Rockap Holdings Inc (c/o Michael Cappuccitti)
Site Plan Application
136 & 112 Bayfield St., 14 Sophia St. W., 113& 115 Maple Avenue
City File: D14-1702
City of Barrie

COMMENT ID	COMMENT	CONSULTANT	NOTES
City of Barrie – Transit Comments **Robin Mennie** **June 7, 2022**			
1.	A TDM Plan is recommended within the Transportation Impact Assessment including considerations for: ○ Monthly transit passes at move-in for occupants. ○ Transit information screens in the lobby	**JD**	Acknowledged. Provided in the Parking Study Addendum, prepared by JD Northcote Engineering Inc., dated April 8, 2022.
2.	Transit is supportive of mixed-used development along the planned Frequent Transit Network.	**JD**	Acknowledged.
City of Barrie – Building Services **Katherine Devitt** **May 10, 2022**			
3.	Fire Department access shall be designed in accordance with the Ontario Building Code [3.2.5.].		**COMPLIANT. NO RESPONSE NEEDED.**
4.	Size and spacing of cleanouts and manholes (other than private sewers – private sewers per MOE PIBS 6879 – 2008)]7.4.7.2]		**COMPLIANT. NO RESPONSE NEEDED.**
5.	A Hydrant is required to be located within 45m of the Siamese connection or within 90m of the entrance of a building not provided with a Siamese connection [3.2.5.7].		**COMPLIANT. NO RESPONSE NEEDED.**
6.	Number of barrier-free entrances – principal entrance shall be one of the required entrances [3.8.1.1(1) & 3.8.1.2(2)].	**ONESPACE**	Principle Entrances are now labelled on the drawings: 1) “Condominium Main Entrance From Bayfield” 2) “Barrier-Free Condominium Second Entrance From Sophia” 3) “Barrier-Free Condominium Entrance at Ground Courtyard off of Maple Avenue” Please refer to drawings A005 and A101
7.	Every barrier-free path of travel less than 1.6m in width shall be provided with an unobstructed space not less than 1.8min width & 1.8m in length located not more than 30m apart [3.8.1.3].		All typical floor corridors are confirmed to be a minimum 1.6m in width. Any corridors that are less than 1.6m have included an unobstructed space of 1.8m x 1.8m as indicated

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
			on the updated architectural drawings A101, A102, A103, A104, A105, A106, A107, and A108 
8.	Level area of at least 1 670mm by 1 670mm at entrance doorway [3.8.3.1.(1)(g) & 3.8.3.4(1)c].	**ONESPACE**	Compliant at all barrier-free building entrances. Refer to drawing A101 
9.	Exterior walking surfaces that are within a barrier-free path of travel shall, a) Have no openings that will permit the passage of a sphere more than 13mm in diameter b) Have any elongated openings oriented approximately perpendicular to the direction of travel c) Be stable, firm and slip resistant d) Be bevelled at a maximum slope of 1 in 2 at changes in level not more than 13mm, and e) Be provided with sloped floors or ramps at changes in level more than 13mm	**ONESPACE**	Noted. All exterior walking surfaces will comply. Further details will be provided at building permit stage.
10.	A barrier-free path of travel shall be provided from the entrance to an exterior parking area & at least one parking level, where a passenger elevator serves an indoor parking level [3.8.2.2]. Identifying location of all required barrier-free entrances and provide barrier free path of travel to indoor parking level for commercial units.	**ONESPACE**	The barrier-free path of travel has been noted on drawings: From entrances to level 1 & 2 parking areas. From commercial units to level 1 parking. Refer to drawing A101.
11.	If an exterior passenger loading zone is provided, it shall have, a) An access aisle not less than 2.4m wide and 7.4m long adjacent and parallel to the vehicle pull-up space, b) A curb ramp, where there are curbs between the access aisle and the vehicle pull-up space, and c) A clearances height of not less than 3.6m at the vehicle pull-up space and along the vehicle access and egress routes [3.8.2.2]	**ONESPACE**	An exterior passenger loading zone has been located at the courtyard entrance off of Maple Avenue. All clearances comply and are noted on drawing A101.
12.	Accessibility signs showing location of entrance, ramps & passenger loading zone is one is provided [3.8.3.1].	**ONESPACE**	Noted. Drawings show barrier-free parking signs. Refer to drawings A101, A102 and A103. Interior accessibility signage to be provided at permit stage

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13.	Exterior Walks [3.8.3.2] 1. be provided by means of a continuous plane not interrupted by steps or abrupt changes in level, 2. have a permanent, firm and slip-resistant surface, 3. except as required in Sentence 3.8.1.3.(4), have an uninterrupted width of not less than 1 100 mm and a gradient not exceeding 1 in 20, 4. be designed as a ramp where the gradient is greater than 1 in 20, 5. have not less than 1 100 mm wide surface of a different texture to that surrounding it, where the line of travel is level and even with adjacent walking surfaces, 6. be free from obstructions for the full width of the walk to a minimum height of 1 980 mm, except that handrails are permitted to project not more than 100 mm from either side into the clear area, 7. have a level area adjacent to the entrance doorway conforming to Clause 3.8.3.4.(1), and, 8. have a tactile attention indicator conforming to 3.8.2.18 that is located to identify an entry into a vehicular route or area where no curbs or any other element separate the vehicular route or area from a pedestrian route	**ONESPACE**	Items a to f: Noted. All exterior walking surfaces will comply. G) Entrance doorways will comply. Please refer to drawings A101 for location of 1.67m x 1.67m clearance.  h) Tactile attention indicators have been noted on drawings A005 and A101.
14.	The curb ramps provided within the barrier-free path of travel where needed, min width of 1.5m [3.8.3.2].		**COMPLIANT. NO RESPONSE NEEDED.**
15.	Ramps provided within the barrier-free path of travel where needed. [3.8.3.4]	**ONESPACE**	Compliant.
16.	Building not to be located beneath or within the maximum conductor swing for 750 v, 3m clearance for up to 46kv and 3.7m clearance for up to 69kv. [3.1.19.1].	**QUASAR**	Acknowledged
17.	Spatial Separation calculations Full building code matrix to be provided and reviewed at permit stage	**ONESPACE**	Acknowledged
18.	Occupant Load Full building code matrix to be provided and reviewed at permit stage	**ONESPACE**	Acknowledged
19.	Average Grade Calculation complies with Building department policy? Provide average grade calculation in acc. COB Standard Operating Procedure	**ONESPACE**	Average grade calculations have been provided as per OBC requirements. Compliant calculations have been provided on drawings A014.
20.	Is the basement considered the 1st storey in calculating building height? Provide average grade calculation in acc. COB Standard Operating Procedure	**ONESPACE**	The ground floor (as per drawing A101) is considered the 1st storey as defined in the Ontario Building Code. Average grade calculations have been provided on drawing A014.

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21.	Building to be designed to OBC 3.2.6	**ONESPACE**	Acknowledged
22.	15% of suites to be barrier free.	**ONESPACE**	Acknowledged. Full barrier-free design to be provided at permit stage.
23.	Barrier free path of travel to extend to roof amenity space if provided	**ONESPACE**	Barrier-free path of travel extends throughout outdoor amenity area provided on level 4. Refer to drawing A104.
24.	Townhouses are constructed on top of the parking garage, Part 9 OBC Data Matrix may not be applicable for this project. Full Part 9 Building code matrix to be provided and reviewed at permit stage. Fire Wall, Part 3 and barrier free design maybe required.	**ONESPACE**	Acknowledged. Full code review will be prepared for permit submission. Appropriate measures will be taken to provide a fire protections strategy between the townhouses and the parking garage as required.
City of Barrie – Engineering **Larry Klien** **June 22, 2022**			
25.	It is recommended that the development of this site plan proceeds concurrently or following the city's Queen's Park Neighbourhood Renewal (QPNR) project to satisfy servicing needs. It should be noted that if this plan does not develop concurrently, the owner will be required to construct such services to facilitate the development of this property.	-	Acknowledged.
26.	The detailed design of the city's QPNR project is currently at 90% and tentatively scheduled to commence construction in the spring of 2023. Please contact James Black (Ext. 4507) to coordinate the final details prior to resubmitting the final Site Plan drawings. Please copy me with your correspondence in this regard.	**ONESPACE**	Acknowledged.
27.	Registration of this plan will not be considered until all infrastructure necessary to support the development of this plan is secured with the City of Barrie. Further, occupancy will not be granted until all necessary infrastructure is constructed and operating to municipal standard.	**OWNER**	Acknowledged.
28.	The Functional Servicing and Stormwater Management Report (April 2022) prepared by The Municipal Infrastructure Group Ltd. has been reviewed and accepted with exception to the Water Servicing section whereas an independent Fire Flow Analysis/model will be required (see below comment #5). Please be advised that the Water Balance and Phosphorus loading calculations provided within this report will be reviewed independently by the LSRCA in accordance with their Offsetting Policies.	**TYLin**	Acknowledged.
29.	The owner shall provide a Fire Flow Analysis/Model (signed and sealed by a licensed Professional Engineer) that includes demand calculations and effectively demonstrates adequate fire supply/protection (adequate fire flow supply while maintaining the minimum system pressure (i.e., 140 kPa or 20 psi) and maximum pipe velocity)) for the site. The boundary conditions provided for the fire flow analysis must utilize results from a current	**TYLin**	As per discussions with the City of Barrie, a fire flow analysis was completed to simulate the available fire flow in the watermain system when the Queens Park Neighbourhood Renewal project is completed. The results are discussed in Section 4 in the FSR and a memo summarizing these results are provided in Appendix G.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	fire flow test (to be arranged through Water Operations Customer Service) that has either achieved adequate pressure drop or desired flow in the field (see below link – section 4.3). This analysis shall also include calculations that determine the required fire flows for each building in accordance with the Fire Underwriters Survey (FUS). The design or desired fire flows shall be the greater of the calculated FUS flows and the City of Barrie's minimum fire flows (see below link – section 4.3). This analysis/model shall accompany a figure that identifies the location of all fire hydrants providing fire protection and their perspective available fire flow at 20 psi. The results of the analysis will be checked against the City's system wide model by our Infrastructure Group. The hydrant flow tests shall ideally be provided by Veteran's Drive and Norris drive. https://www.barrie.ca/City%20Hall/Planning-and-Development/Engineering-Resources/Documents/Water%20Transmission%20and%20Distribution%20Policies%20and%20D esign%20Standard%20-%20LOD%20v1.7.pdf		
30.	The owner shall provide a final Geotechnical Investigation (preliminary draft was prepared by V.A. Wood Associates Ltd.) in support of this development.	**PGL**	The final version of the Preliminary Geotechnical Investigation report dated October 2022, has been included in the following submission.
31.	If the owner plans to commence site alteration activities prior to registration of the site plan agreement, a Site Alteration Permit will be required. This Site Alteration Permit application shall be in accordance with the Site Alteration By-law (2014-100) complete with supporting control plans, design report (must address each item within schedule B and C of By-law), insurance and financials (fee, deposit & security). Applications must be made through Apli (see below link): www.barrie.ca/apli	**OWNER**	Acknowledged.
32.	Drawing Comments: a) Provide a typical Storm Drainage Catchment drawing as part of the Engineering Drawing set and identify the release flows entering municipal system. b) Provide a separate Erosion and Sediment Control drawing in accordance with By-law 2014-100. c) Drawing S1 (Servicing Plan) i) General Note #6 shall be updated/revised to include the following: a) Prior to commencing work within the municipal right-of-way, the contractor or developer will require a Right-of-Way Activity Permit from the City of Barrie's Operations Department at 165 Ferndale Drive North. ii) Clearly identify all works that are part of the QPNR project.	**TYLin**	a) A Storm Drainage Catchment Plan has been included within the FSR (Fig F2-2) and will be included as part of the drawing set. The release flows entering the municipal system has been included on the drawing. b) An ESC drawing has been added to the drawing set. c) Drawing S1 (Servicing Plan) i) General note has been revised as noted. ii) All works that are part of the QPNR have been noted. iii) Watermain cover depths have been added at all crossing locations. Insulation has been added where minimum cover is less than 1.7m. iv) All works to be completed, removed or decommissioned have been noted on the servicing plan. v) Construction/installation of services to be coordinated with the QPNR project.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	iii) Provide finish grade elevations at all watermain crossings and ensure a minimum cover of 1.7m and 0.5m separation from sewers as per MECP guidelines. iv) There is a note that the "EX SAN & WAT TO BE DECOMMISSIONED" on Sophia Street. This note should be expanded to identify that those works are to be completed by QPNR. v) Please coordinate the construction/installation of services within Sophia Street West and Maple Street so that they are constructed during the servicing of the QPNR project. vi) Provide lid/grate elevations on all proposed and connecting MH's. vii) Sanitary service connections to existing mains shall be made via Inserta Tee's as per City Standard. Please revise all notes accordingly. Provide a note that clearly identifies that all roof top drainage is directed to the SWM Tank & provide reference to the applicable mechanical drawings. d) Drawing G1 (Grading Plan) 9. Contact James Black (Ext. 4507 - james.black@barrie.ca) and coordinate the servicing and grading designs prior to re-submission. From a grading perspective your design should be tying into the grading limits of the QPNR project. ii) Clearly identify all works and elevations that are part of the QPNR project.		vi) Lid/grate elevations have been added to all proposed and connecting MHs. vii) San service connection and rooftop drain note has been added to the Servicing Plan. d) Drawing G1 (Grading Plan) i) The QPNR were obtained from James Black and have been incorporated into the grading and servicing plans. ii) All works and elevations that are part of the QPNR have been identified.
City of Barrie – Risk Management **Steven Holden** **September 9, 2022**			
33.	A Comment Response Matrix is required addressing all comments while noting specific drawings and reports.	**KLM**	Acknowledged. Included in the following submission.
34.	Building supports are not permitted to be constructed within the municipal supply aquifer. Site plan drawings will need to clearly note proposed elevations of foundation supports. This information could impact the height of the building based on design concept.	**ONESPACE**	Addressed as per Risk Management Memo dated September 9, 2022.
35.	Deep drilling and/or construction activities are not permitted to occur without formal consultation with the City. This includes deep drilling required to file a Record of Site Condition, and deep construction activities (piles, caissons, excavations, underground parking etc.). The works are required to be completed in accordance with the Deep Drilling Terms of Reference to ensure a plan is in place to address risk to the municipal drinking water supply aquifer and off-site contaminant migration.	**PGL**	Addressed as per Risk Management Memo dated September 9, 2022.
36.	**Site design shall consider that permanent dewatering is prohibited.** This includes any permanent groundwater drainage. Alternative design options (ie. slab on grade construction or full foundation water proofing) are to be explored and implemented.	**TYLin**	Based on the hydrogeological report, high water levels are below the FFE and therefore long-term/permanent dewatering is not expected from the proposed building. Any and

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	a. A technical memo or amendment to the reporting shall be provided to demonstrate how permanent dewatering will be avoided.		all structures that are founded below grade is suggested to be waterproofed (to be designed by the structural engineer).
37.	The applicant is required to provide the following information to screen for Environmental Risk Management study requirements at Site Plan Application a. The below noted depths shall be marked and labeled on a profile/cross sectional view drawing at Site Plan: b. Maximum Depth of Excavation (masl or m below current grade) ie. foundation, servicing, etc. c. Maximum depth of shoring (masl or m below current grade) d. Maximum Depth of Foundation (masl or m below current grade) ie. piles, caissons, etc. **ADDRESSED.** e. Percentage of site to be developed to be impermeable	**ONESPACE**	a. A preliminary foundation plan is included in Appendix 1 (see last figure in this appendix) of the Hydrogeological Study. This figure identifies the maximum depth of excavation (3m bgs)/maximum depth of foundation features (m bgs). This information is also discussed in Section 5.1 of the Hydrogeology Study, along with information on the permeability of the Site. The Site is expected to be 90.7% impermeable post redevelopment, which represents a slight improvement relative to its current impermeability of 91.5%. b. With respect to existing contamination at the Site, it is expected that remedial excavation work will be completed as part of Site redevelopment activities, and such efforts will help to reduce impacts to soil and groundwater. Contaminant management mitigation measures will involve removing excavated soil and groundwater and ensuring it is appropriately disposed of offsite in accordance with all relevant regulations. Efforts will also be made to ensure that any potential preferential pathways formed as part of the development process (e.g., gravel-filled infrastructure lines) are identified and addressed in accordance with best practices (e.g., use of low hydraulic conductivity barriers at set intervals within such features). Assuming the remedial excavation work is successful in addressing existing contamination, the contaminant monitoring measures will consist of confirmatory sampling consistent with the requirements of Ontario Regulation 153/04 will be completed. As an alternative, a Risk Assessment, consistent with the requirements of Ontario Regulation 153/04, could be completed to address any contamination that is not adequately addressed through the remedial excavation work.
38.	The hydrogeological study may require a mitigation measures section of the report including a contaminant management, monitoring and mitigation plan. **Partially Addressed:** - **The "Response to Aug 11 Comments Memo - Risk Management Comments - August 17 2022" noted how you plan to remediate the site, the results of the Record of Site Condition will be required to confirm remediation**	**PGL**	a. A risk management plan with monitoring and mitigation measures is included in Section 6.3 of the Hydrogeological Study. b. A preliminary foundation plan is included in Appendix 1 (see last figure in this appendix) of the Hydrogeological Study. Discussion of potential measures to reduce the formation of preferential pathways is included in Section 6.3 of the Hydrogeological Study c. Understood. A RSC will be filed once the soil impacts have been excavated and removed from Site, which is anticipated to occur at the time of construction. All associated reports will be updated prior to filing for the RSC to meet the O.Reg. 153/04 regulation.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
39.	The hydrogeological study is required to address impacts to municipal wells, local groundwater flow and onsite contamination (known / suspected). Information provided in a Geotechnical/Hydrogeological reports identifies shallow groundwater conditions and high construction dewatering amounts. **Confirm and validate current approach and volumes. It will have to align with the results of the Record of Site Condition.**	**PGL**	d. Dewatering details are outlined in Sections 5.2 to 5.4 of the Hydrogeological Study. Potential impacts to the Municipal Supply Aquifer are discussed in Section 6.1 of the Hydrogeological Study. No substantive impacts to the Municipal Supply Aquifer are expected, as dewatering will occur at shallow depths (i.e., on the order of 2 to 3m bgs) and the drilling results at Site indicate there is upwards of 15m of till separating the Municipal Supply Aquifer from the zone of dewatering. Impacts to shallow groundwater flow are discussed in Section 5.2 of the Hydrogeological Study with potential impacts to groundwater quantity and quality included in Sections 6.1 and 6.2 of the Hydrogeological Study, respectively.
40.	Based on contamination noted within the Phase 2 Environmental Site Assessment prepared by PGL Environmental Consultants and dated April 2020, infiltration of any runoff is not permitted. Storage and filtration is recommended.	**ONESPACE**	Addressed as per Risk Management Memo dated September 9, 2022.
41.	Site grading shall reduce ponding and lots shall be graded away from building entrances in such a way that major drainage pathways do not cross heavily used areas of the parking lot.	-	Addressed as per Risk Management Memo dated September 9, 2022.
42.	Sidewalk and walkway design shall consider plow routes as to not impair snow removal.	**ONESPACE**	Addressed as per Risk Management Memo dated September 9, 2022.
43.	**Proposed snow storage location(s) shall be marked on the Site Plan Drawings.** The selection of snow storage pile locations shall be optimized to reduce melt water refreezing and creating hazardous conditions. Priority shall be given to locating snow storage piles along downgradient edges of the parking lot as to direct runoff to a pervious surface. Alternatively: a. If meltwater runoff is directed towards an impervious surface, it shall be directed away from high traffic areas and into catch basins. Catch basins or other stormwater collection design features shall be laid out directly downgradient from snow storage areas such that the distance meltwater travels before being removed from the lot's surface is minimized. Meltwater collected by catch basins or other stormwater collection design features downstream from snow storage piles shall be routed through a MTD designed in accordance with Technical Bulletin PS-2019-03 Stormwater Pre-Treatment. A copy of the bulletin can be obtained by using the link below. PS-2019-03 Tech Bulletin - MTD Filtration.pdf (barrie.ca). **MTD locations are to be marked on Site Plan Drawings.** Please clarify how snow will be handled on site and if snow storage is necessary	**ONESPACE**	There is only a small area of our vehicle roadway that is not covered by a roof, found at the parking garage entrance on Maple Avenue. Minimal snow melting will be provided here with no need for snow storage. As the reminder of the parking is enclosed, no snow storage is required

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44.	**Downspout and/or Roof Drain and Leader locations shall be marked on the Site Plan Drawings.** The location of downspouts shall prioritize directing downspouts and/or roof drains and leaders to pervious surfaces. Alternatively: a. If downspouts are directed towards impervious surfaces, they shall be directed away from pedestrian pathways, vehicle thoroughfares and parking areas to reduce melt water refreezing and creating hazardous conditions. The applicant is required to maintain or decommission any on site monitoring wells in accordance with O.Reg. 903 and Ministry of the Environment, Conservation and Parks (MECP) standards to ensure the structural integrity of the wells and to prevent them from becoming a transport pathway for possible contamination. A spills management plan, secondary containment and spill response materials are required to be in place prior to construction, should any bulk fuel storage be proposed on-site whether temporarily or permanently (i.e. back-up generators). The applicant should be aware the South Georgian Bay Lake Simcoe Source Protection Plan applies to the proposed development. The following requirements have been identified at this time; additional requirements may be identified as additional details are provided. A copy of the Source Protection Plan can be accessed at the following link: http://ourwatershed.ca/assets/uploads/2018/02/Source-Protection-Plan.pdf	**PGL**	Addressed as per Risk Management Memo dated September 9, 2022.
City of Barrie – Finance Department **Nicole Myers** **May 24, 2022**			
45.	1) In accordance with point 2, Development charge rates have been **frozen with interest** for a **maximum of two years** from the date of Site Plan Application being June 17, 2020 at the below rates:	**OWNER**	Acknowledged.
46.	2) Frozen development charge rates are as follows: a. The frozen rate for the applicable development charges depends on the number of bedrooms in each apartment: i. Apartments 2+ bedrooms are charged $38,430 per unit ii. Apartments Bachelor and 1 Bedroom are charged $25,934 per unit b. The frozen rate per Townhouse dwelling unit is $52,212. c. The frozen rate for retail space is $344.71 per square metre.	**OWNER**	Acknowledged.

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47.	3) The following applies to complete Site Plan applications and Zoning By-law Amendment applications accepted by the City on/after January 1, 2020. The amount of development charges is determined on: a) the day an application for an approval of development in a site plan control area; b) if clause a) does not apply, the day an application for an amendment to the zoning by-law was made. c) If neither clause a) nor clause b) applies, the day before the first building permit is issued. **If a) or b) applies, development charge amounts will remain crystallized for a maximum of two years. The crystallized development charge amount will be indexed and become payable at the time development charges are due. The indexing amount will accrue from the date of complete application.** The indexing rate is determined using the City's weighted average cost of capital (WACC). WACC is unique to each organization and considers both internal and external factors to evaluate the cost of delaying the receipt of funds. The City updates its WACC semi-annually or may do so at any other time should conditions so warrant. The current rate in effect is 4.93%. The applicable WACC rate will ultimately be the rate in effect at the time of complete application. Complete Application Date: June 17, 2020 Development charges that are not crystallized are subject to an annual inflationary adjustment on January 1st of each year.	**OWNER**	Acknowledged.
48.	4) The hard services component (referred to internally as DC 1) of the residential development charges would be paid at the time of entering into a subdivision/consent agreement. Where such an agreement is not applicable, they would be paid at building permit issuance.	**OWNER**	Acknowledged.
49.	5) The other "soft" services component (referred to internally as DC 2 and DC 3) as well as the non-residential portion of DC 1 are payable at building permit issuance.	**OWNER**	Acknowledged.
50.	6) Non-residential development charges are payable at building permit issuance.	**OWNER**	Acknowledged.
51.	7) Potential for deferral of development charge payments for any of the following types of development: **Deferral of Development Charge Payments** **For Rental Housing that is Not Non-Profit Housing (minimum 4 units - all of which are intended for Rental use):** DCs will be due in 6 equal annual payments plus interest	**OWNER**	Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately. **For Non-Profit Housing Development:** DCs will be due in 21 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. Interest is waived during the first 5 years of the deferral. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately. Please note that Interest is determined using the City's weighted average cost of capital (WACC). WACC is unique to each organization and considers both internal and external factors to evaluate the cost of delaying the receipt of funds. The City updates its WACC semi-annually or may do so at any other time should conditions so warrant. The current rate in effect is 4.93%. The applicable WACC rate will ultimately be the rate in effect at the time of complete application. The total deferred Development Charges will be finalized and calculated at the rate in effect on the day that the 1st building permit is issued. If Development Charges were crystallized the crystalized rates will be indexed from the date of Site Plan Application or Zoning By-Law Amendment Application at the WACC rate in effect on date of application. Installment dates and the interest rate applicable to the total deferred Development Charges (outlined above) will be established at the time of occupancy. *The deferral of Development Charge payments does not apply to Education Levies, Cash in Lieu of Parkland, non-residential development charges, or the Finance Administration Fees.*		
52.	8) Education Levies will be calculated and collected at the time of issuance of the building permit. The current fee for non-residential use is $0.58 per sq. ft., and $3,983 per residential unit.	**OWNER**	Acknowledged.
53.	9) A cash in lieu of parkland contribution will be required. a. The residential portion is currently $6,390 per residential unit b. The non-residential portion requires a land value appraisal and the gross floor area of the entire building(s) as well as the gross floor area of the non-residential portion(s). The current rate of 5% of the appraised land value will be applied proportionately to the non-residential development. The required appraisal should determine the market value of the entire parcel of land using highest and best use and be prepared in accordance with the Canadian Uniform Standards of Professional Appraisal Practice of the Appraisal Institute of Canada.	**OWNER**	Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	The Residential Cash in Lieu of Parkland fees are subject to an annual inflationary adjustment on January 1st of each year.		
54.	10) A Finance Administration fee will be collected at the time of issuance of the building permit at a fee of $80.00 per dwelling unit and $160.00 per non-residential building.	**OWNER**	Acknowledged.
55.	11) A credit will be provided against development charges owing for properties where there is a redevelopment of the property. The eligibility of the credit is restricted to redevelopments that receive replacement building permits within 60 months of the demolition permit being issued of a qualifying residential or non-residential building.	**OWNER**	Acknowledged.
City of Barrie – Environmental **Stephanie Huyssen** **May 4, 2022**			
56.	The summary page outlined on APLI for description of work has not been updated to reflect the changes in the proposal. The development is no longer proposing the development of a 34 storey mixed use condo building but rather a 12 storey condo, 2x 9-storey and 1x 3-storey podium, and 2x 3-storey townhouses with no underground parking as described in PGL's updated Hydrogeological Impact Assessment.	**KLM**	The summary page on APLI has been updated to reflect the updated and current proposal.
57.	A property line maintenance hole and/or sampling port is required on the property for the purpose of collecting isolated discreet sanitary sewer samples from any industrial, commercial, or institutional premises in compliance with ***Sewer Use By-law 2021-002***. The sample location should exclude any residential wastewater discharge.	**TYLin**	Separate property line maintenance holes are provided on the property line for the commercial and the residential portions of the site in order to collect isolated discreet sanitary sewer samples.
58.	The Stormceptor unit proposed to be installed at the Site will require annual inspection and maintenance to be performed by the property owner, as recommended by the manufacturer, and as required under City of Barrie ***Sewer Use By-Law 2021-002,*** as amended	**TYLin**	All of the area flowing to the stormwater management tank is unrestricted "clean" (TSS removal rate=90%) roof area from the building and therefore an OGS unit/stormceptor not required quality control. Therefore, no additional quality control treatment is required or provided in order to achieve the enhanced TSS removal requirement. This has been specified in Section 2.2.3.
59.	Use of ***Erosion Controls*** *(ex. erosion control blankets/ mats, slope texturing/tracking, staging of construction, etc.),* in addition to sediment control, is expected to discourage movement of soil and sediment along the Site and prevent any off-site impacts. A lack of appropriate Erosion Controls may result in a violation of ***City of Barrie Site Alteration By-law 2014-100*** **and the** ***Environmental Protection Act*** in the event of a spill from the Site.	**TYLin**	An Erosion and Sediment Control Plan has been created (DWG E1) has been prepared and shows the erosion controls (mud mat, fencing, inlet sediment control devices, etc.). A detailed construction management plan will be provided by the contractor, to the satisfaction of the City, and will include items such as crane movement, staging of construction materials, contractor parking etc.
60.	Appropriate Erosion and Sediment Control devices are to be implemented and inspected on a regular basis, as well as, after every rain event and must be repaired as necessary to prevent any off-site environmental impacts ***(City of Barrie Site Alteration By-law 2014-100).***	**TYLin**	Acknowledged. This has been noted in Section 2.3 of the FSR and added to the ESC plan.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
61.	As per ***Ontario Regulation 153/04***, a Record of Site Condition (RSC) must be filed prior to changing to a more sensitive property use. A RSC is required for this Site.	**PGL**	Understood. A RSC will be filed once the soil impacts have been excavated and removed from Site, which is anticipated to occur at the time of construction.
62.	In order to file a RSC, the associated reports are required to be updated since they exceed the standard 18 months.	**PGL**	Understood. All associated reports will be updated prior to filing for the RSC to meet the O.Reg. 153/04 regulation.
63.	A Discharge Agreement must be obtained from the City prior to any temporary construction dewatering discharge (as per ***Sewer Use By-law 2021-002***). Please submit a completed *Discharge Agreement Application* to Environmental Compliance at least six weeks prior to discharge.	**TYLin**	Acknowledged, this will be initiated by the owner prior to any temporary construction dewatering as required.
64.	Temporary dewatering discharge should be directed to the storm sewer system. Pre-treatment may be required for the discharge to comply with the Storm Sewer limits specified in the City's ***Sewer -Use By-law***. Contingency measures must be in place that do not rely on the City sanitary sewer system as a discharge location.	**TYLin**	The temporary construction dewatering will be discharged into the storm system. Groundwater quality on site was analysed and the results indicate that the ground water samples met City of Barrie Sewer Use by-law for discharge to the storm sewer. This has been noted in Section 2.2.1 of the FSR. The discharge location (to Maple Ave) has also been indicated on the Erosion and Sediment Control Plan.
65.	Temporary discharge of water to any municipal infrastructure may be denied if it is determined that the City's infrastructure cannot handle the additional volume, or the quality of the discharge expected during the development of the Site may cause an adverse effect.	**TYLin**	The temporary groundwater discharge (3.07L/s) is well within the allotted 5-year runoff to Maple Ave (97.74L/s). Groundwater quality on site was analysed and the results indicate that the ground water samples met City of Barrie Sewer Use by-law for discharge to the storm sewer.
66.	Please note, **permanent dewatering to the storm and sanitary sewer shall not be permitted** in accordance with the City's Drinking Water Protection Policy.	**TYLin**	Acknowledged. There is no permanent dewatering to the storm or sanitary sewer.
67.	Fill received at and/or removed from the Site must be managed in accordance with a ***Fill Management Plan*** developed by a Qualified Person under ***City of Barrie Site Alteration By-law 2014-100***, notwithstanding all other applicable regulations. A copy of the ***Fill Management Plan*** must be submitted to the City.	**PGL**	Acknowledged. PGL has Qualified Persons on staff and can perform this work at the time of construction.
68.	In the event excess fill is to be imported and/or removed from the Site, a ***Fill Management Plan*** is required confirming that the fill quantity and quality is acceptable for the designated receiving site. Confirmatory sample results are required demonstrating that the fill quality meets the standards set out in the ***Soil, Groundwater and Sediment Standards*** referenced in ***Ontario Regulation 153/04*** with respect to all contaminants in the fill and **Ontario Regulation 406/19 On-site and Excess Soil Management**, as amended.	**PGL**	Acknowledged. PGL has Qualified Persons on staff and can perform this work at the time of construction.
69.	A spill contingency plan must be in place and all spills shall be reported to the **Ministry of Environment, Conservation and Parks Spills Action Centre at 1-800-268-6060**.	**OWNER**	Acknowledged.
City of Barrie – transportation comments			

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
D.Chan **June 8, 2022**			
70.	**Traffic Impact Study:** 1. A construction staging plan is required and shall include parking of trades people, delivery of construction material, impacts to existing on-street parking, maintenance of adjacent property access, pedestrian movements, City infrastructure, etc. 2. The applicant is responsible for the removal and salvage of City infrastructure including but not limited to roadway and parking lot illumination, pay & display machine, parking meters, parking lot signage, etc. The Owner/Applicant shall coordinate the removal with the appropriate City Staff. 3. The applicant is responsible for maintaining the existing roadway lighting levels adjacent to the proposed site. If the existing roadway illumination is to be removed or altered in any way due to construction the owner/applicant is responsible to provide temporary illumination to meet pre-existing conditions.	**TYLin**	Construction management and Vehicle Turning Movement Analysis, prepared by JD Engineering, dated April 2022 is provided in the following submission.
71.	**Construction Management and Parking Plan** 4. The applicant shall prepare a construction management and parking plan as it relates to parking of trades people, delivery of construction material, impacts to existing on-street parking, maintenance of adjacent property access, pedestrian movements, City infrastructure, etc. 5. This applicant shall identify current parking regulations along adjacent roadways to review where overflow parking for trades people may be accommodated without negatively impact the surrounding neighborhood.	**TYLin /JD ENG**	Construction management and Vehicle Turning Movement Analysis, prepared by JD Engineering, dated April 2022 is provided in the following submission.
72.	**Property Conveyance / Corridor Protection:** 6. The Transportation Master Plan identified an ultimate roadway allowance of 34.0 metres; to this regard the applicant shall be required to protect a future 2.0 metre widening along the entire Bayfield Street frontage by not locating any buildings or structures in this area. 7. The Transportation Master Plan identified an ultimate roadway allowance of 24.0 metres; to this regard the applicant shall be required to protect a future 1.0 metre widening along the entire Sophia Street West frontage by not locating any buildings or structures in this area. 8. The Owner will be required to dedicate to the City of Barrie, a daylighting triangle (5 m x 10 m) at the corner of Sophia Street West and Bayfield Street in accordance with City of Barrie standards.	**JD ENG**	Provided as requested.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	9. The Owner will be required to dedicate to the City of Barrie, a daylighting triangle (3 m x 5 m) at the corner of Maple Avenue and Sophia Street West in accordance with City of Barrie standards.		
73.	**Transportation Demand Management:** 10. Bicycling a. Multi-Residential – secure internal storage accessible to all residents is required. b. Mixed-Use – bicycle locking posts required at convenient locations.	**JD ENG**	Provided as requested
74.	**11. Electric Vehicle Provisions** a. City Council has requested that the staff recommend to all new development to install or provide rough ins for Level II charging stations (motion 16-G-306). With anticipated planned prohibitions looming on the sale of ICE powered automobiles and the desire to be prepared to embrace the near term adoption (or legislated requirement) of electric vehicles and plug-in hybrid electric vehicles as well as to encourage transportation options that reduce/eliminate greenhouse gas emissions, it is strongly encouraged that 20% of parking spaces include Level II EV chargers and that an additional 30% of parking spaces are Level II EV charging ready (necessary ducting, electrical wiring and network servicing are pre-installed) to facilitate installation of Level II EV chargers in a non-cost prohibitive manner. This request is subject to change as part of future site plan submissions pending provincial or federal legislation or establishment of municipal requirements in the upcoming Official Plan update.	**JD ENG**	Parking spaces with EV charging stations are provided in parking level 2 and 3.
75.	**Improvements within the Municipal ROW**: 12. Should the Traffic Impact Study conclude turning lanes are required the applicant shall be required to design and construct the intersection improvements. The intersection improvements shall be in accordance with Transportation Association of Canada Geometric Design Guide based on a design speed of 70km/h.	**JD ENG**	No external transportation infrastructure is required.
76.	**Internal Site Circulation:** 13. Parking spaces shall be labeled as commercial or residential parking space on the site plans to identify necessary turnaround spaces. 14. Turning template shall be updated to demonstrate sufficient circulation to access driveways, as well as ingress/egress between the access and parking garage. 15. Turning template shall be updated to demonstrate sufficient circulation for dead end parking spaces on second floor plan. 16. The proposed loading zone and garbage collection shall have a minimum width of 3.0 metres; a minimum of 9.0 metres and a minimum vertical clearance of 4.0 metres.	**JD ENG**	An updated Vehicle Swept Path Analysis is provided in the drawing set.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
77.	**Exterior Lighting and Photometric Plan** 17. Staff have reviewed the photometric plan and have no concerns, however the owner/applicant is to provide full details on the make, model and manufacturer of all proposed light fixtures for the site. 18. The owner/applicant is responsible for maintaining the existing roadway lighting levels adjacent to the proposed site. In the event that the existing roadway illumination is to be removed or altered in any way due to construction the owner/applicant is responsible to provide temporary illumination to meet pre-existing conditions.	**QUASAR**	Acknowledged.
78.	**General Development Plan Comments:** 19. That the Owner/Applicant clearly identify on the site plan that adequate stopping sight distance has been provided using the applicable design speed for all proposed access connections and verify that all sight lines are free of potential obstructions such as buildings, parking, signs or vegetation. 20. The Owner/Applicant is to provide a Pavement Marking and Signage Plan (PMSP) for the proposed plan of subdivision. The PMSP provides details and specifications for all traffic signs including right of way control and pavement markings. The PMSP is to also clearly identify sign mounting heights, sign orientation and dimensions. 21. Pavement markings for parking stalls shall be painted white and conform to OPSS 1712. 22. The proposed fire route shall be signed in accordance with Fire Route By-law 89-89: a. Signs shall be of a size not less than 30 cm in width and 45 cm in length. b. Shall not exceed 30 metres in spacing. c. Signs shall be installed no less than 2 metres and no more than 3 metres above the level of the roadway. 23. All laneways shall be 6.4m in width. 24. A painted island or full curbed island shall be implemented at the termination of all parking rows. 25. Parking stall dimensions shall adhere to the UDG: a. Perpendicular parking stalls shall be 2.7m by 5.5m b. Parallel parking stalls shall be 2.7m by 6.7m c. Type A barrier free stall shall be 3.1m x 5.5m and shall include a 1.5m hatch aisle d. Type B barrier free stall shall be 3.4m x 5.5m and shall include a 1.5m hatch aisle	**ONESPACE/JD**	19.Sight lines are illustrated on the PMSP. 20. PMSP is provided in the drawing set. 21. Noted on the PMSP. Pavement markings and fire route signs ahve been indicated on drawings A05 and A101 of the architectural drawing package as well. Fire route sign details are noted on drawing A008. 22. Signage provided as requested. 23. All laneways are confirmed to be a minimum 6.4m in width. 24. As confirmed through discussions with City staff, painted islands are not required everywhere but they have been provided at the termination of parking rows where we were able to without compromising the parking count. 25. Parking stalls provided per UDG. Parking stall dimensions are noted in the legend on the architectural drawings and comply with the City standards.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	e. Adjacent barrier free stalls may share a 1.5m hatch aisle 26. In addition to the parking stall dimensions, a minimum clearance of 0.2m for each side of the parking space that is obstructed must be provided according to the side of a parking space that is obstructed if any part of a fixed object such as a wall, column, bollard, fence or pipe is situated: a. Within 0.2m of the side of the parking space, measured at right angles, and b. More than 1.0m from the front or rear of the parking space.		26. Noted that a minimum clearance of 0.2m is provided for each side of the parking space that is obstructed by a wall.
City of Barrie – Urban Design Comments **Timothy Dobson** **June 28, 2022**			
79.	The blank wall portions on the north elevation includes limited buffer tree planting. Although abutting a potential redevelopment site, this could be improved with additional minimal wall greening (e.g. Hydrangea petiolaris self-cling vines) to mitigate the blank wall areas and 'fill' more of this abutting buffer space. Alternatively, the panel wall façade, or a portion of, could be improved with translucent, light transmitting panels (e.g. Kalwall Lumira, or equal).	**ONESPACE**	The North elevation has been revised to include Kalwall panels to include light into the parking garage. Additional planting has also been provided to buffer this façade from the neighbouring property. Refer to drawing A301 for the revised North elevation. MSA Ltd has included self clinging vines (Hydrangea petiolaris) to the north elevation wall as requested by Timothy Dobson
80.	West Elevation from Maple Ave. has a walkway that should be adjusted for slope to ensure consistent slope connecting all entrances. The existing public sidewalk for the West Elevation - Maple Ave. is labelled to be retained. It should ideally be replaced as a way of coordinating the slopes of the walkway and for the entry walk-ups to the townhome units. The irregular walkway shape illustrated accommodates an existing tree. However, the tree is observed and verified with no green vegetation 2022-6-29. The tree is dead. With Parks Dept. approval, this impediment could be removed and the walkway and landscape frontage could be refined. Additionally, the staircase façade enclosure of aluminum panels could be more light-filled with a Kallwall-Lumira aerogel panel system – or approved equal, making the staircase utility a design feature.	**ONESPACE**	The grading of the townhouses has been designed in relation to the existing grading along Maple Avenue. As requested by the City, we have noted the existing sidewalk to be removed where it currently jogs around an existing tree and a new sidewalk will be provided to straighten the walkway. The staircase façade at the North end of the site has been updated to incorporate more light and defined panel design. Refer to drawing A303. The walkway along maple Ave has been revised (straightened)
81.	Detail 9-LD1: Concrete planter wall could be considered for substituting to cor-ten steel in certain locations on the site, particularly where proposed planter width is quite narrow.	**ONESPACE**	The planter detail 9 on LD-1 has been revised to be thinner from 300mm thick to 150mm thick. The client and architect did not approve of any use of cor-ten steel. The planters will now have more volume for vegetation.
82.	Detail 9-LD1 for Bayfield St. concrete planters – off slab at streetscape are narrow width impacting planting space, densities, and viability. A steel planter wall in stainless or cor-tens will provide more planting root and growth space and tie into the architecture and streetscape better. This is optional but advised given the limited space for the planters.	**ONESPACE**	The planter detail 9 on LD-1 has been revised to be thinner from 300mm thick to 150mm thick. The client and architect did not approve of any use of cor-ten steel. The planters will now have more volume for vegetation
83.	Detail 11-LD1 Concrete Planter Seat Wall is appropriate given the additional seating function.	**ONESPACE**	Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
84.	Detail 13-LD1 RISI Pre-cast Planter wall with geogrid is a concern. (see West Elevation facing Maple Ave.). Parks Planning staff have identified issues with planting densities. The amount of stone backfill for geogrid anchoring support will negatively impact the proposed plantings soil volumes. Given the required wall heights and soil planting volumes needed for plants to thrive, RISI wall could be improved with a cor-ten steel planter wall solution. The steel material and patina colour will offer a stronger urban design fit and function. The steel planter wall color will complement the proposed aluminum wood grain façade material for the townhomes.	**ONESPACE**	Detail 13 on LD-1 has been deleted and changed from a precast concrete wall to a poured concrete wall, see Detail 9 on LD-1. This will allow for more topsoil directly behind the 1.0 m high wall that does not require geo-grid or substantial amounts of drainage stone behind wall. The client or architect were not in favour of the use of cor-ten steel on the planters.
85.	The overall massing and design of the building is good and appropriate. Where modern renewal interacts with heritage context, façade materials of high quality & texture play a role in fitment to the existing homes. The concrete planters and rectangular town homes present a challenge. Urban Design staff are of the opinion that pitched roof townhouses to fit the block will negatively impact this design proposal. It would also do little to 'fit' the local residential on Maple Ave., which does not appear to have consistent character, or a critical mass of character buildings/styles.	**ONESPACE**	Noted.
86.	The modern design of the Maple Ave. townhomes are of reasonable scale & massing to the local context. This also sets a benchmark for future land assembly development that will occur on the block. To that end, the wood-grained shade aluminum panels for portions of the townhomes offer a color and material to connect visually to the brick and wood of existing homes. By considering a change of planter walls from concrete to cor-ten steel with its' rust patina, there could be additional earth colours to provide a stronger residential street connection, yet with a modern inference with the sharp lines, elegance, and durability of steel. The addition of the concrete planter walls visually competes and diminishes the transition. A cor-ten steel planter substitute with its' earthy patina could improve the visual transition.	**ONESPACE**	Poured concrete planters (detail 9 LD-1), with an abundance of plant material have replaced the precast concrete planters. Again cor-ten steel planters or a veneer was not approved by client or architect. We feel the new poured concrete walls max 1.0 m high will be appropriate along Maple Ave
87.	Snow storage was not clear if addressed. Primary area of concern is around the primary parking access off Maple Ave. Provide clarity on how and where this will be handled.	**ONESPACE**	Proposed to consider snow melting at the drive entrance as there is a lack of space to provide snow storage without eliminating planting.
88.	The proposed rooftop exterior amenity is fine. The concrete planter walls in the amenity area may benefit from the steel option discussed above - for consistency throughout the development.	**ONESPACE**	Noted.
89.	The illustrated panels for the parking enclosure are suggestive of hybrid aluminum façade panels. Consider areas where substituting portions of this with Kalwall+Cabot Lumira Aerogel translucent panels or equal, would provide much needed interior diffused natural lighting while also providing privacy, and energy efficient insulation. This may also address blank wall situations that can be eased to conform to Urban Design Guidelines.	**ONESPACE**	Kalwall panels have been considered on the North façade to allow lighting into the parking structure and to break up the elevation.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
90.	The pictured material palette dated 2022-4-12 differs slightly from the physical sample board sent to urban design staff dated 2022-4-04. Please clarify use of the cream colour mullion vs sample board received showing a stainless steel / shiny aluminum mullion. Which panel system on sample board is 'dark grey'? 	**ONESPACE**	The mullions are to be anodized aluminum throughout the development except where they are adjacent to the charcoal panel system. Then the mullions are dark to match that panel colour. The discrepancy from the physical sample board to the digital photo is likely just a reflection on the anodized aluminum sample that makes it appear cream coloured. The dark grey panel system on our sample bord is represented with Gentek Iron Ore.
City of Barrie – Planning Services **Olga Sanchez** **June 17, 2022**			
91.	Street numbers for the proposed development shall be assigned by the City of Barrie in accordance with the Street Addressing Policy as follows: • An individual street number will be assigned to each townhouse dwelling unit on the street that the main entryway faces. • Mixed-use buildings will be addressed by assigning one street number from the street the main access fronts onto, and each commercial unit should be address by adding a "Suite" number and for the residential unit by adding a "Unit" number. Draft street numbers will be assigned by the city following approval of a final set of drawings in the Site Plan process. Street numbers shall be officially assigned following the registration of the Site Plan Agreement.	**OWNER/KLM**	Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	The Applicant should contact Development Services – Planning to confirm the addressing for this development at the time indicated above.		
Lake Simcoe Region Conservation Authority **136 Bayfield St – Barrie (APID94760)** **September 6, 2022**			
92.	Please provide a sediment and erosion control drawing for this site development. Please provide and use the LSRCA sediment and erosion control details and notes.	**TYLin**	Understood. General notes as per LSRCA ESC-3 are added to the notes on the E1 plan. Applicable LSRCA details are also referenced on the plan.
93.	Please demonstrate the determination of the runoff coefficients for the existing and proposed conditions. The coefficients shown on the City drawings are used for storm sewer design, not SWM design.	**TYLin**	The runoff coefficients provided on the City drawings will determine the allowable release rates to each catchment outlet (i.e. storm sewer) and sets the SWM requirements for the subject site. Further area breakdown in Table 2.2 in Section 2.2.2 have been provided to demonstrate the composite runoff coefficient used for the SWM calculations. The site will have uncontrolled flows to each catchment outlet, with controlled flows outletting to the Maple Avenue storm sewer at the allowable release rate, which is determined by the City drawings. Further area breakdown is also provided in Figure 2-2 of the report.
94.	Please revise the pre-development imperviousness of this site development to a maximum of 50% imperviousness. We do not believe adequate controls exist downstream. Please refer to the LSRCA Technical Guidelines for Stormwater Management Submissions, April 2022, section 8 for information.	**TYLin**	Based on the storm drainage plan provided by the City of Barrie for the Queen's Park Neighborhood Renewal (located in Appendix A of the FSR) storm flows discharging to Maple Avenue have an allocated runoff coefficient of 0.45. Therefore, the pre-development runoff coefficient for Maple Avenue outlet has been revised to 0.45 and all storm calculations have been adjusted accordingly. Refer to revised calculations located in Appendix A of the FSR.
95.	The LSRCA requires post development peak flows to be controlled to pre development levels for all storm events from the 2 year through the 100 year event. Please demonstrate.	**TYLin**	Please note that the current proposed stormwater quantity control design controls the 100-year post-development storm to the 5-year allowable levels set by the Maple Avenue storm sewer as part of the Queen's Park Neighbourhood Renewal. This design allows for all post-development storms above the 5-year to be controlled to only 5-year levels. It is understood, however, that demonstration of quantity controls for all storm events is required to be shown. Please see the revised Appendix A for the quantity control calculations for each storm event, showing the storage requirement at each storm event, and how it is achieved within the stormwater vault.
96.	Please demonstrate stormwater quality control for the non-roof areas.	**TYLin**	Due to the nature of the proposed site it is not feasible to provide stormwater quality control for the non-roof areas of the site. However, the existing site is nearly 100%

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
			impervious with no evidence of on-site quality controls. In proposed conditions, the site primarily consists of rooftop which is considered clean water, therefore there is an overall net increase in water quality from the proposed development.
97.	The whole of this site is to be considered High Intensity – Residential. Please revise all.	-	Acknowledged.
98.	Section 2.2.2 of the SWM report indicates stormwater will be stored in a vault. This could be considered underground storage for phosphorus removal purposes and receive a 25% phosphorus removal credit. Please revise the calculations.	**TYLin/PGL**	PGL confirmed via email on October 11, 2022 with Steve Auger, M.Sc., P.Eng., LSRCA Coordinator, Stormwater Management that the upstream catchment area for the stormwater holding tank only incorporated roof (rain) water, and that it will not be permitted to have any Phosphorus reduction efficiency.
99.	This site is subject to the Lake Simcoe Phosphorus Offsetting Policy, July 2021 (LSPOP). It is concerned with the post development phosphorus loading, which remains after mitigation measures to remove phosphorus. Please revise the calculations and provide the offsetting fee calculation.	**TYLin/PGL**	This has been updated in the revised Phosphorus budget report dated October 2022
100.	Please demonstrate volume control for this site. Please refer to the LSRCA Technical Guidelines for Stormwater Management Submissions, April 2022, sections 3.2.4, 3.2.5 and 3.2.6 for information.	**TYLin**	Section 3.2.4 of the LSRCA states that any redevelopment that results in site disturbance that creates 0.5 hectare or more of new impervious surface should demonstrate volume control. In existing conditions, the site primarily consists of impervious areas. It is currently occupied by a large 4-storey office building, a two-storey house and the remaining site area is an at-grade asphalt parking lot. Therefore, the proposed development does not increase the imperviousness of the site. However, in order to demonstrate best efforts, a total of 24.5m3 of water will be retained and re-used on site with the irrigation system. This represents a 5mm volume retention across the entire site minus initial abstraction.
HydrOne **Kitty Luk** **May 12, 2022**			
101.	We are in receipt of your Site Plan Application, D11-013-2020 dated April 28, 2022. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**	**OWNER**	Acknowledged.
Enbridge **Casey O'Neil** **April 28, 2022**			
102.	Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.	**OWNER**	Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	This response does not constitute a pipe locate, clearance for construction or availability of gas. The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea50@Enbridge.com to determine gas availability, 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 phased construction, all costs are the responsibility of the applicant. In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.		
Alectra Utilities **Stephen Cranley** **April 28, 2022**			
103.	We have reviewed the proposal and have no objections to its approval, subject to the following comments: - The owner, or agent, of this proposed plan is required to contact Alectra and discuss all aspects of the above project. The standard electrical supply to Industrial, Commercial, Institutional and High-Rise Condominium projects is via a pad mounted transformer. The proposed transformer shall meet Alectra's Clearance Standards, the transformer must also be located within 3-4.5m of a parking area, driveway or hard surface for access by service vehicles. The access must be from within the customer's property, not from a local roadway or adjacent properties, and must provide adequate access for a line truck. Primary voltage duct bank standards* and the transformer base and grounding standards will be provided to the customer once the primary supply point(s) have been established by Alectra, and the customer's main service size has been established by their Consultant. *(see attachment 4) - All proposed billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced. - The transformer precast base cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded	**OWNER**	Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	slope, a notched-out area must be established for the transformer base to be installed, with adequate space to accommodate the grounding requirements and guard post/bollards if required. - Alectra will require one architectural site plan showing the proposed transformer location, one electrical site plan, and an electrical single-line drawing, both in hard copy (PDF file, P.Eng. approved version) and electronic AutoCAD (latest version). Additionally, a complete building elevation drawing (including subsurface excavations) is required to ensure the project is not in conflict with any existing overhead or underground components of the electrical distribution system. Alectra also requires a letter from the owner, or the agent, stating that the proposed building-to-existing electrical distribution system clearances have been checked and are in compliance with the current requirements of the applicable standards, acts and codes referenced below. - 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 Alectra 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 Alectra's cost for any relocation work. - Once Alectra has received all proposed details and are satisfied with the design, Alectra will provide the customer with an *Offer to Connect* which will specify all the details and the responsibilities of each party. Once the Offer is signed and full payment received by Alectra, Alectra will start the final design and state and/or obtain the required approvals from the Local Municipality. - When the Customer is ready to submit a request for a new service, please proceed to Alectra Utilities web site and under "New Customer Set Up" select "Building a New Home or Commercial or Industrial Facility" the link has been provided below.		
City of Barrie – Landscape Comments **Giampaolo Morello** **June 8, 2022**			
104.	Please see redline markup. - Drawing L2	**MSA**	• Hydro lines have been added

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
			• Existing walkway to be relocated note added • Future road widening new property line added • Existing boundary trees have been added • The interior row of medium sized trees on Maple Avenue has been replaced with smaller form trees • As per layout on detail BSD-1315 no further trees should be planted. • Plant quantities have been corrected • Tree species have been changed as per suggestions
City of Barrie – GIS Department **April Towns** **May 2, 2022**			
105.	Information to come.	-	
Bell Canada **Ryan Courville** **April 29, 2022**			
106.	We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval: "The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost." The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development. It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.	**OWNER**	Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations. Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein. If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca		
HydrOne **May 12, 2022**			
107.	We are in receipt of your Site Plan Application, D11-013-2020 dated April 28, 2022. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.** For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier. To confirm if Hydro One is your local distributor please follow the following link: http://www.hydroone.com/StormCenter3/	**OWNER**	Acknowledged.
Alectra Utilities **Mahsa Javadi** **April 28, 2022**			
108.	We have reviewed the proposal and have no objections to its approval, subject to the following comments (below): Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan. The owner, or agent, of this proposed plan is required to contact Alectra and discuss all aspects of the above project. The standard electrical supply to Industrial, Commercial,	**OWNER**	Acknowledged.

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	Institutional and High-Rise Condominium projects is via a pad mounted transformer. The proposed transformer shall meet Alectra's Clearance Standards, the transformer must also be located within 3-4.5m of a parking area, driveway or hard surface for access by service vehicles. The access must be from within the customer's property, not from a local roadway or adjacent properties, and must provide adequate access for a line truck. Primary voltage duct bank standards* and the transformer base and grounding standards will be provided to the customer once the primary supply point(s) have been established by Alectra, and the customer's main service size has been established by their Consultant. *(see attachment 4). All proposed billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced. The transformer precast base cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded slope, a notched-out area must be established for the transformer base to be installed, with adequate space to accommodate the grounding requirements and guard post/bollards if required. Alectra will require one architectural site plan showing the proposed transformer location, one electrical site plan, and an electrical single-line drawing, both in hard copy (PDF file, P.Eng. approved version) and electronic AutoCAD (latest version). Additionally, a complete building elevation drawing (including subsurface excavations) is required to ensure the project is not in conflict with any existing overhead or underground components of the electrical distribution system. Alectra also requires a letter from the owner, or the agent, stating that the proposed building-to-existing electrical distribution system clearances have been checked and are in compliance with the current requirements of the applicable standards, acts and codes referenced below. 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 Alectra 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 Alectra's cost for any relocation work. Once Alectra has received all proposed details and are satisfied with the design, Alectra will provide the customer with an *Offer to Connect* which will specify all the details and the responsibilities of each party. Once the Offer is signed and full payment received by Alectra,		

COMMENT ID	COMMENT	CONSULTANT	RESPONSE
	Alectra will start the final design and state and/or obtain the required approvals from the Local Municipality. When the Customer is ready to submit a request for a new service, please proceed to Alectra Utilities web site and under “New Customer Set Up” select “Building a New Home or Commercial or Industrial Facility” the link has been provided below.		