc., Innovative Planning Solutions is pleased to submit the following written comments. It is our understanding that the applicant, Huronia Barrie Land Inc., has submitted applications for OPA and ZBA in support of a site plan proposing 104 townhouse units.

Our client owns lands directly east of the proposed development (Roll # 434205000604800) which was also approved for employment land conversion, through the City's MCR process. At this stage, we have retained an environmental consultant with work underway to determine the development limits on our site.

Upon review of the public meeting presentation, I understand that the site plan has been revised to address our concern related to access from our lands to Huronia Road. It is integral that the City plan this application to allow for connectivity for both pedestrians and vehicles. It is also important for those individuals residing along Loon Avenue to be aware that a future road connection will be established to service these new neighborhoods through their community.

We would like to lend our support for the proposed development at 521 Huronia Road; however, we also want to ensure that the area is comprehensively planned so that our client's lands are taken into consideration with respect to a secondary access west to Huronia Road through their planned development. Should you have any additional questions or concerns, please do not hesitate to contact the undersigned at your convenience.

Respectfully submitted,
Innovative Planning Solutions

A handwritten signature in black ink, appearing to read 'D. Vella', is written over a horizontal line.

Darren Vella, MCIP, RPP
President and Director of Planning

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