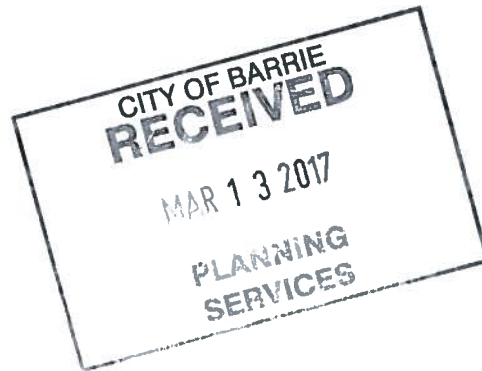


David G Lawlor

Barrie Ontario

Regarding the Big Bay Point Road Rezoning Application

DRAFT COPY



CITY OF BARRIE
RECEIVED

MAR 13 2017

**PLANNING
SERVICES**

Regarding the Big Bay Point Road Rezoning Application

In General

The recent 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. My home is 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 527 in the rezoning application under discussion falls within the City designated *Intensification Node*. Lot 521 in the rezoning application does not. 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 has been the installation of a number of large apartment/condominium buildings.

In short, this area is already seeing extensive development, but with the exception of The Mission Thrift Store and environs, it is occurring only on Yonge Street which has, in fact, been zoned commercial for some time now.

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 there 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 often resembles a Le Mans race start.

Big Bay Point Road itself was widened to five lanes a few years ago to serve the region off to the east us, in the area of Prince William Way, 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

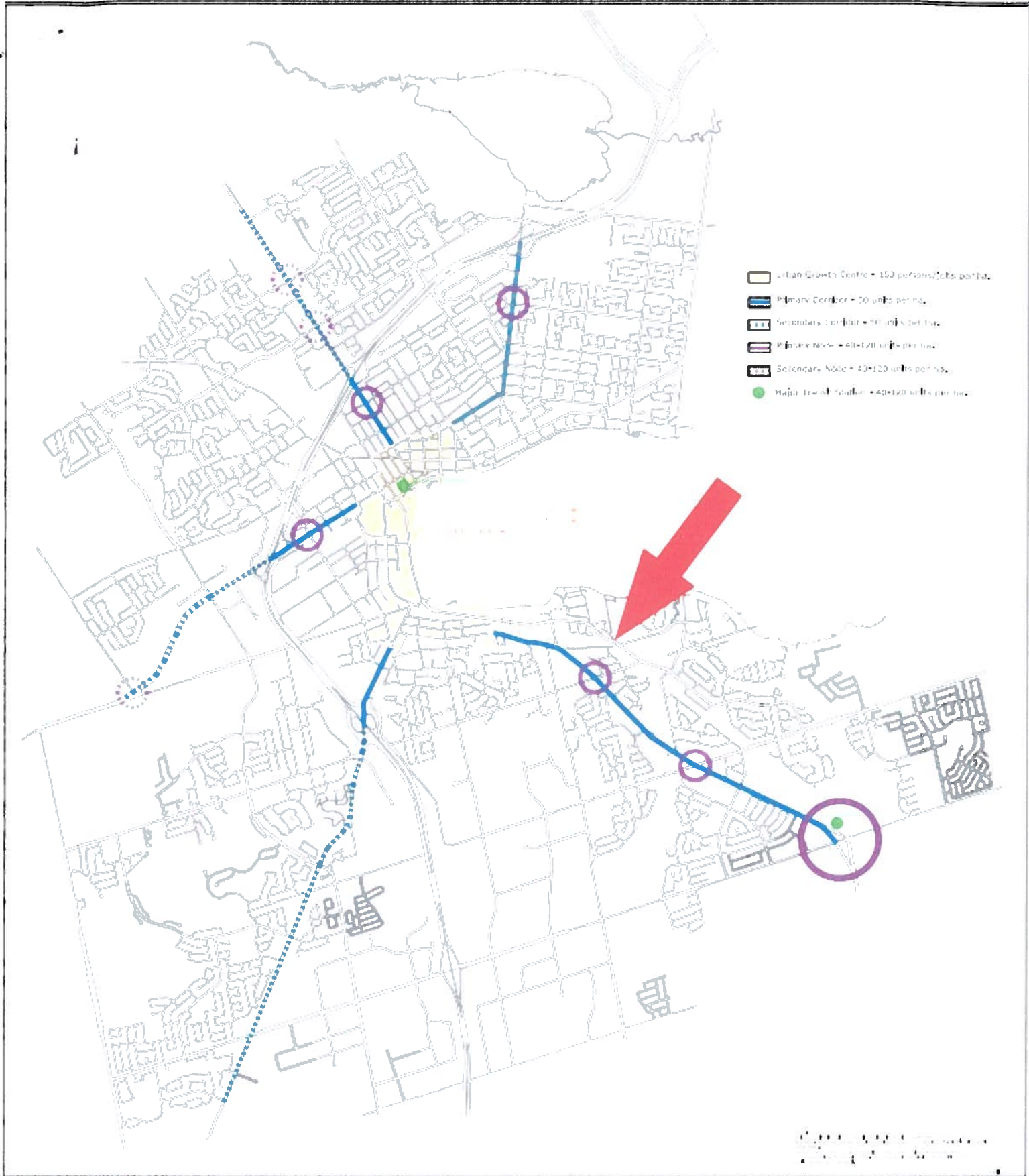
rush hours - and at times in between - the traffic burden here can be severe because of the large commuter population coming from, or going to, the east. The road is limited by a fifty kilometer an hour speed limit to which no one pays any attention whatsoever. Perhaps it is measure of how the City has 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 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 to 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 congestion.

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.



BARRIE

SCHEDULE A-

INTENSIFICATION AREAS

SOUTH BARRIE • PAINSWICK

RAILWAY

BIG BAY POINT ROAD

PROPOSED REZONING SITE

YONGE STREET



Nina Rd

Cox Mill Rd

Dodson Rd

Peterman

Painswick

Montgomery Dr

Kenneth Ave

Ashford Dr

David G Lawlor

Barrie Ontario

Planning and Building Services Department
City of Barrie
70 Collier Street PO Box 400
Barrie Ontario
L4M 4T5

Re-zoning

Dear Sirs,

We are long-time residents of the former Painswick area here on Big Bay Point Road just east of Yonge Street. At this time we wish to register our opposition to a recent application for rezoning made to the City of Barrie by Innovation Planning Solutions for lands located at 521 & 527 Big Bay Point Road and to the construction of a three storey, 24 unit, townhouse complex there (presumably with 48 cars). Our home is almost directly across the road from the affected area and we believe that the proposed alteration would have a significantly negative impact upon us.

Please note:

- 1) The residential area between Yonge Street and the bridge, and beyond, has been single residence in character from its very beginnings and the proposed alteration of 521 and 527 to higher density dwellings serves no one's interest but the developer's.
- 2) It should also be of some concern to current residents that, if successful, the rezoning in question would act as a precedent for the rezoning of the other nearby locations here also now in the hands of a developer and the slow conversion of our entire street to high density, lower value housing - with an even further detrimental effect on traffic.
- 3) With the average house in Toronto now going for \$750,000 the very large Barrie housing development east of us continues to expand. Big Bay Point Road gets busier and busier - especially in the early morning and at five o'clock rush hours. There is a fifty kilometer speed limit in effect here to which no one pays any attention. Moreover, in a couple of years Town Planning intends to extend Big Bay Point Road west past the 400 Highway to join Harvey in order to relieve congestion at Maplevue and when that happens traffic density here will become even worse.



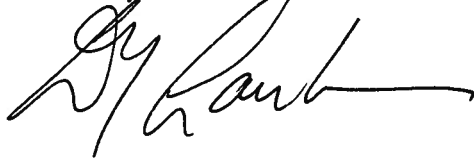
4) There are already some very poor design features in place nearby at the intersection of Big Bay Point Road and Yonge Street. One of them is the left turn (north) across three lanes of traffic from the Zehrs plaza to the southwest of the intersection where I recently saw a car laying on its side in the middle of the street in busy traffic - and the other is the left turn (north) off Big Bay Point Road across three lanes of traffic at the Mission Thrift store.

5) Rezoning would not only change the general character of the living space for everyone else still in residence here and reduce their property values, but it would further add to the problem on an already dangerous stretch of roadway by causing increased turns to the proposed townhouse location right in the middle of the block. Apparently at this time there is no commitment to the installation of traffic lights at the proposed townhouse to Big Bay Point Road entrance/exit area.

6) We would encourage existing residents to be aware there are legal recourses in existence. During the unasked-for re-development of Big Bay Point between Yonge Street and the bridge we contested the decision that the City of Barrie made to install resident-funded services by taking the matter to the Board of Negotiation of the Ontario Municipal Board.

Thank for your time.

Yours truly - David G Lawlor

A handwritten signature in black ink, appearing to read 'D. Lawlor', with a long horizontal flourish extending to the right.

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

DAVID G. LAWLOR



Regarding the Big Bay Point Road Rezoning Application

In General

The 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 within the City designated *Intensification Node*. Lot 527 in the rezoning application does not. 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, it is occurring only on Yonge Street which has, in fact, been zoned commercial for some time now.

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 there 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.

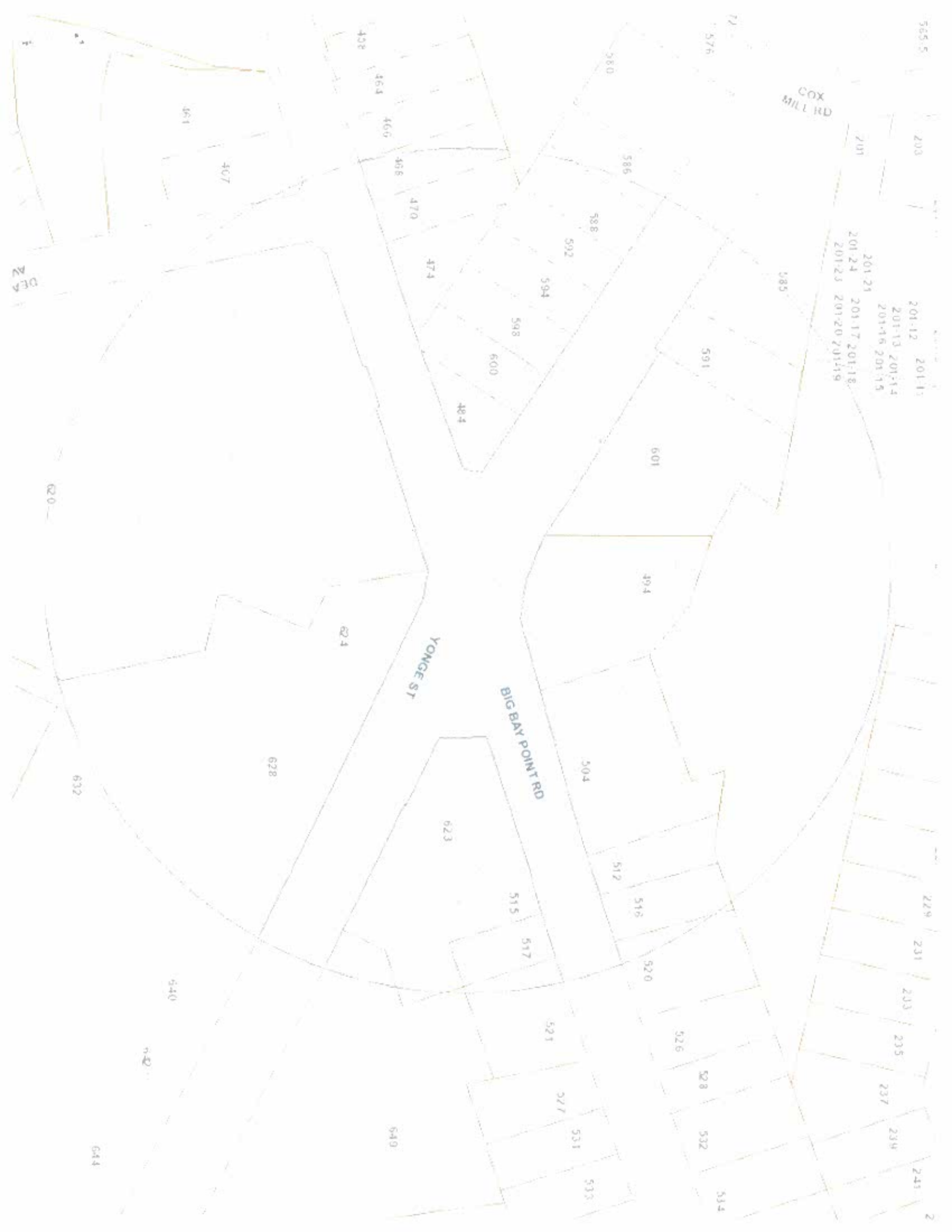
Big Bay Point Road itself was widened to five lanes a few years ago to serve the region to the east of us, in the area of Prince William Way, where there is extensive housing in place and which still continues to expand. As anyone who lives on our part of Big Bay Point Road can tell you, during morning 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.



-----Original Message-----

From: Barb Tansley

Sent: Tuesday, April 18, 2017 4:45 PM

To: Bailey Chabot

Subject: Submission in Opposition to proposed amendment to the zoning by-law and draft plan of subdivision applications by 2440511 Ontario Inc -521 and 527 Big Bay Pt Rd

To Whom It May Concern ,

We oppose the proposed amendment to the zoning by-law and draft plan of subdivision applications by 2440511 Ontario Inc re 521 and 527 Big Bay Pt Rd. These applications should be denied.

The currently zoned R1 properties lie East of Yonge St on Big Bay Pt Rd . Yonge St running North -South and Big Bay Pt Rd running East -West. Only a small square footage of 521 Big Bay appears to lie within the intensification node identified by the City intensification Urban Design Study. The current zoning for Big Bay Pt Rd East and West of this intersection (intensification node) is zoned single residence usage and has been since 1823. The applicant is applying for zoning by-law amendment to RM2- SP with a number of special considerations.

We live within the 400 ft radius of notification and have many concerns. We have an expectation of privacy in our back yards and would be denied any privacy , afternoon sunlight or sunset viewing whatsoever with a 4 story cluster townhouse condominium with 10 units main entrances facing our back yard ,each with 2 balconies . That's 2 units more than max. of 8 in a row. Even with an amendment. There are a total of 35 units . Which appears higher density than max. We aren't even in an intensification corridor or node . We attended the neighbourhood meeting and expressed concerns about privacy , only to have the main entrances changed and orientated easterly towards us and not north to face the street of Big Bay Pt Rd. It appears that condos and townhouses in the Official plan are supposed to face the street. The renderings we were shown were 3 stories and now they're 4 stories . That's one story more than the potential max. How does that address any of our expressed concerns? That's above height restrictions even if the zoning were amended. How are renderings acceptable to present to the public or council when the developers can't be held to them anyway, in order to get the zoning amendment?

How does a monstrosity like that blend into a single residential area where houses are at most are bungalows or raised bungalows or 1.5 story? Even the structures west of us in the intensification node are single story. How does a 6 ft fence protect our privacy from a looming sunblocking tower with 8-10 families overlooking our back yard? Young saplings if planted will take years to grow to help to protect our privacy .Imagine this possibility next door to your home. These properties were bought and sold without signs . The only sign you see now is a notice of application for an amendment to zoning and subdivision application and the sign isn't very big. We are concerned about the the effects of shadowing ? Anything more than 3 stories is a tall building . Will the mature trees on those two lots be preserved? They should be.

Drainage is a huge concern .With the road widening our driveways were shortened and grade reversed.In addition snow isn't even covered under drainage but we all know it melts and has to drain somewhere.

We have serious concerns about how this type of zoning amendment and draft plan for subdivision application will affect our property values in a negative way. There are concerns about how construction could structurally damage our homes . How can we be protected? The noise and dust during construction , deliveries etc. would be challenging to residents who live in the area. Garbage storage on the site plan showed it was close to the front of our homes as well as snow storage .

We have to have this submitted by Apr.18 . So the site plan seen may have changed again but our concerns remain . Please turn down the proposed amendment and deny the application and draft plan of subdivision. We wish to kept informed of the decision of Council.

Respectfully,

Barbara and Brian Tansley