

From:

Sent: Wed 10/10/2012 6:01 PM

To: Alex Nuttall; Bonnie Ainsworth; Brian Jackson; Doug Shipley; Lynn Strachan; Michael Prowse; Peter Silveira; Office of the Mayor; Dawn McAlpine

Cc: Deb Brown

Subject: Written Submission re: Proposed Plan of Subdivision - Part of Lot 7, Concession 12 City of Barrie (Harview Road/Veterans Drive)

Dear Mayor, Council and Clerk,

I am a resident of Ward 7 and have concerns about the proposed SmartCentres development being discussed. As I will be out of town on October 15, 2012, please read this written submission at the public meeting.

1) My primary request is that Council and the developer respect the right of enjoyment by the residents of our neighbourhood. Our neighbourhood abuts the new development as it is bounded on the east by the north-south run of Thrushwood Drive. Should Council approve this application, the site plan must include conditions to provide an adequate setback and natural buffer between our neighbourhood and the requested industrial development. This has not been provided for in the application as presented by the notice.

Thrushwood is a narrow residential street. It is not Veterans Road or Mapleview. It is necessary to impose the proper constraints to separate an industrial development from a quiet residential neighbourhood in order to protect the rights, lifestyle and character of the neighbourhood for the existing residents. The interests of existing residents and rate payers must not be sacrificed in lieu of an industrial development.

This buffer, to be located east of the existing power lines, must include at a minimum, two parts: a) mature trees to i) maintain the character of the neighbourhood, ii) preserve an acceptable residential-rural view by blocking out the industrial buildings and iii) help block out noise from the future businesses; and, b) a wall between the mature tree buffer and the development to further protect the view (particularly if the trees are deciduous) and to further reduce the noise.

In addition:

- 2) The development's tenants must be restricted to clean industry and low noise operations.
- 3) The development must be restricted to building heights that are the same or lower than the other commercial and industrial developments in the area.
- 4) Further, I am concerned about the volume of traffic, particularly truck and other heavy vehicle traffic that will be using Harvie Road to access the businesses once they are established. The drawing is not clear but contrary to the notice which only discusses access from Bryne Drive, there appears to also be access from Harvie Road.

I ask that the Planning Department provide a complete and accurate description of the proposed development and include in it examples of industry that may become situated in this development. Also, I ask that that the Planning Department respect the views of existing ratepayers.

I am submitting this from another e-mail ID as I am having trouble accessing my system today. My contact information follows.

Respectfully,

Deb Orth-Brown

Fred & Jackie Melville

October 8, 2012

Dawn McAlpine, CityClerk
City of Barrie, P.O. Box 400
Barrie, Ontario L4M 4T5

**Re: File D12-401
NOTICE OF THE FILING OF A COMPLETE APPLICATION AND NOTICE OF A PUBLIC MEETING
PURSUANT TO SECTION 51(19) AND 51(20) OF THE PLANNING ACT, R.S.O. 1990, AS AMENDED,
IN RESPECT OF A PROPOSED PLAN OF SUBDIVISION.**

I have recently received notification of the proposed development of property currently designated as Industrial submitted by SmartCentres (Barrie-Bryne Developments Limited).

I am a resident of the Maple Woodlands development which is adjacent to the proposed development. At this time I would like to submit my initial comments on this development for future review.

Background:

I am located on the corner of Ramblewood Drive and Thrushwood (which is directly adjacent to the proposed development designated as Industrial with an EM3 rating) and would experience a direct impact on my living environment.

Maple Woodlands is a newer community comprised of Townhouses, Bungalows and Two Storey Homes. The demographics are that of a blend of families with children and retired residents. Most recently, a number of residents have experienced the start of their families with children under the age of 4. It is a social friendly community where neighbours are seen out walking on a regular basis. Included in the community are a public school and a daycare facility (at the corner of Harvie and Thrushwood).

Environmental:

The land being proposed for development is currently an area of high density trees which houses several species of wildlife comprising of coyotes, deer and wild turkeys to identify a few. Development of this site would infringe upon the wildlife habitats with a detrimental outcome to not only their existence but that of the public. As land is developed, the wild life will be forced out; leaving them to seek a new area to reside. I have concern that development will force them towards the 400 located east of the proposed development. The 400 highway currently offers enough hazards of its own without the added wandering of wildlife looking for new residence. While I realize that a study is currently underway, I would like to see emphasis placed on the developer relocating the wildlife.

Traffic:

As traffic could present a problem if access were permitted into the current Maple Woodlands community, I would suggest that any access onto Thrushwood be prohibited at this time and no future consideration be given to any such access.

With any development would see increased traffic flow particularly to the 400 corridor. While it is proposed that Bryne Dr. Would be extended through the proposed development site to Harvie, could it not be considered to be continued on to Essa. Without extension to Essa, the only major access to the 400 corridor would be to Maplevue which is already a major traffic area. Allowing access to the 400 at Essa would permit options to both residential and industrial traffic, thus alleviating high volumes on Maplevue.

Sound:

As the proposed development currently exists, there is a sound component from the 400 Hwy which changes seasonally due to tree foliage and additionally impacted by weather conditions. I understand that no sound studies have been conducted. I believe that this would be an important component as removal of trees will increase sound levels coming from the 400 Hwy. Future proposed development of industrial nature will also impact the sound levels experienced in the Maple Woodlands area bordering on Thrushwood.

Parcel of Land Owned by Barrie:

There is a parcel of land directly adjacent to Thrushwood which is currently owned by Barrie. I believe this is zoned as Park Land and provides right of way access to Hydro. We recently experienced an emergency situation that required Fire and Hydro access. I would oppose Barrie having any future consideration to sell this parcel of land which would ensure that the Developer only develops on land that they currently use.

In closing, Barrie is a fast growing city that currently experiences a high unemployment rate. Development would enhance employment which is greatly needed and should definitely be supported. I believe that while not desirable; existence of industrial and residential in such close proximity could be harmonious if done with much thought for the future and worked on jointly by all affected parties. That being stated, consideration needs to be given to the current residents to ensure the following:

- **Prohibited** vehicular access to Thrushwood
- Relocation of wildlife
- Installation of a sound wall to replace the current fence along Thrushwood prior to start of any development.

While I do not necessarily wish to address these concerns verbally at the upcoming meeting, I do want my preliminary concerns taken into consideration.

Yours truly

Jackie Melville.

cc: John Brassard, Ward 7 Councillor



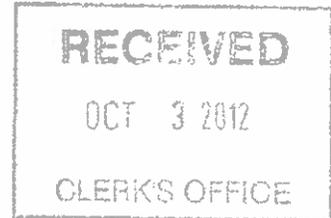
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October 3, 2012

Dawn McAlpine, City Clerk
City of Barrie
P.O. Box 400
Barrie ON L4M 4T5



Dear Ms. McAlpine:

Re: File # D12-401
Proposed Plan of Subdivision

In response to your notice dated September 21, 2012, our company wishes to voice its concern in regards to the above noted proposed plan of industrial subdivision, as it affects our property at 311 Bryne Drive.

While we are not against the development of this property, we want to make sure that the future plans for the intersection of the new road and Bryne Drive are safe for the volume of traffic that we have at our store. Given the nature of motorcycles and the type and style of intersection planned is dominating our concerns. The following questions need to be asked:

1. Is it to be a "T" intersection immediately, with a stop at old Bryne? Left hand turns onto new Bryne Drive are of paramount concern to us. Are there plans for traffic lights should the warrants be evident?
2. Is it to be a "T" intersection with a stop at new Bryne until future extension and connection to north side &/or Harvie Road? This would mean the status quo on our access and the current flow of traffic and addresses our short-term concern.
3. What are the plans for the new road intersection once it is linked to the north end (by Leon's)? Again, left turns from our busy store are of great concern to us, especially since the link to the north end of Bryne is the ultimate plan and access to Highway 400 is a necessity for our business. Again, traffic lights would be safer.
4. During construction of the subdivision, mud and other debris will make the intersection a hazard for motorcyclists. We expect the City to maintain the cleanliness of Bryne Drive in the same manner as they did during the construction of Princess Auto and the various entrances they had. Mud on a road may not be safety concern in a 4-wheel vehicle, but on a 2-wheel motorcycle it is dangerous.
5. Secondary to this is the new name of our dead end street? Business marketing has our address as Bryne Drive and cannot be changed overnight and may require 12 months to catch important locators. Please advise as soon as possible on any proposed changes.

In light of our concerns, our company will be represented at the public meeting on October 15, 2012 by Ms. Terri-Lyn Bowman, our Business Administrator. Ms. Bowman will be in communication with me, so we can hopefully address any questions that may arise at or before the meeting. Thank you for your attention to this matter.

Respectfully submitted,

Kate Insley
Vice-President
1235052 Ontario Limited

cc: Planning
T. Bowman
L. Johnston