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CLERK'S OFFICE

@8:39 a.m. JP

Dawn McAlpine, City Clerk

City of Barrie, PO Box 400, ON, L4M-4T5

April 22, 2014

**RE: AMENDMENT TO THE ZONING BY-LAW AND PLAN OF SUBDIVISION-655423 ONTARIO LTD., 196 BURTON AVENUE, BARRIE**

My wife and I are Landowners/Occupants of Barrie, and within the immediate area of the subject property. We have been Barrie residents since 2000 and formerly resided on Tower Crescent, (1 block south of Holgate Street) also within the immediate impact area; thus, affording us a historic perspective.

I am also submitting this deputation on behalf of 4 neighbours within the immediate area of the subject property: P. Kurtz, C. Basinger, K. Campbell, and J. Spencer,

We remain concerned that the Parkshore Village Proposal of a single in/out access at the Holgate Street/Robinson Street/proposed Subdivision intersection would create an obvious negative traffic impact to our neighbourhood. Further, the proposal to remedy this impact by installing an all-stop control would promote traffic congestion.

For example, this Proposal would require the motorists from 374 dwellings (Holgate/Bailey/Kelly/Robinson/Parkshore Village) and supplemental traffic Fire, Police, Ambulance, snow removal, garbage pickup, service vehicles, visitors, moving vans, tow trucks, delivery vehicles, etc. to converge at this single intersection. Common sense would indicate that motorist confusion with the resultant impediments to normal traffic flows would increase the probability of traffic congestion and/or motor vehicle collisions.

By reducing the 3 existent and historic 196 Burton Avenue in/out accesses (of 50 years or more duration) into 1 public street in/out access in the Applicant's Proposal is simply ignoring the obvious.

*It remains our objective that the Parkshore Village Development Proposal provide for more than a single in/out access.*

*Further, that any future consideration for a stop sign control at the Holgate/Robinson/Subdivision access intersection should be restricted to the out access from the Development, versus the proposed 3-way stop.*

This submission is respectfully prepared with benefit of the following background:

I attended the Landowner's Information Session on September 10, 2013 and gathered materials provided by the Applicant. The schematics of this Proposed Development caused me immediate concern with its proposed single in/out, landlocked scenario.

Consequently, I attended the City of Barrie, Planning Services Department on September 12, 2013 and personally reviewed the Functional Services Report by Gerrits Engineering (File # 402-002-13) detailing the Applicant's Traffic Data Study completed on March 22, 2013.

My concerns were amplified when I noted (in part):

1. *"Subsection 5.2, Existing Traffic Conditions, Survey on March 22, 2013 between 7am & 9am, & between 4:15 pm & 5:15pm, AM peak between 8am & 9am, PM peak between 4:15pm & 5:15pm. Burton & Robinson study centered on these Robinson & Holgate intersections."*
2. *"Subsection 5.3, Future Traffic Conditions, Proposed to create the Robinson/Holgate Street intersection as a T-intersection with stop control being provided on Holgate Street."*
3. Under the heading *"Design Population, proposed 2.34 persons per unit = 272 persons."*

This Applicant's Data Traffic Study itself reported it was done on only 1 day, encompassing a total of 3 hours and only concentrated on the traffic flow data at Robinson/Holgate intersections. This document also reveals that the Study completely ignored the other 2 historical in/out accesses (of 50 years or more duration) relative 196 Burton Avenue and Burton Avenue itself. An individual would question how this Study, (a 3 hour snapshot in time), would support adverse traffic conditions in this area in perpetuity?

The "Gold Standard" objective of Traffic Data Studies, I have always understood, was to create an optimal road network with efficient movement of traffic and minimal traffic congestion problems.

The City of Barrie outlines in its Urban Design Manual, dated April 1, 2007 Section 3(6)(a): *"Access Driveways Design Guidelines: Locate site access in a manner that reduces traffic flow conflict and confusion."* And further, Section 3(6) *"Emergency Vehicles – Ensure that emergency vehicles can gain easy access to, within and from the site."*

This Subdivision's Proposal Design and the Applicant's Traffic Data Study ignore the City of Barrie's own guidelines, as well.

These concerns prompted my deputation, dated September 16, 2013, attached as **APPENDIX "A"**, wherein I provided comprehensive details concerning the adverse impact this proposal would generate to the immediate area affected.

On September 23, 2013 I also spoke to this deputation before Committee of Council, City of Barrie. Many citizens affected by this proposal also detailed the defectiveness of the Applicant's Traffic Data Study on file. Many of them based their comments on firsthand observations that even the Holgate/Robinson traffic flows in/out of 196 Burton Avenue were not accurately captured.

Concerned residents at this meeting were assured by His Worship Mayor Lehman that the City of Barrie would undertake its own traffic data study, thus showing its citizens that the process would be complete, fair and transparent. We all left the meeting confident this would in fact occur.

On April 14, 2014 City of Barrie, Staff Report PLN012-14 was generated for the City of Barrie, Committee of Council meeting scheduled for that same evening. Sadly with minimal notice (email dated April 11, 2014) and only opportunity of a cursory review of this document, with brief timelines imposed before the meeting, it seemed apparent that city staff continued to rely on the Applicant's Traffic Data Study on file.

Consequently, I spoke with Councillor Arif Khan, at that meeting, and provided him with a letter of inquiry, dated April 14, 2014.

Not having a response, on April 16, 2014, I emailed him in follow-up and he replied that he had referred my inquiry to city staff. As of this date (April 22, 2014) however, I am without benefit of any reply to the inquiries/concerns contained in that letter. These documents are attached as **APPENDIX "B"**.

Subsequent review of the City of Barrie, Staff Report PLN012-14 shows, at minimum, 7 different references and conclusions drawn from the Applicant's Traffic Data Study, for example: "Section 10, sub-section b, Reports submitted in support of this application include, Functional Servicing Report Gerrits Engineering, May 2013); Section 13, subsections a, b and c In response to the concerns raised by the public on the redevelopment plan, staff offer the following comments; Section 14, subsections a and b Departmental and Agency Comments; Appendix "C", Section 8, Special Conditions".

Section 13, sub-sections a, b and c, state (in part):

- I. *"The traffic counts have identified that the redevelopment can be serviced by one access as illustrated on the draft plan. Staff have identified that an all-way stop at Robinson Street and Holgate Street will be required to accommodate the traffic flow. The all-way stop requirement has been included in the proposed Draft Plan of Subdivision conditions."*
- II. *"A road connection to Burton Avenue is not required to manage traffic flow into/out of the site. Further, the distance separation from Melinda Court to the proposed access would not be sufficient to meet the standards of the City for locating a safe access onto an arterial road."*
- III. *"The number of units proposed by the Draft Plan is not significantly increased from the number of mobile homes that exist on site."*

In consequence of the Section 13 conclusions reported above, on April 17, 2014, my wife and I secured various measurements with the aid of a Rolatape Professional Series Measuring Systems (measuring wheel), Model # 415M, factory-calibrated to metric measurements, with an accuracy = 1/10<sup>th</sup> of an inch/m.

Benchmark measurements were taken in an easterly direction, closest curb-line to closest curb-line, along the south curb-line of Burton Avenue as follows: between Robinson & the west driveway of 196 Burton = 104 m; between west and east in/out accesses for 196 Burton = 80 m; between east driveway of 196 Burton and westerly in/out access for Melinda = 58 m; between westerly and easterly in/out accesses for Melinda = 99 m; between Melinda and Peartree = 65 m. (NOTE: this last measurement allows within it a 6 m wide in/out access/easement for a Power Stream building and hydro control boxes.)

This concludes that the City of Barrie has already set a precedent distance separation road allowance in this immediate area to meet the standards of the City for locating a safe access onto an arterial road (i.e., Melinda and Peartree). Thus, this should not then preclude an in/out controlled access for the proposed Subdivision from Burton Avenue. The potential for alternative lot reconfigurations in this proposed Development still exists and would accommodate this. That would result in replacing the existent 2 private driveway accesses at 196 Burton (of 50 years or more duration) with 1 public street, in/out access, with stop sign control for the proposed Subdivision onto Burton Avenue.

The number of units proposed by the Draft Plan (i.e. 96 townhome, 2 and 3 bedroom units plus the 20-unit apartment building = 116 units versus the existent 93 mobile home, significantly smaller units = a

net increase of 33 added units.) Also, the proposed Draft Plan would promote a much different development. The old and new development is not comparative in population or demographics.

At the Committee of Council meeting of April 14, 2014 Council chose to accept cash in lieu of the parkland dedication within this Proposal. Discussions of Council opted to potentially use these monies for capital improvements to Shear Park (which measures 733 m west of the west curb-line of the Robinson/Holgate intersection). This is in excess of the 500 m City of Barrie's parkland requirements, and of no direct benefit to the impacted area residents.

Council further discussed an option of using the cash in lieu to install a pedestrian cross-walk at the Holgate/Bayview intersection. This option would also be most problematic to northbound motorists on Bayview (an arterial roadway), given the S-curve, considerable downgrade and limited site-lines approach to that intersection.

In conclusion, we are hopeful that our neighbourhood will exist in harmony with any future development and that you will consider our input to that end.

Respectfully Submitted,

Jack and Brenda Harkness

Barrie, ON, ,

CC: P. Kurtz  
C. Basinger  
K. Campbell  
J. Spencer

Attachments: Appendix "A" – Deputation, September 16, 2013

Appendix "B" – Letter of Inquiry, April 14, 2014 and Emails, April 16, 2014

April 22, 2014

Note: Revision to Appendix "A" Page 1, Paragraph 1:

Should Read:

*"Holgate Street between Robinson and Bayview is 316 metres long and Robinson Street between Holgate and Burton Street is 108 metres long."*

Dawn McAlpine, City Clerk

City of Barrie, P.O. Box 400 L4M 4T5

September 16, 2013

**RE: AMENDMENT TO THE ZONING BY-LAW AND PLAN OF SUBDIVISION –  
655423 ONTARIO LTD., 196 BURTON AVENUE, BARRIE**

We are Landowners within the immediate area of the subject property, and we submit the Parkshore Village proposal would create superfluous traffic congestion at the Holgate Street and Robinson Street intersection. Holgate Street is approximately 900 metres long and Robinson Street is approximately 300 metres long. These streets are two-lane public roadways which meet at an uncontrolled, right-angled intersection.

Holgate Street (eastbound) accommodates vehicular/pedestrian traffic from the following sources:

- Holgate Street (24 street townhouses, 69 apartment units)
- Bailey Court (12 street townhouses)
- Kelly Place (30 street townhouses)
- A private drive (Cross Street) to/from the Burton Avenue Mobile Homes Park (93 Units)
- Motorists travelling from Bayview Drive to Burton Avenue , via Holgate/Robinson, to circumvent the traffic stop-lights at Bayview/Burton and Burton/Milburn

The Parkshore Village proposal suggests an uncontrolled, three-way intersection (i.e. Holgate/Robinson/Parkshore Village) to provide that subdivision with a single entrance/exit. Historically, traffic to/from the Burton Avenue Mobile Homes Park has been dispersed from three different locations:

- 196 Burton Avenue signed "Burton Avenue Mobile Homes"
- immediately east of 176 Burton Avenue
- and a private driveway (Cross Street)/Holgate Street.

The Parkshore Village proposal would allow traffic generated from 258 residential units (including the 7 street townhouses on Robinson Street) to converge at this intersection. This appears to be a recipe for bottleneck traffic flows and create the potential for motor vehicle collisions. **It is our recommendation that Parkshore Village should provide for more than a single entrance/exit.**

Information for this submission was gathered at the Neighbourhood Information Meeting of September 10, 2013 and by personal review of the Functional Service Report on file at the Planning Services Department, City Hall, the City of Barrie, on September 12, 2013.

The March 22, 2013 Traffic Data Survey appears to have only targeted traffic flows at the intersections of Burton/Robinson and Holgate/Robinson. This data appears to have ignored the traffic flows from two of the entrances/exits to the Burton Avenue Trailer Park mentioned above. Thus the traffic flow numbers calculated and projections of future traffic flow numbers to impact Holgate/Robinson are based upon a soft benchmark.

A Parkshore Village recommendation to potentially install a stop sign at Holgate/Robinson would impede the traffic flows for the majority of motorists using these streets. That would only benefit the traffic flow into/from the Parkshore Village subdivision, restricted to a single entrance/exit. Any stop sign consideration should instead control the Parkshore Village motorists.

Parkshore Village will consist of 96 two or three bedroom townhouses and 20 apartment units. That will create a different demographic and potentially increase the number of vehicles per household. The Burton Avenue Mobile Homes Park consists of 93 single-wide, smaller units.

Further, a single entrance/exit to Parkshore Village provides restricted access for emergency responses (ambulance, fire, police), deliveries, visitors and will also impose construction traffic interruptions to Holgate and Robinson Streets.

Please accept this letter as a written submission for consideration at the City of Barrie Council Meeting, September 23, 2013 at 7:00 p.m. We further request notification of Council's decision on this matter.

**Respectfully Submitted,**

**Jack and Brenda Harkness**

**Barrie, Ontario**





**PLAN OF PROPOSED SUBDIVISION**  
 OF PART OF CONVEYANCE  
 LOTS 2, 3, 4 AND 5  
 SOUTH SIDE OF BURTON STREET  
 AND ALL OF  
 LOTS 1, 2, 3, 4, 5, 6, 7, 8 AND 9  
 NORTH SIDE OF HOLGATE STREET  
 HOLGATE STREET (PART OF BLOCK 10-14)  
 REGISTERED PLAN 433  
 AND PART OF  
 LOT 9  
 CONCESSION 14  
 GEORGIC TOWNSHIP OF WINTER  
 CITY OF BARRE  
 COUNTY OF SIMCOE  
 SCALE 1:500  
 RUDY MAK SURVEYING LTD.

**OWNER'S CERTIFICATE**  
 I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE  
 WHOLE OR PART OF THE LAND SHOWN ON THIS PLAN, DO  
 HEREBY CERTIFY THAT THE INFORMATION CONTAINED  
 HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE  
 AND BELIEF.

**SUBJECT'S CERTIFICATE**  
 I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE  
 WHOLE OR PART OF THE LAND SHOWN ON THIS PLAN, DO  
 HEREBY CERTIFY THAT THE INFORMATION CONTAINED  
 HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE  
 AND BELIEF.

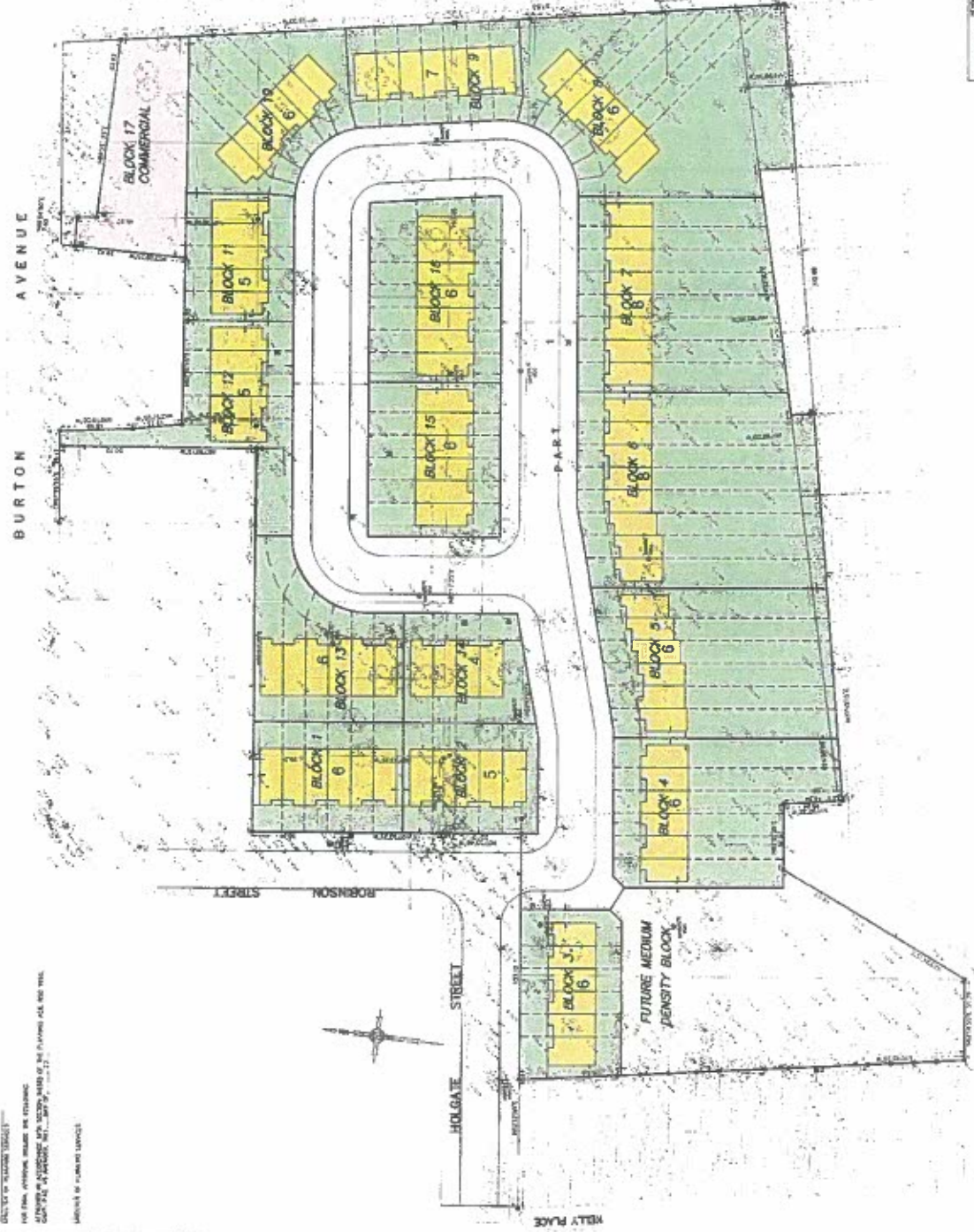
**ADDITIONAL INFORMATION REQUIRED UNDER  
 SECTION 25(1) OF THE PLANNING ACT**

- 1. NUMBER OF LOTS: 16
- 2. AREA OF EACH LOT: 3,774m<sup>2</sup>
- 3. TOTAL AREA: 60,384m<sup>2</sup>
- 4. ZONING: COMMERCIAL
- 5. FUTURE UPGRADE DENSITY BLOCK: 20 UNITS
- 6. OTHER: 0.20ha
- 7. TOTAL: 16 LOTS, 60,384m<sup>2</sup>

**PARKSHORE VILLAGE**

10000 SHEPPARD AVENUE EAST  
 UNIT 101  
 SCARBOROUGH, ONTARIO M1S 1T7  
 TEL: (416) 291-1111  
 FAX: (416) 291-1112

**RUDY MAK**  
 SURVEYING LTD.  
 1000 SHEPPARD AVENUE EAST  
 UNIT 101  
 SCARBOROUGH, ONTARIO M1S 1T7  
 TEL: (416) 291-1111  
 FAX: (416) 291-1112



ONE SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FROM THE APPLICABLE MUNICIPALITY AND THE APPLICABLE FEDERAL AND PROVINCIAL GOVERNMENTS. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FROM THE APPLICABLE MUNICIPALITY AND THE APPLICABLE FEDERAL AND PROVINCIAL GOVERNMENTS. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FROM THE APPLICABLE MUNICIPALITY AND THE APPLICABLE FEDERAL AND PROVINCIAL GOVERNMENTS.

NO.	DESCRIPTION	DATE
1	PREPARED	2014.05.01
2	REVISED	2014.05.01
3	REVISED	2014.05.01
4	REVISED	2014.05.01
5	REVISED	2014.05.01
6	REVISED	2014.05.01
7	REVISED	2014.05.01
8	REVISED	2014.05.01
9	REVISED	2014.05.01
10	REVISED	2014.05.01
11	REVISED	2014.05.01
12	REVISED	2014.05.01
13	REVISED	2014.05.01
14	REVISED	2014.05.01
15	REVISED	2014.05.01
16	REVISED	2014.05.01
17	REVISED	2014.05.01

NOTICE:  
 THIS PLAN IS A PRELIMINARY PLAN AND IS SUBJECT TO THE APPROVAL OF THE APPLICABLE MUNICIPALITY AND THE APPLICABLE FEDERAL AND PROVINCIAL GOVERNMENTS.

Councilor Arif KHAN

Ward 8

City of Barrie

APPENDIX "B"

April 14, 2014

**RE: AMENDMENT TO THE ZONING BY-LAW AND PLAN OF SUBDIVISION – 655423 ONTARIO LTD. , 196 BURTON AVENUE, BARRIE ONTARIO**

We are Landowners within the immediate area of the subject property, and we respectfully submit the following questions for clarification on the Parkshore Village proposal before the Committee of Council at 7:00 p.m., this evening.

Notice of this meeting was kindly provided to us, via email of April 11, 2014, from Lynn-Anne Driver, Secretary, City Clerk's Office, City of Barrie, affording us little opportunity to review what has occurred since the Barrie Council Meeting of September 23, 2013 public forum discussions on this matter.

1. Can you please inquire if the City of Barrie staff undertook a subsequent and independent Traffic Data Survey of the impact this proposal would have on Holgate Street, Bailey Court, Kelly Place and Robinson Street? Or, did they instead depend upon the applicant's March 22, 2013 Traffic Data Survey, even though it appears deficient and reports a soft benchmark of current traffic flow?

Memory recalls that the Mayor verbalized in the public forum meeting of September 23, 2013 that the City of Barrie would in fact do its own Traffic Data Survey as follow-up.

2. Also, the Mayor questioned whether the Parkshore Village plan proposal could be re-configured to allow for more than the single-source entrance/exit. It appears that concern has not been revisited?
3. It is now proposed that an all-way stop be introduced at Holgate/Robinson and Parkshore, rather than just a single stop sign control affecting Parkshore Village only. Again, is this supported by an independent City of Barrie Traffic Data Survey, historical accident statistics, or otherwise?

We sincerely request that you address our concerns at the meeting this evening, and kindly keep us informed of the Committee of Council's subsequent recommendations.

We will also be present at the meeting this evening for any follow-up you may require.

Respectfully submitted,

Jack and Brenda Harkness

Barrie, ON,

**RE: Bylaw Amendment - 655423 Ont. Ltd./196 Burton Ave.  
Barrie**

From: **Arif Khan** (Arif.Khan@barrie.ca)  
Sent: 16 April 2014 09:37:51  
To: Brenda Harkness

Thanks for your message Mr. Harkness;

I have your letter for submission to the clerk and it will be remitted when I attend city hall this evening, for an unrelated meeting. You may recall that I stepped away from chambers on Monday evening to speak with a number of residents of 196 Burton, and that general committee adjourned in my absence.

I have copied Ms. Cooke herein, so that she has a record of my acknowledgement of receipt, on your behalf.

Trusting you find this satisfactory.

Yours truly,

Arif Khan  
Councillor, Ward 8  
City of Barrie

*Central Ontario's Premier Waterfront Community*

70 Collier Street  
P.O. Box 400  
Barrie ON L4M 4T5  
Tel: 705-739-4273  
Fax: 705-739-4243

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**From:** Brenda Harkness  
**Sent:** April 16, 2014 9:29 AM  
**To:** Arif Khan  
**Subject:** Bylaw Amendment - 655423 Ont. Ltd./196 Burton Ave. Barrie

**RE: AMENDMENT TO THE ZONING BY-LAW AND PLAN OF SUBDIVISION - 655423  
ONTARIO LTD. , 196 BURTON AVENUE, BARRIE ONTARIO**

Councilor, KHAN I am forwarding this email in follow-up to our conversation and the letter I hand-delivered to you at Barrie City Council Chambers, 14 April 14, on this topic.

You indicated that you would copy this letter to all your Council colleagues/City Staff, to assist them in making informed decisions on this matter, and to provide them ample opportunity to reply to the questions contained therein.

On 15 April 14, I spoke with City of Barrie, Deputy Clerk, Wendy Cooke to seek opportunity to potentially submit a written deputation before City of Barrie Council when this issue is to be revisited on 28 April 14, allowing for further public input. She requested that my written deputation must be deposited with the Clerk's Office by 10:00 am, Tuesday, 22 April 14, in order to be placed on the Agenda.

Thus, it is imperative that your reply is timely and allows me with sufficient time to prepare a deputation, if necessary, on behalf of my wife, myself and our three neighbours whom you also met during our conversation on 14 April 14.

Respectfully,

Jack Harkness

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