

**From:** Sheri  
**Sent:** Monday, September 16, 2019 10:16 AM  
**To:** Celeste Kitsemetry <[Celeste.Kitsemetry@barrie.ca](mailto:Celeste.Kitsemetry@barrie.ca)>  
**Subject:** Re-zoning 829 Essa Road

Me and my husband **STRONGLY** disagree with the re-zoning of 829 Essa Road, Barrie, ON. We Barrie, ON for the past 30 years and have INVESTED in this city **heavily**. This has been a single detached residential area for longer than we have lived here and should **NOT** be re-zoned for anything else other than that.

It will not only be an eye sore but it will be **very dangerous** with all the extra traffic put into a SMALL area.

Thanking you in advance for your attention to this matter.

*Sherry D. Byrne*

**From:** [LandUsePlanning@HydroOne.com](mailto:LandUsePlanning@HydroOne.com) [<mailto:LandUsePlanning@HydroOne.com>]  
**Sent:** Thursday, October 03, 2019 10:43 AM  
**To:** Tina Gonneau <[Tina.Gonneau@barrie.ca](mailto:Tina.Gonneau@barrie.ca)>  
**Subject:** Barrie - 829 Essa Rd - D14-1683

Hello,

We are in receipt of your Site Plan Application, D14-1683 dated October 3, 2019. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:  
<http://www.hydroone.com/StormCenter3/>

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map

MENU

HELP

SEARCH

Customers Affected:  >5000  501-5000  51-50



If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail [CustomerCommunications@HydroOne.com](mailto:CustomerCommunications@HydroOne.com) to be connected to your Local Operations Centre

Thank you,

**Dennis De Rango**

Specialized Services Team Lead, Real Estate Department

Hydro One Networks Inc.

Tel: (905)946-6237

Email: [Dennis.DeRango@HydroOne.com](mailto:Dennis.DeRango@HydroOne.com)

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**From:** Michael Saunders  
**Sent:** Monday, October 21, 2019 9:06 AM  
**To:** Celeste Kitsemetry <[Celeste.Kitsemetry@barrie.ca](mailto:Celeste.Kitsemetry@barrie.ca)>  
**Cc:** Gary Harvey <[Gary.Harvey@barrie.ca](mailto:Gary.Harvey@barrie.ca)>; Office of the Mayor <[OfficeoftheMayor@barrie.ca](mailto:OfficeoftheMayor@barrie.ca)>  
**Subject:** 829 Essa Road Development - Petition

Good morning Celeste,

I hope you had a great weekend.

I have attached a copy of a petition that has been circulated around the neighbourhood, which contains 192 signatures of neighbours who Do Not want the change in zoning from Residential (R1) to Mixed Use Corridor with Special Provisions (MU2) (SP-XXX) for the property of 829 Essa Road.

We can submit the hard copy of the petition opposing the proposed zoning change/development of 829 Essa Rd. if it is requested.

Thank you for your time,

Michael

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Michael Saunders

we **DO NOT** want the change in Zoning from Residential Single Detached (R1) to Mixed-Use Corridor with Special Provisions (MU2)(SP-XXX) for the property municipally known as 829 Essa Road, Barrie, Ontario.

DATE	NAME	ADDRESS
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Petition received October 21, 2019 containing 192 signatures concerning the above noted matter.

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**From:** Michael Saunders  
**Sent:** Monday, October 21, 2019 2:58 PM  
**To:** Celeste Kitsemetry <[Celeste.Kitsemetry@barrie.ca](mailto:Celeste.Kitsemetry@barrie.ca)>  
**Cc:** Gary Harvey <[Gary.Harvey@barrie.ca](mailto:Gary.Harvey@barrie.ca)>  
**Subject:** Memorandum regarding proposed development at 829 Essa Road

Good afternoon Celeste,

Please accept my memorandum regarding the proposed development/re-zoning of 829 Essa Road. I have had a chance to review the submitted documents and have a few comments pertaining to the proposed.

Thank you for your time.

Kind Regards,

Michael

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Michael Saunders

# MEMORANDUM

**Date:** October 21, 2019

**To:** Celeste Kitsemetry

**Cc:** Councillor Gary Harvey  
Mayor Jeff Lehman

**From:** Michael Saunders

**Topic:** Proposed Re-Zoning/ Development at 829 Essa Road  
Comments pertaining to submitted reports

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It has been proposed to re-zone the existing Residential Single Detached (R1) to Mixed Use Corridor with Special Provisions (MU2) (SP-XXX) in order to accommodate the construction of ten 3-storey townhomes with single vehicle driveways. It has been proposed to reduce the rear yard setback from 7m to 5m and reduce the ground floor height from 4.5m to 3m. The area of the lot is 0.12ha.

In preparing these comments the following documents were reviewed:

1. Essa Road Townhouses – Planning Justification Report. Prepared by Innovative Planning Solutions. IPS No. 18-803. Dated April 2019.
2. Conceptual Site Plan – 10 Units, 829 Essa Road – City of Barrie. Prepared by Innovative Planning Solutions. File no. 18-803. Dated December 13, 2013.
3. Arborist Plan. Prepared by Landmark Landscape Architects & Consulting Arborists. Project No. LA 365-18. Drawings ARB-1, ARB-2, ARB-3, SP-1. Dated April 12, 2019.
4. Traffic Letter – 829 Essa Road, City of Barrie. Prepared by JD Engineering. Project No. 19097. Dated October 9, 2019.
5. Storm Water Management & Functional Servicing Report for Proposed Residential Townhouse Development 829 Essa Road – City of Barrie. Prepared by Pinestone Engineering Ltd. Project No. 18-11409B. Dated February 6, 2019.

The following comments are related to each of the above mentioned reports submitted to the City of Barrie.

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## **Planning Justification Report**

- 1) It has been noted that there is a mandate to intensify the Essa Road Corridor. All 10 addresses of the proposed townhomes would have Athabaska Road addresses, therefore not intensifying the Essa Road Corridor, but rather Athabaska Road, which is not included in the intensification corridor mandate.
- 2) The MU2 zoning does not align with the existing zoning of the surrounding area/street. Currently the residential zoning on Athabaska Road and Essa Road are zoned R1, R2, R3 and RM1. Furthermore, the proposed design would not integrate well with the existing neighbouring houses. The proposed are ten 3-storey townhouses which will stick out and tower above all neighbouring houses, thus reducing the privacy of neighbouring houses.
- 3) It has been noted in the Planning Justification report that the proposed would be located close to schools, commercial plazas, trails, etc. Furthermore, it has been noted that the proposed homes will be within walking distance of the above. However it should be noted that there is very little sidewalk infrastructure to accommodate "walking distance". There is no sidewalk between Mapleview Dr. and Coughlin Rd., where the commercial plazas are.
- 4) With regards to being close to schools, there are 3 schools within walking distance, however, two are catholic (1 of which is private) and one French high school. Public elementary schools are located in areas much greater than "walking distance".
- 5) It has been noted that the proposed homes will be located close to multiple bus stops, it should be noted it is for 1 route (North/South).
- 6) It was noted that the proposed homes will provide "visual interest". The proposed is not appealing and would stick out in the neighbourhood. Potentially reducing the value of neighbouring properties. Immediate neighbouring properties do not want to look at a 3-storey wall.

## **Arborist Plan**

- 1) At the neighbourhood meeting it was mentioned that a tree preservation plan was being used. Based on Drawing No. ARB-2, there are currently 42 trees on the lot. It has been noted that only 1 tree is remaining, and 1 is to be relocated. This does not constitute "preservation".
  - 2) Was a report submitted which details the tree inventory along with health ratings and size of the trees?
  - 3) Has an assessment been conducted on how the removal of these trees will affect the neighbouring properties? Will there be an increase to temperatures caused by heat island effects? Will there be an increase to wind exposure, which will ultimately negatively affect the neighbouring siding/roofs.
  - 4) Have any studies been prepared which take into consideration the trees on the existing lot have increased the liveability of the neighbourhood? Various studies have proven that trees and green infrastructure increase the health and wellness of communities.
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## **Traffic Letter**

*(Generally the comments below reflect on firsthand experience)*

- 1) It was noted the Traffic Letter incorporated a study prepared by Trans-Plan, December 6, 2018. To confirm results from the study, 1 site visit during morning peak hour was completed. How long was the technician parked to witness traffic? 1 site visit seems insufficient. Currently there is construction on Essa Road, north of the Athabaska Road intersection. A large portion of neighbourhood traffic is using the Lougheed St. exit to avoid the traffic congestion on Essa Road.
- 2) It was noted that an accessibility bus picks up a child across from the proposed development, and that traffic backed up 6 cars which all cleared the intersection in 15 seconds. As this bus is for my child, I disagree with this statement. What was not stated was that the bus stops for approximately 3-5 minutes, at which time traffic often is backed up to Columbia Rd., and around the corner onto Essa Road, which due to construction blocks through traffic as well. Vehicles have been observed driving past the stopped bus with lights flashing. It is often difficult to exit ones driveway until a few minutes after traffic has cleared. With the proposed townhomes, this will be a difficult time for them to enter/exit their homes.
- 3) In the report, it was mentioned in the parking analysis that the proposed development will have a negligible effect on parking. Generally the on-street parking is populated by existing neighbours. Generally there are two cars per home. With only having a single vehicle driveway, that means there will likely be 10 cars parked on the street. When the accessibility bus stops, it takes up the parking spot in front of our house. If this spot is taken, the bus cannot adequately and safely pick up my daughter.
- 4) There have been a number of times where we have had to wait for upwards of 5 minutes to exit our driveway as traffic can be quite intense near the intersection of Essa Road and Athabaska Road. Furthermore, there have been numerous times where we have been aggressively honked at and/or flipped off for turning into our driveway (generally happens once per week). If this is happening to the family across from the proposed development, it is clear to understand that people turning into 10 new townhomes will have similar results. Additionally, the homes closest to the corner will have to make extremely sharp turns to avoid accidents with oncoming traffic.
- 5) It was noted in the December 2018 traffic study that approximately 626 cars turn onto Athabaska Road from Essa Road in an 8hr period and 462 cars turn left from Athabaska Road onto Essa Road during an 8 hour period. At what point is a light at this intersection necessary? Athabaska Road is a very busy road as it is now, with frequent loud vehicles and aggressive drivers. It is likely that an intensification of traffic on Athabaska Road will result in more accidents.

## **Storm Water Management Report**

- 1) The resident at 141 Athabaska Rd., has observed a significant amount of ponding at the intersection of Athabaska Rd. and Essa Rd. Even a small rainstorm event can produce ponding. It has been observed that water has
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in some instances risen to the top of the curb. The potential for increased runoff from the proposed development will only exasperate the current situation.

- 2) It has been noted that infiltration galleries will be utilized at the rear of the property. Who will maintain these? How will they be maintained? How frequently will maintenance occur?
  - 3) It is noted the post development flows from the site will be  $0.012\text{m}^3/\text{sec}$  greater than the pre development flows due to a greater amount of surficial runoff. Will the infiltration galleries be able to withstand the difference in flow?
  - 4) It is not standard practice to use infiltration galleries/soakaway pits as a measure to address water quantity criteria. Is this standard practice for the City of Barrie?
  - 5) What is being proposed for water quality? Does the City of Barrie allow the implementation of the proposed infiltration trench to address water quality, quantity, erosion control, water balance targets and phosphorus removal, all within one proposed low impact development measure?
  - 6) Is the soil suitable for the infiltration galleries? Has a qualified geotechnical professional signed on the proposed design of the infiltration galleries to ensure the existing soil will be suitable for the intended use for infiltration galleries?
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