
TO: MAYOR J. LEHMAN AND MEMBERS OF COUNCIL

PREPARED BY: A. GAMEIRO, B.E.S., RPP, PLANNER

FROM: M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

NOTED: A. MILLER, RPP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT

M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RE: PROPOSED WALKWAY CONNECTION TO LOUGHEED ROAD (BLOCK 56)
ZONING BY-LAW AMENDMENT - 8001 COUNTY ROAD 27 DIPOCE (INNISFIL)
INC. (DEV002-20) (FILE: D14-1665)

WARD: 7

DATE: JANUARY 27, 2020

PURPOSE

The purpose of this Memorandum is to provide members of Council with a response to a question of clarification that was received from Planning Committee on January 21st, 2020 with respect to Staff Report DEV002-20 recommending approval of a proposed Zoning By-law Amendment Application for lands known municipally as 8001 County Road 27, Barrie.

As noted in the staff report, the Zoning By-law Amendment is associated with a Draft Plan of Subdivision Application (File: D12-443) for the development of approximately 304 to 442 residential units, along with an elementary school, park, commercial block and supporting infrastructure.

OVERVIEW

Members of Planning Committee asked if there was a connection between the proposed subdivision with the existing neighbourhood to the north. There is a proposed walkway connection from Street 'C' to Loughheed Road, identified as block 56, on the proposed Draft Plan of Subdivision (see Appendix "A").

Planning Committee asked if that proposed walkway would be maintained to the same standard as a municipal sidewalk during the winter months and trying to determine if it is a sidewalk or a walkway. Walkways are not maintained in the winter.

Planning Committee also questioned if Street 'D' and a municipal sidewalk could be extended through to Loughheed Road, rather than a pedestrian connection. In doing so, Street 'D' would be extended through 39 Loughheed Road which is owned by the City of Barrie.

Through the technical review process, City Transportation Planning staff explored the feasibility of providing a road connection between Street 'D' and Loughheed Road which is part of an existing, developed subdivision. The geometric design of the road extension was considered to be undesirable by staff. The street extension was also undesirable from a land use perspective, as it would disrupt the parcel fabric along Loughheed Road and could pose safety concerns given the proximity to existing residential driveways, as identified in the aerial photograph in Appendix "B".

To create a walkable community, City staff requested that a pedestrian connection be provided between Street 'C' and Loughheed Road to increase pedestrian connectivity in the area and promote the use of active transportation. The pedestrian connection would also provide a safe and direct link to the municipal sidewalk proposed along the outer edge of Street 'C', thereby making the park and school blocks more accessible to residents (see Appendix "C" – Pedestrian Circulation Plan).

While the connection proposed is wide, it would be considered a walkway and would not be maintained in the winter months as a municipal sidewalk. Direction on walkway winter maintenance is given in Council Motion: 98-G-72 Walkway Winter Maintenance, which states:

That in light of the high cost to provide winter maintenance services on pedestrian walkways, the limited resources available and the practical difficulties involved in undertaking the work, The City of Barrie will continue its practice to not provide winter maintenance services for pedestrian walkways.

This motion was predicated on the fact that there is an expense related to monitoring walkways. A rudimentary estimate of maintaining walkways during the winter months is approximately \$1000 per walkway and the City has approximately 300 walkways. Performing snow removals in house would equal approximately two additional sidewalk routes requiring additional staff and additional machines or the snow clearing could proceed via tender. The annual costs would be approximately \$300,000.00. In addition, if the policy were to change there would be some onetime costs to consider, as currently there are steel bollards in concrete bases at each entrance of a walkways to keep motorized vehicles out which would have to be removed and the asphalt reinstated which would be a one-time cost of approximately \$300,000.00.

It is important to note that Staff Report DEV002-20 relates to a proposed Zoning By-law Amendment Application for the subject lands and this matter raised regarding the proposed pedestrian connection and street network are matters that would be addressed by the City's technical staff through the associated Draft Plan on Subdivision Application.

CONCLUSION

The proposed pedestrian walkway design can be addressed through the review of the detailed design of the proposed subdivision. The pedestrian connection will play an important role in making the neighbourhood walkable and City staff will make every effort to ensure that the connection is accessible to all residents, although according to City standards will not be maintained in the winter months.

Should members of Council have any questions or require additional information, please contact Andrew Gameiro, Planner at Andrew.gameiro@barrie.ca or 705-739-4220 ext. 5038.

Submission material associated with the application is available online on the City's Proposed Developments webpage under [Ward 7](#)

Draft Plan of Subdivision – 8001 County Road 27



APPENDIX "B"

Aerial Photograph (Lougheed Road Connection) – 8001 County Road 27



APPENDIX "C"

Pedestrian Circulation Plan – 8001 County Road 27

