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April 24/17  
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REGARDING RE-ZONING AT 521 & 527 BIG BAY POINT ROAD  
CITY HALL MEETING - PRESENTATION COPY

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ARRIL 24 2017

## Regarding the Big Bay Point Road Rezoning Application

### In General

The original application for rezoning being made by Innovative Planning Solutions concerns an area on Big Bay Point Road just east of Yonge Street in the south end of Barrie. Simply put, Big Bay Point Road runs east and west, and Yonge Street runs north and south. My home is northeast of that intersection and almost directly across the road from the two lots in question.

This part of Barrie has been identified in the *City Intensification Urban Design Study* as one of six areas designated as *Intensification Nodes* in which in the City of Barrie wishes to encourage "density and mixed use development". Lot 521 in the rezoning application under discussion falls slightly within the City designated *Intensification Node*. Lot 527 in the rezoning application does not at all. At this time Big Bay Point Road, both east and west of the intersection with Yonge, remains zoned for single residence usage which is the way it has been since its inception as the Village of Painswick founded by the Warnica family in 1823.

On the other hand for some years now Yonge Street, both north and south of the intersection, has seen significant retail development with banks, services, a large Zehrs grocery store to the southwest and a large Super Shopper to the southeast. South of that again, roughly in the direction of the Go Station, there is an expanding housing development and the installation of a number of large apartment/condominium buildings.

In short, the general area is already seeing extensive development. But with the exception of The Mission Thrift Store and its immediate vicinity, development is occurring only on Yonge Street which has, in fact, been zoned commercial for some time now and has traditionally been commercial for some time.

### In Specific

I feel sorry for my neighbours who have lived here for years and are now suddenly being faced with the prospect of a three-story building complex appearing over their back yard. Moreover, I have no doubt but that the rezoning that would allow this to happen would also set a precedent that would enable other developers that already exist here to appeal to the OMB for similar projects - and that all the rest of us on the street would eventually be facing exactly the same thing as might occur now - with an even further negative effect on traffic flow for us and everyone else.

The proposed Townhouse Development under discussion has a single entrance/exit and it shows plans for parking at the rate of two vehicles per residence or a maximum of some fifty vehicles in total. There is no provision in place for visitors' vehicles.

The fact remains that if the development was situated on some bucolic country lane this would simply would not be a problem. Overflow vehicles could just park out on the adjacent street. But unfortunately the proposed development is situated on Big Bay Point Road halfway between Yonge Street and the bridge. This section of the roadway is roughly three blocks in length with no other traffic lights in place to limit the pace of traffic. There is an uninterrupted run from the bridge to Yonge Street that sometimes

resembles a Le Mans race start, and in the last few years there have been some spectacular crashes, all the product of excessive speed.

Big Bay Point Road itself was widened to five lanes a few years ago to serve the region to the east of us, in the area of Prince William Way and at the end of the 25th, where there is extensive housing in place and which still continues to expand. As anyone who lives on our part of Big Bay Point Road can tell you, during morning and evening rush hours - and at times in between - the traffic burden can be severe because of the large commuter population coming from, or going to, the east. The road is limited by a fifty kilometer an hour speed limit to which no one pays any attention whatsoever. Perhaps it is measure of how the City has given up on the problem that it has announced an initiative to make parking on all of Big Bay Point Road illegal.

Furthermore, in 2020 City Planning proposes to expand Big Bay Point Road west over the Highway 400 to Harvie in order to relieve congestion at Mapleview. When that happens things here will get even worse. I find it difficult to imagine how fifty vehicles would manage to exit from a congested Townhouse location in 2020 and to work their way into the traffic they will face there at that time. The prospect that this problem would be inevitably multiplied by further townhouse developments in the same area is an even more dismal one.

If a proposed complex were to be located on Yonge Street south of Big Bay Point Road, where similar housing is already being put in place - and in an area that does not routinely see "race track" like conditions - at least this kind of problem would not exist. But here it does. For the City of Barrie to allow the project in question to go forward by rezoning ignores the facts. It is simply irresponsible and lacks genuine foresight. All of us who live here daily see that current traffic patterns already represent an insurmountable obstacle to the addition of a high-density traffic input point - and that future increases in the years to come would simply necessitate the installation of another set of stop lights at the proposed Townhouse Development entrance, or entrances, anyway. This, of course, would then compromise the whole intention of extending Big Bay Point Road west of the 400 to provide relief to Mapleview's congestion. It is obvious that Big Bay Point Road can either accommodate traffic flow or be developed as a medium density residential housing area. But it cannot do both.

I am not aware of a specific traffic study which says otherwise because no such traffic study has been undertaken.

I would have assumed this would have been the first thing that would have been done.

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### Revision

On, or about, March 03 2017 Innovation Planning submitted a revised proposal to Town Planning. The new design included the addition of a fourth story to the original three, and an increase in the number of units to thirty-four from twenty-five. Although it also included a second entrance/exit the net increase in the number of units meant a net increase in the number traffic onto Big Bay Point Road from fifty vehicles to sixty-eight vehicles.

Once again I wish to point out that the City needs to decide if it wants to support traffic flow or if it wants to support increased density housing.

Once again, it cannot do both.

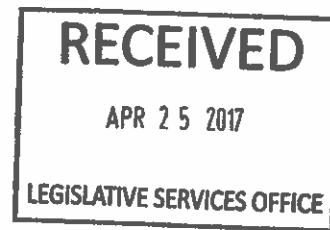
#### In Conclusion

It seems to me at this point that if this matter was to come before a Provincial authority such as the OMB there are currently at least three concerns at issue.

- 1) The escalation in traffic flow to the area under consideration for rezoning, originating from the increasing housing developments at Prince William Way and from the large development occurring at the end of the 25<sup>th</sup> - and the already overly busy nature of traffic now, compounded by the planned extension of Big Bay Point Road to join the 400 highway - and since rezoning will set in motion other higher density housing development between Yonge Street and the bridge.... This has set conditions which require a specific traffic study to have been completed before rezoning of any sort can proceed. This the City has failed to do.
- 2) The resubmission by Innovation Planning Solutions of a site plan that was significantly different from the site plan presented at the Community Meeting is something that should have been communicated to the interested parties that registered their email addresses with Town Planning at that meeting. This the City failed to do.
- 3) The citizens that attended the Community Meeting were told that they would be contacted by email to confirm when the City Hall meeting that was to hear submissions on the matter was to be. This the City failed to do.

It would seem clear, in light of the above, that the City of Barrie has failed to proceed with due diligence and therefore rezoning of any sort should not proceed at this time.

DG Lawlor



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Rezoning: 521/527 Big Bay Point Road

Dear Sirs,

Mentioned at the City Hall Meeting on the evening of April 24 was the observation that rezoning involves an ongoing process involving both the developer and Planning Services. I would like to add that this process also involves ongoing residential concerns.

New information revealed at the meeting was that the newest submission involves increasing the number of proposed units to thirty-four, but reducing the amount of parking there to one vehicle per unit. I suppose it is within the realm of logical reasoning to say that no one who would come to live there would have a car at all, or that new residents would choose whether or not to purchase based on the availability of parking or lack thereof.

However, in this day and age it is most likely that at some point there will be visitors or family vehicles present that this reduced facility cannot accommodate simply because there would be too much building for too little parking. And at this point the problem created by 521/527 would become a problem for someone else. I believe it to be painfully obvious this means that cars will be left around the corner on Montgomery or in the Mission Thrift Store parking lot creating a burden for those locations that they were not meant to handle. Inevitably the increase in static traffic clogging up other available space would mean problems for those actually trying to get somewhere in the street. Inconvenience is one thing. Car crashes are quite another.

Once again I would like to point out that the proposed site is situated on Big Bay Point Road and not on some secondary artery, and regardless of City policy on the matter, the issue of the building site cannot be detached from the problem of traffic in the street. The heavy traffic on Big Bay Point Road is already such a problem that the City of Barrie wishes to pass a measure that prohibits parking on all of it. And this is before the City extends Big Bay Point Road to Harvie and the 400 Highway in its attempt to accommodate increasingly heavy commuter traffic coming in from east of the location. The City must decide what it wants to support here. This would be either traffic flow or higher density housing. It simply cannot successfully do both.

Thanks for your time - Dave