

Dear Mr. Anderson and City Clerk,

Please accept this formal objection to the proposed Zoning By-law Amendment (File D30-003-2026) for 126 & 130 Ardagh Road. As a resident of [REDACTED], I am submitting evidence based on the City of Barrie's 2024 [Traffic Count data](#) proving that this 153-unit development will push our local residential infrastructure into a state of operational failure and create an unmitigated safety hazard for my family and our neighbors.

### 1. Crawford Street & Patterson Road: Exceeding Engineering Limits

According to the Transportation Association of Canada (TAC) guidelines and the City's own engineering standards, Local Residential Roads are designed for a maximum "Environmental Capacity" of 1,000 Vehicles Per Day (VPD) to maintain safety. City data from 2024 reveals these streets are already at a breaking point:

- Patterson Road: Currently sustains 704 daily trips.
- Crawford Street: Currently sustains 2,909 daily trips—already exceeding the absolute 2,500 VPD physical ceiling for a local designation.

### 2. Projected 153% Capacity Overload (Operational Failure)

Using a conservative trip generation rate (avg. 6.0 trips/unit), this 153-unit development will add approximately 918 new daily trips to our interior network.

- Patterson Road will reach 1,622 VPD (162% of design capacity).
- Crawford Street will reach 3,827 VPD (153% of the maximum allowable threshold).

Adding nearly 1,000 trips to an already strained network is not a "minor" intensification; it is a fundamental reclassification of a quiet residential street into a high-volume collector road. This impact is most severe at the narrowest points of the corridor, specifically near the 250-270 block of Crawford Street, where existing residential density already creates hazardous pinch-points.

### 3. Compounded Hazard: The 12.0m Egress & Statutory Deficiencies

The developer's request for a 12.0m unlandscaped egress (removing the required 7.0m safety buffer) is especially dangerous given these volumes. When volumes exceed 3,000 VPD on a local street, the friction between high-speed "infiltration" traffic and residential driveways creates a statistically higher risk of pedestrian collisions. Furthermore, the requested statutory deficiency in parking will force overflow vehicles onto Crawford and Patterson. When snowbanks narrow these streets in winter, the "functional width" will be

reduced so significantly that emergency fire apparatus may be unable to navigate turns or stage effectively.

#### 4. Missing Technical Assessments & Municipal Liability

The developer's Traffic Impact Study (TIS) is fundamentally flawed as it fails to model:

- Traffic Infiltration: The "shortcut" behavior of drivers using Crawford/Patterson to avoid Ardagh/Ferndale congestion.
- Winter Sightline Analysis: The impact of road grade and snowbanks on emergency vehicle ingress/egress.
- Pulsed Load Modeling: The concentration of trips during morning and evening peaks.

#### 5. Failure to Meet PPS Infrastructure Mandates

The proposed intensification is inconsistent with PPS Policy 1.1.3.3, which mandates that intensification shall be directed to locations where existing or planned infrastructure and public service facilities are available to accommodate projected needs.

The City's 2024 traffic data confirms Crawford Street is already operating at a deficit. Adding 918 daily trips will result in an operational volume of 3,827 VPD. Because the existing road infrastructure is not "available" to safely absorb this infrastructure shock, the application fails the mandatory consistency test of the PPS. By approving this while "on notice" of these deficits, the City moves from a position of planning discretion to one of potential negligence.

#### Formal Request

The City cannot legally or safely approve an intensification of this magnitude on a network operating at a deficit. I respectfully request that the City refuse this amendment. At minimum, any decision must be deferred pending a Neighborhood Traffic Management Study analyzing traffic infiltration, winter sightline and pulsed load modeling, in addition to an Emergency Vehicle Turning Radius Analysis assuming maximum on-street overflow.

Sincerely,

Paul Gamble

April 22, 2026

Re: Found Group proposal for changes to 126 and 130 Ardagh Road

From: Warren and Kerry Ploughman [REDACTED]

Unfortunately, we cannot attend the public meeting in person April 22 due to a family situation out of town. We may also not be available virtually at that time, however, we have some serious concerns about this proposal and would like our concerns to be noted and presented.

- The original proposal presented to the neighbourhood included 3 story town houses. This has since been changed to a 6-story building. This building will be plunked in the backyards of all who live on the east side of Crawford and the west side of Patterson. The areas of concern with such a tall building in such a small area include the following.
- This building will be unsightly, erecting a wall behind all of our backyards
- This will block the sun in our yards affecting our vegetable gardens and outdoor relaxation and pleasure
- This height of a building will cause serious privacy encroachment

**Some of our main concerns include:**

**Water quality.** Not only once the building would be completed but during construction. How can water safety and non flooding of my basement be ensured? There are many underground streams in this area. I do not want to be going through my insurance to cover any flooding in my basement.

**A huge concern is traffic.** Currently Ardagh goes from 2 lanes on the east side of Patterson into 1 lane on the west side of Patterson. As well it is 1 lane coming from the west to Patterson. The traffic from 2 lanes has to merge together into 1 lane causing a long continuous flow of traffic as they are all merged into 1 lane especially early morning and evening. Currently trying to get out of Crawford or Elizabeth can be frustrating and time consuming to catch a break in the traffic flow to enter onto Ardagh especially turning left. You are not going to insert another exit with enough vehicles for 153 units into this already

congested area. There is not much space between Patterson and Crawford and you are adding another road in between. It cannot be managed with a light as it is too close to Patterson for another set of lights. This is going to cause extreme traffic issues.

Not only the traffic issues but it will cause **major excess parking issues on the closet streets**, Crawford being the one most naturally being the closest and easiest to go and look for parking on the road. Visitors, tenants with extra cars etc will all flow into Crawford street. Being at the top of the street just off of Ardagh this is very concerning for having a wall of vehicles on the road.

### **Conclusion:**

The building of a six-story building in such a compact area with existing 2 story residential living lifestyle will be devastating to both our property protection and safety, our property enjoyment and most of all our property value.

6 stories is most definitely extreme in such an area. As expansion and housing is necessary in our community, we understand this is a good parcel of land, however this proposal is invasive in all aspects, concerning our water quality, traffic issues, our resale values, and most definitely the 6-story height of this project should not be considered for this property.

We are most definitely opposing this particular plan.

Warren and Kerry Ploughman

City Hall

70 Collier Street

P.O. Box 400

Barrie, Ontario L4M 4T5

Attention: City Clerk

Subject: Objection to proposed 6 storey apartment building (153 units) 126 & 130 Ardagh Road, Barrie, Ontario

We share our neighbors' concerns regarding additional traffic, pollution, and disturbance to our quiet, children and pet friendly community. We are writing to bring your attention to the following issues:

1. The City has already approved a plan to build a 3 story house. Therefore, the burden is on the City to fully explain what considerations compel it to abandon the original plan, and to double the scale of the development.
2. Without additional teachers and funding, an influx of residents would negatively impact local schools.
3. The project is less than a km from a protected wetland park where countless wild animals live. Any development of this scale must be subjected to the most vigorous scrutiny.
4. The City is already struggling to provide basic service to the existing families.

Cases in point:

- a large part of Crawford ST has no snow removal for weeks in the winter
- garbage collection reduced to every other week, creating unsanitary conditions
- yard waste regularly sit on the curb for extended periods. Last fall sections of Crawford St. did not have their yard waste picked up on the last scheduled pick-up of 2025, and have still not had it removed to date.

Simply put, serving the existing residents is already beyond the City's capacity, let alone hundreds more.

1. The amount of traffic through the neighbourhood already exceeds acceptable amounts, and the increase this proposed building would add would very negatively affect and already dangerous situation

We have lived at our home [REDACTED] for almost 22 years, and very strongly oppose a zoning change to allow this proposal. We urge the city council to refuse this zoning change.

Sincerely;

James Esmonde

Xuan Teng

[REDACTED]  
[REDACTED]  
[REDACTED]  
April 22, 2026

City Hall (attention: City Clerk)  
70 Collier Street,  
PO Box 400,  
Barrie, ON L4M 4T5

Re: **Application for a Zoning By-law Amendment**  
Innovative Planning Solutions on behalf of Found Group Development and 126 Ardagh Inc.  
**126 and 130 Ardagh Road, Barrie**  
**City File: D30-003-2026**

Mayor Nuttal and Members of City Council,

Although I live in Barrie's East End, this Ardagh Rd. neighbourhood is my second home. I am a keen grandma and my son's family with three grandchildren live [REDACTED] to the proposal.

## **SUMMARY AND CONCLUSIONS**

1. With respect to the RA2-1)(SP-XXX) rezoning:
  1. The proposed RA-2 zone and the accompanying increase in lot coverage from 35% to 40% would not meet many Official Plan policies (See the accompanying chart, pages 3-10).
  2. I question the safety of decreasing the minimum driveway width from 6.4m to 6.0 m., especially given the slope in this location of the site; and,
  3. Removal of the landscaping that would buffer adjacent backyards on Crawford Rd. would be unacceptable to the design requirements in the Official Plan.
4. The proposed rezoning would not provide affordable housing at this time, according to the Planning Submission.
5. The site is within three vulnerable groundwater areas. It is also an urban forest with two unmapped wetlands and a tributary. It should be considered for the Official Plan Environmental Protection Level 3 map overlay.

6. My opinion, as a long-retired, professional planner, is that the proposed RA2-1)(SP-XXX) rezoning does not meet the intent and policies of the City's Official Plan, and it does not represent good planning.
7. As a grandma observer, I see no justification for forcing this monster apartment complex, that does not conform with the Official Plan and has no affordable housing, onto an established, low-rise neighbourhood that is conforming with the Official Plan by quietly, incrementally and effectively supplying affordable, rental housing that meets our City's needs.
8. In addition, I offer an alternative development concept for the site with new housing up to four storeys, facing Ardagh Rd., provided items such as the vulnerable ground water resource is protected, there is adequate transition to nearby housing, natural heritage features are protected and enhanced, and servicing availability is confirmed.

## **INTRODUCTION**

With the hope that this submission will assist Council and staff in your deliberations of the rezoning application, my comments will focus on the City's Official Plan and the proposal.

As a preface, I have learned that this site would be very challenging to develop at the medium residential density of 199 units per hectare, as proposed in the rezoning.

The long, narrow site is sandwiched between the backyards of Crawford and Patterson Roads. This shape forces a medium density, residential building to shift orientation from Ardagh Rd to face the Crawford Rd. backyards, contrary to Official Plan policies. The north/south orientation unfortunately provides maximum shadowing on neighbouring properties to the east and west.

In addition, the property slopes about 12 m (40ft.) down from Ardagh Rd. to the northerly property line. At the proposed density of 199 units per hectare, the sloping topography would increasingly expose the underground parking.

The Architectural Drawings show that the ground floor of the building would be 3 m (10 ft.) below Ardagh Rd., resulting in 6 residential storeys and 2 levels of above-grade parking at the north. The

building height would range from 6 to 8 storeys. If the ground floor is brought up to Ardagh Rd., the building height could span from 6 to 9 storeys at the medium density proposed.

## **OFFICIAL PLAN AND THE DEVELOPMENT PROPOSAL**

The next table highlights issues related to the City’s Official Plan and the proposed development.

<b>ISSUE</b>	<b>OFFICIAL PLAN</b>	<b>PROPOSAL</b>	<b>COMMENT</b>
<p><b>1. AFFORDABLE HOUSING</b></p>	<ul style="list-style-type: none"> <li>• City is to ensure a minimum of 15% of new housing units are affordable. (2.6(l), p. 28)</li> </ul>	<ul style="list-style-type: none"> <li>• Proposal “does not currently include any affordable units” (Planning Rationale, p.43)</li> </ul>	<ul style="list-style-type: none"> <li>• NOT affordable housing</li> </ul>
<p><b>2. CITY GROWTH STRATEGY</b></p>	<ul style="list-style-type: none"> <li>• The Official Plan (OP) clusters higher density development in other locations in the City. (Map 1)</li> <li>• The site is located within the <i>Neighbourhood, Built up Area</i>. (Maps 1 and 2) where low level intensification with affordable housing, such as accessory apartments, are encouraged. (6,1,2(f), p.33)</li> <li>• The site is not designated for Medium Density residential development (Map 1)</li> <li>• The density range for <i>Medium Density</i> residential development is 125.0 to 300.0 units per hectare. (Policy 2.6.2.2)</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed density is 199 units/hectare (uph).</li> </ul>	<ul style="list-style-type: none"> <li>• The OP mapping does not identify this location for higher density.</li> <li>• My sense is that the neighbourhood is supplying affordable rental housing including accessory apartments, and this trend is likely occurring at rates likely above 50% of homes, as noted in the Simcoe County survey, Section 9 below.</li> <li>• The proposed building height of 6 – 8 storeys and density of 199 uph falls within Medium Density designation policies, although the site is not designated in this manner. (Policy 2.6.2.3 (c) and (d) p. 36)</li> <li>• The location offers little in the way of local amenities</li> </ul>

			<p>to justify higher density development.</p> <ul style="list-style-type: none"> <li>• For example, the 15-minute walk to the local school and 13-minute walk to the food store are greater than the suggested 10-minute walk for providing residents' daily and essential needs (3.2.2.a.7, p.66)</li> </ul>
<p><b>3. VULNERABLE AREAS FOR THE CITY'S DRINKING WATER SYSTEM</b></p>	<ul style="list-style-type: none"> <li>• OP recognizes our drinking water comes from the ground and groundwater is a critical resource.</li> <li>• OP identifies groundwater "<i>vulnerable areas and risk management practices that benefit both community health and ecosystem health</i>" (6.5, p.146)</li> <li>• The groundwater on the site is identified as vulnerable.</li> <li>• Map 7 "<i>Drinking Water System Vulnerable Area</i>" indicates the site includes:             <ul style="list-style-type: none"> <li>• <i>Wellhead Protection Area (25-year capture zone);</i></li> <li>• <i>Significant Ground Water Recharge Area</i></li> <li>• <i>Intake Protection Zone</i></li> </ul> </li> <li>• OP requires new development to "<i>minimize stormwater volumes...by incorporating low impact development measures where appropriate, and by encouraging an increase in vegetation and use of native flora species.</i>" ( 6.5.1b) p. 146)</li> </ul>	<ul style="list-style-type: none"> <li>• The Hydrogeological Report recommends more studies, including a Dewatering Assessment, Infiltration measures Groundwater monitoring and Hydrogeological investigation of the wetlands and watercourse.</li> <li>• The Environmental Report advises further study of the wetlands area is recommended (p. 30)</li> </ul>	<ul style="list-style-type: none"> <li>• It is not clear whether hydrogeological and the environmental reports fully meet all the Official Plan policies for groundwater protection, as set out in 6.5.5 and 6.6.6.</li> <li>• I am suggesting tree replacement planting for groundwater protection and enhancement, as encouraged by the OP.</li> </ul>

	<ul style="list-style-type: none"> <li>• OP states that “<i>development and site alteration shall be restricted in or near sensitive ground water features, such that these features and their related hydrogeologic functions shall be protected, improved or restored.</i>” (6.5.1f), 146</li> <li>• The entire site is a <i>Significant Groundwater Recharge Area (SGRA)</i> requiring a risk assessment or a hydrogeological assessment which demonstrates that the quality of groundwater in these areas, and the function of the recharge areas, will be protected, improved, or restored. (<i>Policy 6.5.1.2(c)</i>, p. 144</li> <li>• The OP has additional policies to protect groundwater and guidance for the review of proposed development in groundwater protection areas (<i>See p. 146-147</i>)</li> </ul>		
<p><b>4. URBAN FOREST</b></p>	<ul style="list-style-type: none"> <li>• OP emphasizes the role of the City’s urban trees that “...<i>reduce the urban heat island effect, reduce noise pollution, improve air quality, sequester carbon, stabilize soils and improve health and wellbeing...</i>” (6.3.2, p141)</li> <li>• Where trees have been removed two years prior to a development application, OP requires replacement and compensation planting.</li> <li>• City may require developers to plant additional trees to expand forest diversity and</li> </ul>	<ul style="list-style-type: none"> <li>• The Environmental Impact Study acknowledges that woodland was over 0.5 ha prior to the tree removal (p.22) and concludes that since it is not significant within the Provincial Policy Statement, development can occur (p.36)</li> </ul>	<ul style="list-style-type: none"> <li>• This site was covered by a dense urban forest, as indicated in aerial photographs up to 2024.</li> <li>• In 2024 and 2025 the owner clear cut a portion of the urban forest on the site without prior approvals.</li> <li>• In accordance with the City’s Official Plan Urban Forest policies and the dynamic and vulnerable groundwater resources on this site, I am suggesting that the City</li> </ul>

	<p>improve canopy coverage. (6.3.2, p. 141-142)</p>		<p>require replacement of the original urban forest, as shown in 2024 aerial photography and that additional planting diversity be considered as indicated in the Official Plan groundwater policies.</p>
<p><b>5. NATURAL HERITAGE AND ENVIRONMENTAL PROTECTION</b></p>	<ul style="list-style-type: none"> <li>• Natural heritage features include “<i>other woodlands</i>” and “<i>other wetlands</i>” (2.6.6.2c), p. 44)</li> <li>• OP states that where a development application “...<i>identifies a natural heritage feature on the lands, designated other than Natural Heritage System and Greenspace, the Natural Heritage System policies of this Plan shall apply until:</i> <ul style="list-style-type: none"> <li><i>i) an environmental impact study has been approved by the City that evaluates the natural heritage features of the lands; and,</i></li> <li><i>ii) the lands are designated and zoned appropriately with the recommendations of the City” (5.3.1i), p. 116)</i></li> </ul> </li> <li>• Also, the Environmental Protection Areas Overlay policies reiterate that where a previously unidentified feature is found, it must be identified through a site-specific environmental impact study be undertaken. (5.4.2, p. 114)</li> <li>• According to the Environmental Protection Level 3 policy, wetlands less than 0.5 hectares and</li> </ul>	<ul style="list-style-type: none"> <li>• Hydrogeological Study discovers two unmapped wetlands and a tributary on the site.</li> <li>• Environmental Impact Study recommends “<i>further hydrogeological investigations , should be completed at detailed design to determine if the wetland is a regulated feature” (p. 30).</i></li> </ul>	<ul style="list-style-type: none"> <li>• Natural features of the site include two wetlands, woodlands and a watercourse, in addition to the vulnerable groundwater resource.</li> <li>• The City will be reviewing the submitted environmental studies to ensure the Official Plan policies are met and that the site is appropriately designated and zoned as a result.</li> <li>• I would suggest that the site be mapped as Environmental Protection Overlay 3</li> </ul>

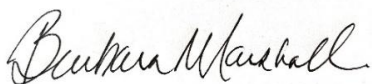
	<p>woodlands greater than 0.5 hectares require an environmental impact study and development may be permitted if there is buffering and the feature and function are supported (5.4.2.3a), p.116)</p> <ul style="list-style-type: none"> <li>• An impact study is required by any proposed development in or within 30 metres of a Level 3 area.(5.4.2.3 , p. 116)</li> </ul>		
<p><b>6. BUILDING HEIGHT ON VACANT LAND ON ARTERIAL ROAD</b></p>	<ul style="list-style-type: none"> <li>• Ardagh Rd. is an Arterial road. (Map 4b)</li> <li>• OP states that new development of “<i>up to six storeys may be permitted on vacant lands,</i>” including where there is sufficient municipal services and where:</li> <li>• ii) The lands front onto and are “<i>oriented towards an arterial or collector street;</i>”</li> <li>• iii) “<i>Appropriate transitions can be achieved.</i>” See Section 3 policies of the Plan (2.6.1.3(d) p. 34-35)</li> </ul>	<ul style="list-style-type: none"> <li>• As shown on the Architectural Drawings, the building height at the north end is 6 apartment levels, plus 2 levels of exposed parking.</li> <li>• Total height is 8 storeys above ground on the preliminary plans,</li> <li>• The building is not oriented to the Ardagh Rd., the arterial road, as:</li> <li>• (1) The main entrance faces the backyards on Crawford St.; and,</li> <li>• (2) There are just 4 units on each level facing the arterial with the bulk of the building facing the backyards on Patterson and Crawford Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Since the site is not currently vacant (<i>there is a building on each of the two lots</i>), this Policy would not apply.</li> <li>• Even if the Policy were applied:</li> <li>• (1) A building height of 8 or more storeys above ground would not conform;</li> <li>• (2) The building orientation would not conform;</li> <li>• (3) No appropriate transitions to the abutting detached dwellings are provided.</li> <li>• In addition, the proposed rezoning removes the landscaped buffer for Crawford Rd properties, not even giving a landscaped buffer transition.</li> <li>• Questions are being raised about servicing capacity.</li> </ul>

<p><b>7. DESIGN FOR NEIGHBOUR- HOOD COMPATA- BILITY AND HEIGHT TRANSITIONS</b></p>	<ul style="list-style-type: none"> <li>• OP has many policies ensuring that proposed intensification is sensitive and compatible with existing form and character and transitions between heights are appropriate. (<i>Policy 2.6.1.2.(e) p. 32-33, Policy 3.1.1b, p.62, Policy 3.2.1.b, p,64, Policy 3.2.1.d, p. 65. Policy 3.3.3.d.p.76</i>)</li> </ul>		<ul style="list-style-type: none"> <li>• The scale and 6-9 storey height are not compatible with the existing low - density form and character.</li> <li>• No transition is provided between the existing housing and proposed medium density.</li> <li>• The design effectively places a massive structure abutting the backyards of homes along Patterson and Crawford Roads.</li> </ul>
<p><b>8. FRAMING STREET, SHADOWING AND ACCESS TO DAYLIGHT</b></p>	<ul style="list-style-type: none"> <li>• OP states that mid-rise buildings, including its principal entrance, should frame the street it is fronting, while allowing access to sunlight for adjacent properties. (<i>Policy 3.3.1.a, p. 75</i>).</li> <li>• Shadow, view, and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings. (<i>3.3.1.f p.77</i>)</li> <li>• The OP Sustainable and Resilient Design policies optimize passive renewable energy and Green Development Standards focus on maximizing solar gains (<i>3.2.3, p. 66</i>)</li> </ul>		<ul style="list-style-type: none"> <li>• Development of this site should be framed on Ardagh Rd. in keeping with the OP.</li> <li>• If the proposal proceeds, a Shadow Study should be required.</li> <li>• Protection of existing solar facilities on abutting properties also need to be considered in light of the OP's sustainable and green development policies.</li> </ul>
<p><b>9. ARTERIAL ROAD AND DENSITY OF DEVELOPME NT</b></p>	<ul style="list-style-type: none"> <li>• In order to promotes transit supportive development, the OP states development on arterial roads "<i>should be planned</i>" to a minimum residential density of 50.0 uph. (<i>Policy 2.6.1.3 (h). p.35</i>)</li> </ul>	<ul style="list-style-type: none"> <li>• Proposal allows 199 units/hectare</li> </ul>	<ul style="list-style-type: none"> <li>• The OP wording of "<i>should</i>" is not a mandatory requirement of 50 uph.</li> <li>• Given that the site is only 2 lots fronting on Ardagh Rd., a lesser density should be considered to</li> </ul>

			<p>meet other policies of the OP identified above.</p> <ul style="list-style-type: none"> <li>• Intensification is likely occurring at a significant amount in the existing neighbourhood</li> <li>• This intensification trend is also confirmed by an online Simcoe County survey which found 16% of respondents were living with parents, 7% of seniors living with adult children, and 50% of homeowners with an accessory housing unit and more thinking about it. (<i>City of Barrie Housing Needs Assessment</i> p.22).</li> <li>• Therefore, the minimum density of 50 uph could be reduced for this specific site.</li> </ul>
<p><b>10. OVER-DEVELOPMENT</b></p>	<ul style="list-style-type: none"> <li>• The OP outlines factors to identify overdevelopment.(3.2.1.d, p. 65)</li> </ul>		<ul style="list-style-type: none"> <li>• The proposed rezoning is consistent with overdevelopment considering ;</li> <li>• Scale, height and density;</li> <li>• Impacts on the local residential character;</li> <li>• Impacts on the natural features of the urban forest, wetlands and sensitive groundwater area;</li> <li>• Shadow impacts;</li> <li>• Overlook impacts; and,</li> <li>• Reduced access to daylight.</li> </ul>

<p><b>11. ALTERNATE CONCEPT FOR THIS SITE</b></p>	<ul style="list-style-type: none"> <li>• The Official Plan would permit an up to 4-storey development facing on Ardagh Rd., as long as it meets the:</li> <li>• 1) The transition policies in Section 3;</li> <li>• 2) It is oriented towards Ardagh Rd;</li> <li>• 3) Servicing availability can be confirmed;</li> <li>• 4) The groundwater is adequately protected; and,</li> <li>• 5) The natural heritage features, including the urban forest wetlands are protected and even enhanced.</li> </ul>		<ul style="list-style-type: none"> <li>• I would suggest that this residential option be considered for the area of the site fronting on Ardagh Rd.</li> <li>• Further, I would suggest that the remainder of the site to the north be kept natural.</li> <li>• The natural lands would enhance and benefit the proposed development, the neighbourhood and the environment by: <ul style="list-style-type: none"> <li>• (1) Maintaining and replanting the urban forest;</li> <li>• (2) Protecting the wetlands; and,</li> <li>• (3) That by protecting and enhancing these natural features, the vulnerable groundwater would be protected.</li> </ul> </li> </ul>
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Sincerely,



Barbara Marshall.