

From: [Adam Snow](#)
To: [Bailey Chabot](#)
Cc: [Ivan Cheung](#); [Brandon Gaffoor](#); [Marshall Smith](#)
Subject: RE: Re: 750 Lockhart Road, Barrie (D-12-444/D14-1674) - Metrolinx Comments
Date: Friday, October 11, 2019 11:15:26 AM
Attachments: [image001.png](#)
[image004.png](#)

Hello Bailey – Further to Brandon’s comments regarding the 750 Lockhart development (attached below), the development team has expressed concern regarding the comment highlighted in yellow regarding provision of a safety barrier for Block 22. Specifically the proposed site configuration envisions an extension of Kneeshaw Drive parallel to the Metrolinx rail corridor and there is no space for a standard earthen berm as contemplated for Blocks 1 through 3 to the north. Further to a discussion with KLM Planning this morning, I note that it will be possible to address this matter through a combination of engineering measures in the form of adjustments to site grading, road bed and right-of-way design/construction, and built form configuration. We can work with the project team to arrive at an acceptable package of measures as planning for the subject development moves forward. As this will be a diversion away from the standard safety barrier requirement (2.5 metre high earthen berm) the resulting plans will need to be reviewed by our Technical Advisor, AECOM.

I trust that this feedback is useful. Please feel free to contact me with any comments or questions.

Thanks,

Adam

ADAM SNOW

Manager

Third Party Projects Review | Capital Projects Group

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From: Brandon Gaffoor
Sent: June-06-19 6:37 PM
To: Bailey Chabot
Cc: Ivan Cheung
Subject: Re: 750 Lockhart Road, Barrie (D-12-444/D14-1674) - Metrolinx Comments

Hi Bailey,

Further to the circulation for 750 Lockhart Road dated May 15, 2019, I note Metrolinx previously provided comments on September 26, 2018 (attached). My comments are set out below;

*A 30 metre setback is required for residential developments (measuring from the edge of the rail corridor to building face). As previously requested, the proponent has confirmed that a 30.1 metre setback has been contemplated for Blocks 1, 2 and 3 which achieves the established requirement. I note that future development proposals on Blocks 22 and 24 will also be required to achieve the 30 metre setback.

*In conjunction with the setback, a 2.5-metre high safety barrier is also required for residential development. We are in receipt of the Preliminary Grading Plan prepared by SCS Consulting Group dated March 2019 which identifies the installation of earthen berm for Blocks 1, 2, and 3. The height of the berm ranges in the order of 2.31 to 2.73 metres which falls short of the established requirement. **The earthen berm should be extended south along Kneeshaw Drive to function as the safety barrier for Blocks 22 and 24.** The consultant shall update the grading plan accordingly. The ultimate safety barrier design will need to be the satisfaction of Metrolinx and reviewed by our Engineer, AECOM.

*I am in receipt of the Environmental Noise Feasibility Study prepared by Valcoustics Canada dated March 6, 2019. The rail data contemplated in the Study is consistent with the current forecast. I note the consultant has modelled all GO Train trips as diesel, which is the established approach. The consultant has recommended a number of mitigation measures including a noise attenuation wall on top of the earthen berm. Metrolinx recommends that an anti-graffiti silicone coating is applied to the proposed noise wall along the rail corridor. Depending on the final design of the earthen berm the Noise Study will need to be revised. I request that Metrolinx is circulated on the final Noise Study.

*I am in receipt of the Railway Vibration Study prepared by Valcoustics Canada dated March 6, 2019. The consultant conducted vibration measurements at the closest building façade in relation to the rail corridor (in the order of 30 metres). The consultant further notes vibration levels are below established criteria and vibration mitigation is not required for the development. I have no further comment in this regard.

*I am in receipt of the Functional Servicing Report prepared by SCS Consulting Group dated March 2019. The Report contemplates a new sewer connection under the rail corridor and the extension of an existing Metrolinx culvert crossing to accommodate Kneeshaw Drive. Prior to site plan approval, the proponent shall obtain the appropriate Metrolinx crossing agreements to facilitate these crossings. The ultimate drainage plan, crossing design and construction implementation plan will need to be to the satisfaction of Metrolinx and reviewed by our Engineer, AECOM. I request further information in this regard.

*For information, a grade separation of Lockhart Road has been previously contemplated by the City of Barrie. Although no timelines have been established as of yet, such a project would have property implications (temporary during construction and on-going with the final alignment) along the site frontage on Lockhart Road. The proposed plans incorporates a land reserve for road widening. I request that the City of Barrie confirm the status of the grade separation project and if associated property requirement fall within the proposed Lockhart Road right-of-way.

*Comments previously provided on September 26, 2018 that were not mentioned above still remain applicable.

Should you have any questions or concerns, please do not hesitate to contact me.

BRANDON GAFFOOR

Third Party Projects Officer

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