

**From:** Jen Slykhuis  
**Sent:** Friday, December 02, 2016 8:15 AM  
**To:** CityClerks  
**Cc:** Dawn McAlpine  
**Subject:** Official Plan Ammendment - Yonge St Ward 9

Hello

My husband and I attended the meeting a few months back regarding the development on Yonge St in Ward 9 and the Park at the end of Poplar in Ward 10.

The one concern I have is the proposed stormwater management for this area. I understand that some Low Impact Development is being considered for this site, however the proposed stormwater management pond still seems very large, and will end up resulting the removal of many trees for this pond. I know there are requirements for water quantity and quality, however the City of Barrie I believe encourages increased use of LID and the new requirements from the Lake Simcoe Region Conservation Authority may require additional LID measures.

Barrie is very sandy and is a perfect opportunity to infiltrate water into the ground, instead of into a pond that takes up space, is costly to maintain and their performance for water quality protection deteriorates faster than we thought.

If you take a look at the Mosaik Home development in Newmarket, they used a variety of LID measures and ended up not needs a storm pond at all! <http://www.sustainabletechnologies.ca/wp/home/urban-runoff-green-infrastructure/low-impact-development/evaluation-of-low-impact-development-best-practices-for-residential-developments-mosaik-homes-glenway-subdivision-newmarket/>

If possible, is a copy of the stormwater report or site servicing report available for review?

Please consider this my written submission as requested in the letter we received dated November 18th for the December 12th meeting regarding this matter.

With the amount of space available in this development, and the proposed parkland on Yonge St, there is absolutely no excuse not to have more LID measures as part of a treatment train approach to stormwater. I would encourage the City to make the developer be more creative in their storm submission and make the City of Barrie a leader in the environment and stormwater management.

Please confirm receipt of this email.

Thank you

Jen Slykhuis



## COMMENTS:

We have reviewed the proposed Application for Zoning By-law/Official Plan Amendment and have no comments or objections to its approval.

We have reviewed the proposed Application for Zoning By-law/Official Plan Amendment and have no objections to its approval, subject to the following comments (attached below).

We have reviewed the proposed Zoning By-law/Official Plan Amendment Application and have the following concerns (attached below).

PowerStream has received and reviewed the proposed Application for Zoning By-law/Official Plan Amendment. This review, however, does not imply any approval of the project or plan.

We have no objection to the zoning change with the understanding the new project must meet the clearances from our lines. In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with PowerStream making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of PowerStream's cost for any relocation work.

The customer will be responsible for contacting our New Connections department. Based on the characteristics (type) of project and size this will determine if a Service Design (Layout) or an Industrial Commercial or Institutional project (ICI) Service Application Information form will be required. PowerStream will provide required standards upon request. This will avoid delays in the building process.

### References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings)
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)<

If more information is required, please contact:

Mr. Stephen Cranley  
Supervisor, Subdivisions & New Services  
**Phone:** 1-877-963-6900 ext. 31297  
**Fax:** 905-532-4401  
**E-mail:** [stephen.cranley@powerstream.ca](mailto:stephen.cranley@powerstream.ca)

## Tina Gonneau

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**From:** Dorton, Peter (MTO) <Peter.Dorton@ontario.ca>  
**Sent:** Wednesday, November 23, 2016 12:20 PM  
**To:** Tina Gonneau  
**Subject:** FW: Message from "ONP3F00752612"  
**Attachments:** 20161123121636199.pdf

Hi Tina:

Regarding the attached, this office has no concerns.  
MTO permits are not required.

Thanks,  
Peter Dorton  
Senior Project Manager  
MTO Central Region Engineering Office  
Corridor Management Section  
159 Sir William Hearst Ave., 7th Floor  
Toronto, ON M3M 0B7  
Ph: 416-235-4280  
Fx: 416-235-4267  
Email: [peter.dorton@ontario.ca](mailto:peter.dorton@ontario.ca)



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

November 28, 2016

Stephen Naylor  
Director  
City of Barrie  
Planning & Building Services  
70 Collier Street, PO Box 400  
Barrie, ON L4M 4T5

Dear Stephen Naylor,

Re: Draft Plan of Subdivision, Official Plan Amendment & Zoning By-Law Amendment  
3251586 Canada Inc.  
Barrie Heritage Pahse IV  
City of Barrie  
File No.: D09-127, D12-394 & D14-1495

Enbridge Gas Distribution 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 Distribution'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 Distribution 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 Distribution's Customer Connections department. For more details contact [SalesArea50@enbridge.com](mailto:SalesArea50@enbridge.com).



**Sent by E-mail:** [Merwan.kalyaniwalla@barrie.ca](mailto:Merwan.kalyaniwalla@barrie.ca)

September 29, 2016

**File No: D14-1495**  
**IMS File No: PZOA118C5**

Mr. Merwan Kalyaniwalla  
City of Barrie  
Planning Services  
70 Collier Street, Box 400  
Barrie, ON L4M 4T5

Dear Mr. Kalyaniwalla:

**Re: Zoning Bylaw Amendment**  
**Barrie Heritage Development Ltd. Phase 4**  
**759 Yonge Street**  
**City of Barrie**

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Thank you for circulating the Lake Simcoe Region Conservation Authority (LSRCA) on the above-noted Zoning Bylaw Amendment. It is our understanding that the purpose and effect of this application is to rezone the subject lands to facilitate the development of a mix of residential and commercial uses in a block format.

The LSRCA has reviewed this application in the context of the Provincial Policy Statement (PPS), the Lake Simcoe Protection Plan (LSPP), and Ontario Regulation 179/06 under the *Conservation Authorities Act*.

The subject property consists of two main parcels, one to the west of the railway tracks and one to the east of the railway tracks. The lands to the east of the railway tracks contain wetlands and significant woodland and are identified as Level 1 Natural Heritage Features on Schedule H of the City of Barrie Official Plan. The proposed development meets the definition of major development within the LSPP.

Based on our review of the circulated information, we recommend that any approval of this application be subject to the following conditions:

1. That the parcel of land to the east of the railway tracks be rezoned from Residential (RH) to Environmental Protection (EP) to represent the appropriate and intended land use for these lands as identified in the submitted Planning Justification Report.  
**OR**
2. That a Stormwater Management Block be defined and zoned Open Space (OS) within the lands east of the railway tracks (i.e. as identified by the location of the silt fence location on Drawings PND-1 and PND-2 of Stormwater Management Report, revised June 2015 by AECOM) and the remaining lands within this parcel be rezoned from Residential (RH) to Environmental Protection (EP).

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September 29, 2016  
File No: D14-1495  
IMS File No: PZOA118CS  
Mr. Merwan Kalyaniwalla

If you have any questions related to the comments provided, do not hesitate to contact the undersigned.  
Please reference the above file numbers in future correspondence

Sincerely,



Lisa-Beth Bulford, M.Sc.  
Development Planner

LBB/ph

- c. Kris Menzies,, MHBC Planning, (email only)  
Charles Burgess, Manager of Planning, LSRCA (email only)

## Janice Sadgrove

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**From:** Pamela MacFadden  
**Sent:** Thursday, September 29, 2016 12:08 PM  
**To:** Janice Sadgrove  
**Cc:** Scott Lamantia  
**Subject:** RE Neighbourhood Meeting Flyer - Sept. 27  
**Attachments:** D14-1495 Notice of Neighbourhood Mtg.docx

Feedback on this meeting, received via Facebook from Phil Smith.

*This meeting was very well attended. So much so, that the lack of a PA system made it hard for many to hear much of what was said. The meeting started with the Gym packed with, I would guess, over 300 people.*

*After the first half hour, the proposed applicant appeared to satisfy most with the understanding that the triangle piece of land on the East side of the Metrolinx tracks would be dedicated to i) storm water management, ii) trails and iii) parkland with no intention to reopen discussion of making Poplar Drive a through street.*

*Sergio confirmed that the intent would be to permanently rezone the land from its current residential use to one that would prohibit building in future - essentially putting to rest fears this wetland may be developed in future.*

*It was also confirmed that there was no plan for an over/under track connection between this area and the residential development area on the GO side of the track. With that, approximately 80% of attendees seemed to be satisfied enough to leave.*

*Approximately a dozen of the remaining 50 or so attendees were quite vocal about the height and density and a few were quite angry that the city would allow any development at all. I believe these were residents that live on Pine as it backs onto the proposed development.*

*As a Bayshore resident myself, I believe the applicant has a proposal that seems pretty much in line with my understanding of the provincial planning policy for density requirements set out in the provincial places to grow. The two artist renderings they showed of what I believe were the back-to-back townhouses I found architecturally pleasing.*

*With this high density, I would prefer these units be ownership rather than rental and the developer seemed to confirmed that is their intent.*

*There are no doubt going to be concerns among some re: height, parking on the street, added traffic density on Yonge, snow removal within the development, ensuring safe walking access by this development's children to public as well as catholic schools. The developer has certainly indicated they've done or utilized a number of studies/reports from archaeological reports to traffic modeling though I didn't see listed the school board reports that will be necessary. It will be important that the details of these reports be reviewed by planning, but they certainly indicated that is still to be done.*

*It appears this was an attempt to bring constituents and stakeholders into the process earlier than is typically done. To give early notice of what is being proposed. I believe this worked well though some did wish to have notice of the meeting be distributed to all residents of Bayshore rather than 400m (which is apparently larger than the typical 150m). Still, word spread fast and I believe anyone in Bayshore Estates that was at all concerned, received word thanks to the good folks on Walnut.*

*Notwithstanding smaller details and that more details are to be provided in the future, this seems like a fair proposal for that particular area (next to a GO node).*

## Merwan Kalyaniwalla

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**From:** Spacek, Holly  
**Sent:** Wednesday, September 28, 2016 3:32 PM  
**To:** Merwan Kalyaniwalla  
**Subject:** Barrie Heritage 759 Yonge Street OPA ZBA D14-1495

Good Afternoon Merwan:

Is it possible for you to set up an on-site meeting with the developer's consultant (Kris Menzies) and SCDSB planners and yourself to walk the site and discuss the possibility of including a public elementary school site? We are concerned about pupil yields from this development as we have little pupil yield data from intensification projects. We realize the our Dean Avenue site is nearby but we have concerns with the volume of traffic in the area. I have touched base with Kris Menzies on phasing and marketing.

Thanks!

Holly

Holly Spacek MCIP RPP  
Senior Planner  
Simcoe County District School Board  
1170 Highway 26  
Midhurst, ON  
L0L 1X0

Phone: (705) 734-6363 ext. 11311  
Fax: (705) 728-2265  
email: [hspacek@scdsb.on.ca](mailto:hspacek@scdsb.on.ca)



## **Merwan Kalyaniwalla**

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**From:** Claudia Eiselt  
**Sent:** Tuesday, September 27, 2016 10:00 PM  
**To:** Merwan Kalyaniwalla  
**Subject:** 759 Yonge Street Housing Development

Dear Merwan,

I attended the community meeting regarding the new development at 759 Yonge Street this evening. I have several concerns with this development:

15 story apartments-this may meet intensification by-laws but substantially impacts the traffic congestion and aesthetic landscape of this area of the city. I would prefer the lowest end of this intensification requirement be built. When you intensify growth to this maximum many social problems associated with this dense housing will follow.

The southbound traffic on Yonge Street will be negatively impacted. There also does not seem to be any visitor parking in the plan. This crowded housing with the stacked back to back townhousing has never been tested in Barrie and is not what I moved into the southeast end of Barrie to experience.

I look forward to being informed about further meetings to voice my opinion on this new planned development.

Sincerely

Claudia Eiselt,

## Merwan Kalyaniwalla

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**From:** Adam Snow  
**Sent:** Wednesday, November 16, 2016 10:16 AM  
**To:** Merwan Kalyaniwalla  
**Subject:** 759 Yonge Street - GO Transit Comments

Hello Merwan – further to our email exchange, I believe our comments for this project were prepared back in the summer but never submitted. Please find them below:

\*The plans illustrate a minimum 30 metre building setback which is consistent with our requirements.

\*The building setback is to be provided in conjunction with a safety barrier (standard format is a 2.5 metre berm). No information regarding the barrier is provided with the circulation materials and, as such, we request same for our review.

\*1.83 metre high chain-link (or alternate material) fencing must be provided along the property line where direct access to the rail corridor is afforded.

\*I am in receipt of the subject Noise Feasibility Assessment report, prepared by RWDI and dated August 15, 2016. The analysis contemplates the current Metrolinx rail traffic forecast for this location. I acknowledge that the results reflect a conservative estimate of noise impacts since, while service is expected to be comprised of electric trains by 2026, operational details regarding same are not yet available, and as such diesel trains have been modelled. Various measures are proposed to address noise level exceedances. The study concludes by stating that “it is feasible to develop the land for residential use and maintain compliance with the applicable MOECC and GO sound level guidelines.” That being said, the report does not consider the close proximity of the Barrie South GO Station. Trains will accelerate and decelerate in the vicinity of the station, and may idle at the station depending on conditions – all of which generates noise that is different than a train passing at full speed. In addition, bells and whistles will be sounded. The consultant should provide additional comments in this regard – a brief letter report is acceptable. I note that vibration was not found to be an issue.

\*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 are the owners of lands within 300 metres from the land which is the subject hereof. In addition to the current use of the lands owned by Metrolinx, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the Metrolinx lands or Metrolinx and their respective 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 dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under its lands.

\*Any proposed alterations to the existing drainage pattern affecting the railway right-of-way (including such impacts related to the safety barrier installation) must receive prior concurrence from GO Transit and be substantiated by a drainage report to the satisfaction of GO Transit. I understand that an existing pipe will allow for drainage flow between the development lands and the stormwater pond, which are located on opposite sides of the rail corridor. Additional information should be provided to confirm that the pipe sizing is sufficient.

\*The Owner shall enter into a development agreement, stipulating how Metrolinx issues will be addressed, and will pay Metrolinx's reasonable costs in preparing and negotiating the agreement. The agreement will include an environmental easement, to be registered on title of all residential units and in favour of Metrolinx.

\*Depending on the construction approach, the proponent may be required to enter into a tieback agreement and/or a crane swing agreement with Metrolinx. It is in the proponent's best interest to avoid any such activities within the Metrolinx corridor.

\*Any construction activity within or immediately adjacent to the rail corridor must be coordinated with AECOM Engineering; permits and flagging may be required depending on the nature of the proposed work.

\*Given that the subject site is located immediately adjacent to the Barrie South GO Station, opportunities to facilitate convenient and safe pedestrian connectivity should be pursued. Specific comments are provided below:

1. Linear pathway along west side of rail corridor: There is an opportunity with this development to integrate a multi-use path/trail from Big Bay Point Road (to the north) through Painswick Park and along the eastern edge of the proposed development to connect with the GO station site. We would recommend that modifications be made to the site plan to effectively integrate such a path/trail into the design of the active transportation network for this development and the municipality at large.
2. Interface between midrise development and GO station site: The plan envisions a 'plaza' connection between blocks 'J' and 'K' to facilitate access to the GO station site. As designed this configuration could pose user conflicts with the vehicular traffic in the GO parking lot. If the linear pathway along the west side of the rail corridor is pursued based on our previous recommendation, it would be our preference if the development channel pedestrian and cycling traffic to the joint use path to provide a more direct connection to the platform and reduce conflicts between GO site users. This may require a path connection running along the edge of the two properties and/or alternate connections from the site roads/parks.

Please feel free to contact myself should you have any additional questions.

Thanks,

Adam

**Adam Snow**

Third Party Projects Officer, Rail Corridor Management Office, Rail Corridors, GO Transit  
Metrolinx | 335 Judson Street | Toronto | Ontario | M8Z 1B2

**\*NEW\* T: 416-202-0134 C: 416-528-4864 F: 416-354-7731**

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