

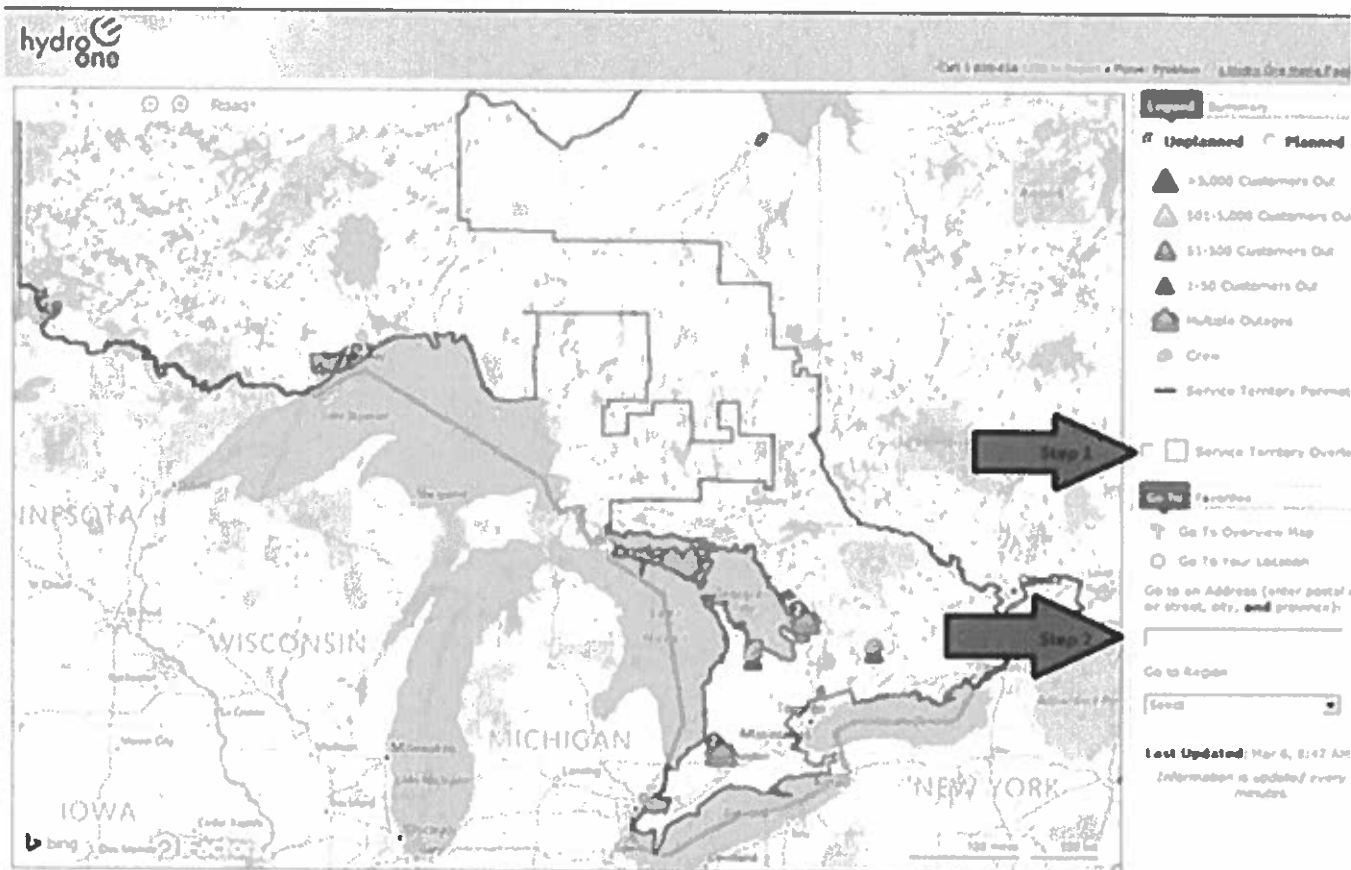
Hello,

We are in receipt of your Plan of Subdivision application, D12-444, D14-1674 dated August 15<sup>th</sup>, 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' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at [subdivision@Hydroone.com](mailto:subdivision@Hydroone.com) or 1-866-272-3330.

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

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



If you have any further questions or inquiries, 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

If you have any questions please feel free to contact myself.

Thank you,

**Iwona Lipowski**

Special Services Support Clerk, Real Estate Department  
185 Clegg Road  
Markham, ON L6G 1B7  
[Iwona.Lipowski@HydroOne.com](mailto:Iwona.Lipowski@HydroOne.com)

On behalf of,

**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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Sent via e-mail: Bailey.Chabot@barrie.ca

June 7, 2019

FILE:D12-444/D14-1674  
IMS: ZO-402883 / SD-402883

Bailey Chabot  
Planner  
City of Barrie  
70 Collier Street  
Barrie, ON L4M 4T5

Dear: Ms. Chabot,

**RE: Application for Zoning By-law Amendment and Draft Plan of Subdivision  
750 Lockhart Road, City of Barrie**

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Thank you for circulating the captioned applications to the LSRCA for review and comment. It is our understanding the Applicant is proposing the following to rezone lands to Residential (R5) with special provisions and Environmental Protection (EP) to permit the development of 87 townhouse units (Phase 1) and the extension of Kneeshaw Drive to Lockhart Road. The proposed development meets the definition of *major development* as provided by the Lake Simcoe Protection Plan (LSPP) as well as the Lake Simcoe Phosphorus Offsetting Policy (LSPOP) and therefore will be required to satisfy the applicable policies of the LSPP and the LSPOP.

The LSRCA has reviewed the applications in the context of the following:

- The Provincial Policy Statement (PPS)
- The Growth Plan for the Greater Golden Horseshoe
- The Natural Heritage and Natural Hazard policies of the City of Barrie Official Plan (Hewitt's Secondary Plan)
- The Lake Simcoe Protection Plan
- Ontario Regulation 179/06 under the *Conservation Authorities Act*

It is noted that our review has consideration that the development is divided between Phases 1 and 3 of the Hewitt's Secondary Plan. Phase 1 lands are located to the north of the identified Natural Heritage System (NHS) and include the proposed 87 townhouse units. The lands located to the south of the NHS are within Phase 3. It is understood that the only blocks that will be permitted to be developed in Phase 3 at the same time as the Phase 1 lands will be the blocks containing the Kneeshaw Drive extension, the SWM Pond (Block 28) and the road widening block (Block 29).

Current environmental mapping provides that part of the site is within an area governed by Ontario Regulation 179/06 under the *Conservation Authorities Act*. This is representative of the identified flood and erosion hazard area associated with Hewitt's Creek as well as the evaluated wetland and associated buffer area. Part of the site is within a Significant Groundwater Recharge Area (SGRA) as well as being

identified as being within the Natural Heritage System (Natural Core Area) per the Hewitt's Secondary Plan.

*Note: A permit from the LSRCA will be required prior to any site alteration or development within the regulated area.*

#### **Zoning By-law Amendment**

We have reviewed the provided Zoning By-law Amendment and confirm that it is appropriate for the proposed development. The installation of the Kneeshaw Drive extension will require encroachment into the buffer of the evaluated wetland. The loss of this buffer area will be required to be addressed through the LSRCA Ecological Offsetting Policy. This will be included as a condition of Draft Plan Approval. We have no further comments with respect to the application for Zoning By-law Amendment.

#### **Draft Plan of Subdivision**

Attached please find LSRCA 1<sup>st</sup> Submission Hydrogeology review comments. These have been prepared by Caroline Hawson, P.Geo ([C.hawson@lsrca.on.ca](mailto:C.hawson@lsrca.on.ca)). Should you have any questions concerning the comments, please contact Caroline.

Please note: Technical review of the submitted Engineering and Natural Heritage documents is currently underway, comments will be provided under separate cover.

Should you have any questions concerning the above, please do not hesitate to contact the undersigned.

Sincerely,



Melinda Bessey, MSc, MCIP, RPP  
Acting Director - Planning

- c. Keith McKinnon (KLM Planning)
- Marshall Smith (KLM Planning)
- Sharon Dionne (Ballymore Homes)



LSRCA FIRST SUBMISSION NATURAL HERITAGE REVIEW  
 750 Lockhart Road – Barrie (APID402883)  
 July 25, 2019

#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (July 25, 2019)	APPLICANT RESPONSE (DATE)
<b>Documents Reviewed:</b>					
<b>Natural Heritage Evaluation, 750 Lockhart Road, Barrie, prepared by Savanta, dated March 2019</b>					
	NHE			<p>A preliminary Ecological Offsetting Strategy (EOS) is required to address the unavoidable loss of wetland feature and associated vegetation protection zone (VPZ), as per LSRCA Ecological Offsetting Policy (May 2017). The EOS should identify the total area of loss to be compensated for and the general location and methods for how it will be replaced. Please consider the following when developing the EOS:</p> <ul style="list-style-type: none"> <li>- Figure 5. in the NHE shows the areas within the natural heritage features and VPZ that will be either disturbed or lost. Please note that minor encroachment into the buffer area, where naturalized vegetation is absent (e.g. farm field), is permitted. These areas must be restored and naturalized, but the Ecological Offsetting Policy would not apply.</li> <li>- The VPZ has been reduced and/or increased in various areas to provide an averaged 30m buffer to natural heritage features. Where the VPZ has been reduced, the Ecological Offsetting Policy would not apply to these areas as an equivalent gain has been provided elsewhere.</li> <li>- The Ecological Offsetting Policy applies to the loss of woodland, wetland and associated VPZ. It does not apply to the loss of thicket and meadow.</li> </ul> <p>Please see the markup of Figure 5 below which highlights the areas where the Ecological Offsetting Policy would apply.</p>	

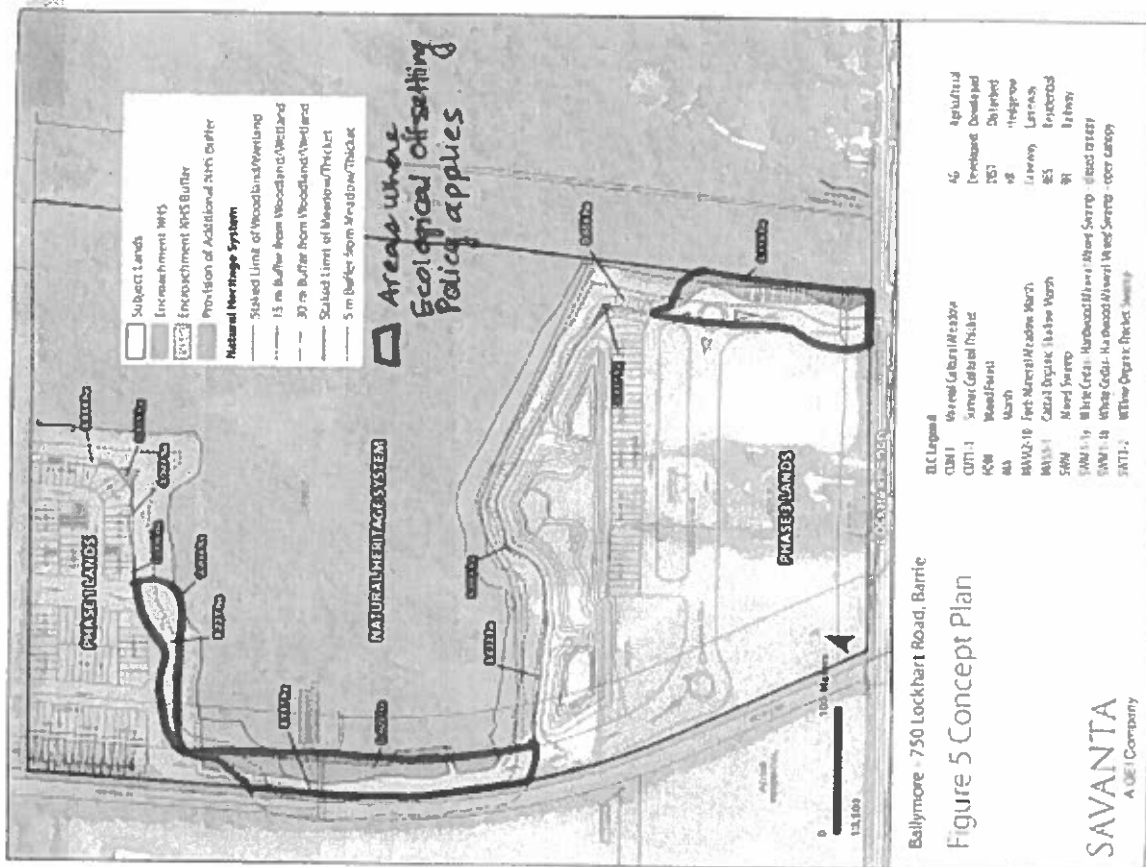


LSRCA FIRST SUBMISSION NATURAL HERITAGE REVIEW  
750 Lockhart Road – Barrie (APID402883)  
July 25, 2019

#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (July 25, 2019)	APPLICANT RESPONSE (DATE)
				If further information regarding ecological offsetting requirements is needed, please contact LSRCA to discuss.	
	NHE			The NHE must indicate that tree clearing should be avoided between April 1 and August 31 to avoid impacts to migratory birds and from April 1 to October 31 to avoid impacts to species at risk bats.	
	NHE			A feature-based water balance will be required at detailed design to demonstrate that the pre- to post-construction hydrological conditions that support the natural heritage features will be maintained.	
	NHE			An erosion and sediment control plan will be required at detailed design. A double sediment control fence with straw bales between should be applied where the development abuts the natural heritage system to further reduce the risk of sediment entering these sensitive areas.	
	NHE			An edge management plan for areas where vegetation will be removed along a woodland/swamp edge will be required at detailed design.	
	NHE			A planting/restoration plan for the VPZ will be required at detailed design. Please contact LSRCA for further details regarding species selection, plant size, density, etc. prior to preparing this plan.	
	NHE			A copy of correspondence with MECP and any required compensation plans related to the removal of barn swallow habitat is requested.	



LSRCA FIRST SUBMISSION NATURAL HERITAGE REVIEW  
 750 Lockhart Road – Barrie (APID402883)  
 July 25, 2019





LSRCA ENGINEERING REVIEW (1<sup>ST</sup> SUBMISSION)  
Ballymore 750 Lockhart Road APID 402883  
July 24, 2019

#	Drawing	Section	Pg#	LSRCA Comment July 24, 2019)	Applicant Response (DATE)
<b>ENGINEERING REVIEW</b>					
<b>Documents Reviewed: Functional Servicing Report dated March 2019 (received May 22, 2019)</b>					
E1		1.3	1	The most recent SWM policies for the City of Barrie were finalized in 2017.	
E2		1.3	2	The report needs to reference the original Hewitts Creek SIS dated September 2016 and the SIS Addendum dated November 2017.	
E3	Fig. 2.2	2.3	3	The westerly drainage boundary is to be revised to match that in the approved SIS addendum. This will reduce the tributary area to SWMF 5.	
E4			4	Allowable flows in Table 2.2 will need to be reduced to reflect the tributary area west of the tracks established by the SIS.	
E5		2.4.3	7	All MTD's must be ETV certified as per LSRCA SWM Guidelines.	
E6		2.5.1	9	Additional design features will need to be incorporated in the proposed catch basin exfiltration systems. This should include such measures as inspection ports, maintenance access, deep CB sumps etc. These need to be designed in such a manner that they can be inspected and sediment easily flushed out if needed.	
E7		2.7.4	11	A summary is to be provided showing how much volume control will be provided based on the proposed LID's.	





LSRCA ENGINEERING REVIEW (1<sup>ST</sup> SUBMISSION)  
Ballymore 750 Lockhart Road APID 402883  
July 24, 2019

#	Drawing	Section	Pg#	LSRCA Comment July 24, 2019)	Applicant Response (DATE)
E8		2.7.5	12	A preliminary water budget is to be provided for post development conditions with recommended LID's / BMP's.	
E9		2.7.6 and C-5	12-14	Calculations are required demonstrating how the in-series LID P removal rates were arrived at. Specifically, how were the 95%, 97%, 91% and 80% values derived?	
E10		2.8.3	15	The pond sizing needs to be also checked using the 4 hour Chicago storms and the 12 hour Type II SCS distributions in accordance with LSRCA SWM guidelines. The Hurricane Hazel event also needs to be run for comparison to the uncontrolled 1:100 year peak flow for the design of the emergency overflow weir.	
E11			16	Allowable flows in Table 2.8 will need to be reduced as per the above comments.	
E12	Fig. C-8	2.11	17	How will overland flow be conveyed from lands west of the tracks? If a 1:100 year capture pipe is needed, this needs to be specified. This is referred to in the section in the SIS dealing with SWMF 5.	
E13	All figures			Why are the block numbers different than those on the draft plan provided in Appendix A?	
E14	Fig. 2.3			The configuration of this pond needs to be modified to better enhance shading of the open pools of water and reduce thermal impacts.	
E15	Fig. 2.3			Permanent pool depths in wetlands should range between 150 mm and 300 mm rather	



LSRCA ENGINEERING REVIEW (1<sup>ST</sup> SUBMISSION)

Ballymore 750 Lockhart Road APID 402883

July 24, 2019

#	Drawing	Section	Pg#	LSRCA Comment July 24, 2019)	Applicant Response (DATE)
				than the 500 – 600 mm depths shown. Refer to Table 4.7 of the 2003 MOE Manual.	
E16	Fig. 2.3			This figure is to show and label the Pond Block, the NH Buffer Block, the NH Area Block etc. as per the draft plan.	
E17	Fig. 2.4			The seasonal high groundwater levels (depth below surface) need to be shown.	
E18	Fig. 2.4			More specifics are to be provided on this figure on which type of LID's are proposed at each of the locations shown.	
E19	Fig. 3.1			The requirements for conveyance of the major flows from the lands west of the tracks need to be verified. Is a 1:100 year storm capture pipe required?	
E20	Fig. 5.1			The location of the Regulatory flood plain needs to be shown on this drawing.	
E21		Appendix C-2		As per Table 4.7 of the 2003 MOE manual, forebay area in a wetland should not exceed 20% of the total permanent pool area.	



LSRCA FIRST SUBMISSION HYDROGEOLOGY REVIEW  
 Ballymore - 750 Lockhart Road – Barrie (APID402883)  
 June 7, 2019

#	Drawing	Section	Pg#	LSRCA Comment (June 7, 2019)	Applicant Response (DATE)
<b>HYDROGEOLOGY REVIEW</b>					
<b>Documents Reviewed:</b>					
<ul style="list-style-type: none"> <li>• Hydrogeological Study in Support of draft Plan; R.J. Burnside; January 2019</li> <li>• A Geotechnical Investigation; Soil Engineers; March 2019</li> <li>• Functional Stormwater Management Report; SCS; March 2019</li> <li>• Planning Justification Report; KLM Planning Partners; March 2019</li> </ul>					
H1				<p>This proposed development will be subject to the LSPP Water Balance Offsetting Policy details can be found here:</p> <p><a href="https://www.lsrca.on.ca/Shared%20Documents/lspp-water-budget-policy.pdf">https://www.lsrca.on.ca/Shared%20Documents/lspp-water-budget-policy.pdf</a></p>	
H2		2.5.2		<p><i>In-situ</i> percolation testing is required to establish the local infiltration rate. This will aid in sizing any LID facilities. These tests should be conducted in the region of any proposed LID facilities and at the base of the proposed facilities.</p>	
H3		3.1 Local Groundwater Use		<p>The proposed development area is within an area mapped as "Highly Vulnerable Aquifer". The local private drinking water wells are situated in a shallow aquifer. The proponent is to demonstrate that there will be no negative impact (water quality or quantity) to the local private water supply wells during and post-development of this site. A mitigation plan is to be developed and a copy to be provided to LSRCA.</p>	
H4		3.2 Water Level Monitoring		<p>Seasonal High groundwater levels seem to be on or around May 17, 2018. Depth to groundwater ranges from artesian (flowing) conditions (BM-8d) to a depth</p>	



LSRCA FIRST SUBMISSION HYDROGEOLOGY REVIEW  
 Ballymore - 750 Lockhart Road – Barrie (APID402883)  
 June 7, 2019

#	Drawing	Section	Pg#	LSRCA Comment (June 7, 2019)	Applicant Response (DATE)
		results		of 3.28 m (BM1-1). Utilizing LID facilities to facilitate meeting a post- to pre-development water balance will be challenging, surface facilities may be the best option.	
H5		Figure 6 and Figure 7		Please include the seasonal the groundwater levels for the Borehole on the subject lands.	
H6		3.5		Available mapping indicates there is an ESGRA partially located on site, this is connected to the St Paul's Swamp. Connectivity and recharge to the swamp is to be maintained such that the coldwater fishery of Hewitt's creek is maintained or enhanced.	
H7		4.1 Groundwater Quality		Sodium concentrations are seen to be elevated on this site. It is recommended that alternative de-icing compounds to road salt (NaCl) be utilized in the area to retard the rate of increase in salinity of the groundwater and to protect eh St Paul's Swamp and Hewitt's Creek.	
H8				A survey of the private water supply wells is to be conducted which is to include baseline water quality testing.	
H9		Water Balance/Appendix F		Please remove the area outside of the net developable area from the water balance since this area should remain constant in the post development setting. Please update the water balance for each catchment for the pre- and post-development scenarios to reflect this change.	
H10		Table F-3		It is unclear how the Natural Heritage system in the post-development WB correlates with the Wetland/Open Space/Agricultural land in the pre-	



LSRCA FIRST SUBMISSION HYDROGEOLOGY REVIEW  
 Ballymore - 750 Lockhart Road – Barrie (APID402883)  
 June 7, 2019

#	Drawing	Section	Pg#	LSRCA Comment (June 7, 2019)	Applicant Response (DATE)
				<p>development scenario please provide drawings/maps illustrating the location of the sub-catchments utilized in the post-development scenario.</p> <p>Catchment 3 currently indicates a post-development infiltration deficit of 3428 m<sup>3</sup>utilizing 73% impervious for the townhouse blocks and 74% impervious for the roadways. It is anticipated that the water balance will require updating as the design becomes more refined.</p>	
H11		Table F-4		<p>It is unclear how the Natural Heritage system in the post-development WB correlates with the Wetland/Open Space/Agricultural land in the pre-development scenario please provide drawings/maps illustrating the location of the sub-catchments utilized in the post-development scenario.</p> <p>Catchment 4 currently indicates a post-development infiltration deficit of 13107 m<sup>3</sup> utilizing 73% impervious for the townhomes, 75% impervious for future development, 74% impervious for roadways and 50% impervious for the SWM Block. It is anticipated that the water balance will require updating as the design becomes more refined.</p> <p>From The Hewitt's Secondary Plan Overall Development Plan it appears that Catchment 4 (Blocks 17, 18, 19, 20, 21) is to be developed as part of Phase 3 of the Hewitt's Secondary Plan, please clarify the difference between the "townhomes" and "future development" if this is the case.</p>	



LSRCA FIRST SUBMISSION HYDROGEOLOGY REVIEW  
Ballymore - 750 Lockhart Road – Barrie (APID402883)  
June 7, 2019

#	Drawing	Section	Pg#	LSRCA Comment (June 7, 2019)	Applicant Response (DATE)
H12		Table F-5		<p>It is unclear how the Natural Heritage system in the post-development WB correlates with the Wetland/Open Space/Agricultural land in the pre-development scenario please provide drawings/maps illustrating the location of the sub-catchments utilized in the post-development scenario.</p> <p>Catchment 6 currently indicates a post-development infiltration deficit of 2214 m<sup>3</sup> utilizing 75% impervious for future development, and 74% impervious for roadways. It is anticipated that the water balance will require updating as the design becomes more refined.</p> <p>From The Hewitt's Secondary Plan Overall Development Plan it appears that Catchment 6 is to be developed as part of Phase 3 of the Hewitt's Secondary Plan, please clarify the difference between the "townhomes" and "future development" if this is the case.</p>	
H13				<p>The overall infiltration deficit in the post-development scenario has been calculated to be 18800 m<sup>3</sup>. It is anticipated that this volume will change as the plans for development are revised. Please update the water balance assessments as required throughout the planning and development process.</p>	



LSRCA FIRST SUBMISSION HYDROGEOLOGY REVIEW  
Ballymore - 750 Lockhart Road – Barrie (APID402883)  
June 7, 2019

#	Drawing	Section	Pg#	LSRCA Comment (June 7, 2019)	Applicant Response (DATE)
H14		5.7		<p>Although increase top soil depths are encouraged additional credit for infiltration is not given.</p> <p>Retention cisterns such as rainwater barrels are not credited for providing water balance since they can be taken off line at any time.</p>	
H15		6.0		<p>Groundwater on site ranges from 0 to about 4 mbgs. For services that are to be installed below the water table trench plugs should be utilized to direct groundwater downwards rather than permitting a redirection of groundwater flow.</p> <p>The water table is shallow and it is possible that a PTTW will be required prior to and during construction. The dewatering plan is to be provided to LSRCA and as well as a copy of the PTTW.</p>	
H16				<p>For infiltration to occur there is a required minimum separation of 1 m between the invert of the LID and the seasonal high groundwater level, demonstrate through plans and sections that the required separation can be achieved.</p>	
H17				<p>A private water well survey is to be conducted within 500 m of the proposed development. Mitigation strategies are to be developed and utilized should there be a negative impact to any private supply well during and post-construction. A copy of the mitigation strategy and any PTTW is to be provided to LSRCA. A copy of any PTW is also to be provided.</p>	



LSRCA FIRST SUBMISSION HYDROGEOLOGY REVIEW  
Ballymore - 750 Lockhart Road – Barrie (APID402883)  
June 7, 2019

#	Drawing	Section	Pg#	LSRCA Comment (June 7, 2019)	Applicant Response (DATE)
H18		FSR section 5.2		The invert of the lowest floor slab is to be 0.5m above the seasonal high groundwater level as per City of Barrie Engineering Standards. Demonstrate through plans and sections this requirement will be met.	



June 6, 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 – D14-1674**  
**DRAFT PLAN OF SUBDIVISION – D12-444**  
**750 LOCKHART ROAD**  
**CITY OF BARRIE**

Thank you for circulating a request for comments on the above-noted development application. The purpose of the Zoning By-law Amendment and the Plan of Subdivision applications are to rezone Agricultural General (AG) and Environmental Protection (EP) pursuant to Zoning By-law 054-04 (Innisfil) to Residential (R5) with special provisions and Environmental Protection (EP) to permit the development of 87 townhouse units (in Phase 1) and the extension of Kneeshaw Drive to Lockhart Road.

Planning staff have no objections to the Zoning By-law Amendment and Draft Plan of Subdivision. At this time the Board respectfully requests to include the following Draft Plan Condition:

“That the Owner shall agree in the Subdivision Agreement to include in all offers of purchase and sale, a statement advising the prospective purchasers;

- a) that accommodation within a public school in the community is not guaranteed and students may be accommodated in temporary facilities (e.g., portable classrooms, a “holding school”) or in schools within or outside of the community;

“That the Owner shall agree in the Subdivision Agreement to include in all Offers of Purchase and Sales a notice advising prospective purchasers that school buses may not enter the subdivision and that pick up points will be at the location convenient to the Simcoe County Student Transportation Consortium.”

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

Sincerely,



Vivian Chan, MCIP, RPP  
Planner



SIMCOE MUSKOKA CATHOLIC  
DISTRICT SCHOOL BOARD

Simcoe Muskoka Catholic District School Board  
46 Alliance Boulevard  
Barrie, Ontario, Canada L4M 5K3  
Tel 705.722.3555  
Fax 705.722.6534

May 27, 2019

City of Barrie  
70 Collier St.  
Barrie, ON  
L4M 4T5

Attention: Bailey Chabot  
Planner

**VIA EMAIL ONLY**

**Re: COMMENT LETTER**  
**Application for Draft Plan of Subdivision**  
**Owner: Ballymore Building (Barrie) Corp. c/o Ballymore Homes**  
**Location: 750 Lockhart Road**  
**City of Barrie, County of Simcoe**  
**File No.: D12-444**

Dear Bailey Chabot,

The Simcoe Muskoka Catholic District School Board has received correspondence regarding the Proposed Draft Plan of Subdivision as described above. More specifically, the proposal consists of the development of 87 townhouse residential units.

Any pupils that are generated by this development would be within the current catchment area for St. Michael the Archangel Catholic Elementary School and St. Joan of Arc Catholic Secondary School both located in the City of Barrie. St. Michael the Archangel has a Ministry Rated Capacity of 524.0 pupils, and a current enrolment of 333 pupils.

Due to the pace of residential development in the area, the Board requests the following condition of Draft Plan approval:

***“That the owner include in all offers of purchase and sale a clause advising prospective purchasers that pupils from this development attending educational facilities operated by the Simcoe Muskoka Catholic District School Board may be transported to / accommodated in temporary facilities out of the neighbourhood school’s area.”***

Final wording of the requested Draft Plan condition shall be approved by the Simcoe Muskoka Catholic District School Board.

N:\Municipal\Circulation Responses\BARRIE\2019\D12-444 (750 Lockhart Road).docx

*Our Mission: Our inclusive Catholic learning community is dedicated to excellence. We give witness to the teachings of Jesus Christ, as we journey in faith and learning, to develop the God-given abilities of each person.*

I trust that the above comments are satisfactory at this time. Please advise the Board of the ongoing status of this proposal, and of any changes which may affect the number of proposed units. If there are any questions or comments with regard to the Board's response, please feel free to contact the undersigned at 705-722-3555 ext. 252.

Yours truly,

A handwritten signature in black ink, appearing to read "Barb Fox", written in a cursive style.

Barb Fox  
Planning Officer



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

May 16, 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: Draft Plan of Subdivision, Zoning By-law Amendment  
Ballymore Building (Barrie) Corp.  
750 Lockhart Road  
City of Barrie  
File No.: D14-1674, D12-444

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

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing [SalesArea50@Enbridge.com](mailto:SalesArea50@Enbridge.com) for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Inc. at no cost.

In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Inc.'s Customer Connections department. For more details contact [SalesArea50@Enbridge.com](mailto:SalesArea50@Enbridge.com).

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

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

Sincerely,



Alice Coleman  
Municipal Planning Coordinator  
Long Range Distribution Planning  
—

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

[enbridgegas.com](http://enbridgegas.com)  
**Safety. Integrity. Respect.**

**2019-05-21**

**Bailey Chabot**

**Barrie**

’ ’

Attention: Bailey Chabot

Re: ZBLA. Draft Plan of Subdivision - 750 Lockhart Rd, Barrie - File No. D12-444 & D14-1674; Your File No. D14-1674, D12-444

Our File No. 84721

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario’s principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective

delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that **all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

As of June 1, 2019, Meaghan Palynchuk will be taking maternity leave and returning in the first quarter of 2020. In my absence please contact Ryan Courville for any matters concerning this file.

Yours truly,

Ryan Courville  
Access Network Provisioning Manager  
Municipal Relations  
Phone: 416-570-6726  
Email: [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca)

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Good Afternoon Bailey,

Further to the circulation for 750 Lockhart Road dated September 26, 2018, I note the subject site is located immediately adjacent to GO Transit's Barrie rail corridor. Our comments are set out below;

\*A 30-metre setback back is required for residential developments (measuring from the property line to the nearest residential unit). The draft plan identifies Block 18 as the railway buffer which creates a 25-metre setback to the residential Blocks. No building footprint information was provided for Blocks 1, 2, and 3 (residential Blocks within 30 metres). I request further information in this regard.

\*In conjunction with the setback, a 2.5-metre high safety barrier is required for residential development (standard form is an earthen berm). The proponent has not identified a safety barrier in the materials provided. It should be noted that a development to the north of the subject site (known as Campbell Subdivision) is being proposed with an earthen berm. Coordination with the other proponents to ensure the barrier is not interrupted at the property line between developments is required. I request further information in this regard.

\*A 1.83 metre high fence is to be provided along the property line, where direct access to the rail corridor is afforded (standard form is chain-link). The existing post and wire fence will need to be replaced to meet requirements. Coordination with neighbouring proponents will be required to ensure trespass opportunities are minimized. I request further information in this regard.

\*The proponent shall engage a qualified consultant to prepare a noise and vibration study, to be submitted for review and satisfaction of Metrolinx.

\*The proponent shall submit a drainage report for review and satisfaction of Metrolinx. Any proposed alterations to the existing drainage pattern affecting GO Transit's rail corridor must receive prior concurrence from Metrolinx.

\*A Landscape Plan shall be submitted for the review and satisfaction of Metrolinx. It should be noted that a 7-metre vegetation clearance zone, to be measured from the centerline of the outermost track, has been established in association with the planned electrification of the Barrie rail corridor. The centreline of the reconfigured track will be 3.5 metres from the property line, resulting in the 3.5 metre extension of the clearance zone within the subject site. We recommend low-rise vegetation within this zone such as decorative grasses and/or small shrubs.

\*The following warning clause shall be inserted in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of each dwelling unit within 300 metres of the railway right-of-way:

**Warning:** Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.

\*The Owner shall enter into an agreement with Metrolinx stipulating how applicable concerns will be addressed. The agreement will include an environmental easement for operational emissions, to be registered on title against all residential dwellings within 300 metres of the rail corridor and in favour of Metrolinx.

\*It should be noted that any construction activity within or immediately adjacent to the rail corridor must be coordinated with our consultant, AECOM. Permits and flagging may be required depending on the nature of the proposed work.

If you have any questions or concerns, please feel free to contact me.

**IVAN CHEUNG, M.Sc, B.URPI**

Intern  
Metrolinx  
Pre-Construction Services | Capital Projects Group  
20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2  
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 **METROLINX**



Hi Bailey,

Further to the circulation for 750 Lockhart Road dated May 15, 2019, I note Metrolinx previously provided comments on September 26, 2018 (attached). My comments are set out below;

\*A 30 metre setback is required for residential developments (measuring from the edge of the rail corridor to building face). As previously requested, the proponent has confirmed that a 30.1 metre setback has been contemplated for Blocks 1, 2 and 3 which achieves the established requirement. I note that future development proposals on Blocks 22 and 24 will also be required to achieve the 30 metre setback.

\*In conjunction with the setback, a 2.5-metre high safety barrier is also required for residential development. We are in receipt of the Preliminary Grading Plan prepared by SCS Consulting Group dated March 2019 which identifies the installation of earthen berm for Blocks 1, 2, and 3. The height of the berm ranges in the order of 2.31 to 2.73 metres which falls short of the established requirement. The earthen berm should be extended south along Kneeshaw Drive to function as the safety barrier for Blocks 22 and 24. The consultant shall update the grading plan accordingly. The ultimate safety barrier design will need to be the satisfaction of Metrolinx and reviewed by our Engineer, AECOM.

\*I am in receipt of the Environmental Noise Feasibility Study prepared by Valcoustics Canada dated March 6, 2019. The rail data contemplated in the Study is consistent with the current forecast. I note the consultant has modelled all GO Train trips as diesel, which is the established approach. The consultant has recommended a number of mitigation measures including a noise attenuation wall on top of the earthen berm. Metrolinx recommends that an anti-graffiti silicone coating is applied to the proposed noise wall along the rail corridor. Depending on the final design of the earthen berm the Noise Study will need to be revised. I request that Metrolinx is circulated on the final Noise Study.

\*I am in receipt of the Railway Vibration Study prepared by Valcoustics Canada dated March 6, 2019. The consultant conducted vibration measurements at the closest building façade in relation to the rail corridor (in the order of 30 metres). The consultant further notes vibration levels are below established criteria and vibration mitigation is not required for the development. I have no further comment in this regard.

\*I am in receipt of the Functional Servicing Report prepared by SCS Consulting Group dated March 2019. The Report contemplates a new sewer connection under the rail corridor and the extension of an existing Metrolinx culvert crossing to accommodate Kneeshaw Drive. Prior to site plan approval, the proponent shall obtain the appropriate Metrolinx crossing agreements to facilitate these crossings. The ultimate drainage plan, crossing design and construction implementation plan will need to be to the satisfaction of Metrolinx and reviewed by our Engineer, AECOM. I request further information in this regard.

\*For information, a grade separation of Lockhart Road has been previously contemplated by the City of Barrie. Although no timelines have been established as of yet, such a project would have property implications (temporary during construction and on-going with the final alignment) along the site frontage on Lockhart Road. The proposed plans incorporates a land reserve for road widening. I request that the City of Barrie confirm the status of the grade separation project and if associated property requirement fall within the proposed Lockhart Road right-of-way.

\*Comments previously provided on September 26, 2018 that were not mentioned above still remain applicable.

Should you have any questions or concerns, please do not hesitate to contact me.

**BRANDON GAFFOOR**

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