



**DEVELOPMENT SERVICES
MEMORANDUM**

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TO: MAYOR A. NUTTALL AND MEMBERS OF COUNCIL

FROM: B. GRATRIX, P. ENG., SENIOR PROJECT MANAGER – TRANSPORTATION PLANNING, EXT. 5117

WARD: ALL

**NOTED: M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES
M. PROWSE, CHIEF ADMINISTRATIVE OFFICER**

RE: BRADFORD STREET MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - DEPUTATION

DATE: MAY 1, 2024

The purpose of this Memorandum is to provide members of Council additional information in response to the deputation request for Wednesday, May 1, 2024, by Mr. Kapteijn opposing the Bradford Street Municipal Class Environmental Assessment (MCEA) study recommendations.

Background

The Bradford Street MCEA study was initiated in 2021 to study long-range corridor protection needs on Bradford Street and at the intersections of Bradford Street and Tiffin Street, and Lakeshore Drive and Tiffin Street to accommodate planned growth to 2051. This study intended to refine the corridor protection requirements that are presently identified in the City's Official Plan.

The study undertook a rigorous examination of transportation needs with a specific focus on the development of a recommendation that is appropriate to support the designated high-density land use identified for the Bradford Street corridor and broader city-wide mobility needs to support planned growth to 2051. The study focused on the development of a complete street solution that is intended to support the thousands of new residents that will reside on this corridor and surrounding areas.

The study demonstrated the following:

1. The need to protect a sufficient right-of-way to implement a future high quality streetscape with attractive pedestrian and cycling infrastructure that includes space for street furniture, landscaping and transit infrastructure.
2. The need to maintain two travel lanes per directions to support traffic demands and planned future designation of one-lane per direction as high-occupancy vehicle (HOV) lanes by 2041 (no additional travel lanes).
3. The need for specific alignment shifts to avoid impacts to the wastewater treatment plant and improve safety at the intersection of Bradford Street and Tiffin Street.

The study confirmed the need to maintain long-term protection for a 34m right-of-way to implement the vision of a complete street. As the existing right-of-way is 20m, the additional 14m of right-of-way is primarily providing more boulevard space to create a complete street that supports planned land uses. The additional right-of-way is not needed to widen the street for additional travel lanes, but rather for other elements of a complete street. Appendix "A" provides a concept figure of the proposed right-of-way design.

The study recommendations largely reflect the in-effect 34m right-of-way corridor protection requirements in the Official Plan 2051.

Project Timeline

Date	Milestone / Events
June 24, 2021	Notice of Study Commencement
January 27, 2022	Public Information Centre No. 1
June 22, 2022	Public Information Centre No. 2
December 13, 2022	Public Information Centre No. 3
June 14, 2023	Study recommendations submitted to General Committee (DEV025-23)
June 21, 2023	Study recommendations considered at City Council. Council referred the motion to the Infrastructure & Community Investment Committee
August through October 2023	Meetings with the Mayor, Ward Councillor Nixon and other Councillors
January 17, 2024	Meeting with Mr. Kapteijn (deputant)
April 17, 2024	Study recommendations included on Infrastructure & Community Investment Committee agenda
April 23, 2024	Study recommendations included on General Committee agenda
May 1, 2024	General Committee recommendations are to be considered by Council

Deputation

Mr. Kapteijn owns 244, 246, and 248 Bradford Street. Study notices were mailed to both the physical address of the noted properties and the owner’s address advising of the study commencement and all public information centres. Mr. Kapteijn engaged with the study team in January 2023 noting his objection to the study recommendations related to the property protection requirements.

Mr. Kapteijn’s deputation noted the following items in his deputations that are in opposition of the study recommendations:

1. High density lands are not taken away in favor of pavement, especially in a housing crisis (recommendations are “auto oriented”).
2. Compatibility of the study recommendations with planned land use and nearby transit infrastructure.
3. Reduced development yield due to the widened corridor.
4. Loss of tax revenue (associated with reduced development yield due to the widened corridor).
5. Cost of maintaining more transportation infrastructure and existing infrastructure deficit (as rationale not to implement the future recommended solution).
6. Road safety related to improving the Bradford Street and Tiffin Street intersection.
7. Discouraging redevelopment.

Items No. 1 & 2

The study recommendations are not auto oriented and do not suggest more pavement.

The study recommendations are focused on supporting the transformation of Bradford Street into a high quality complete street that is compatible with planned intensification. The study recommendations are centred on protecting for a future corridor with dedicated infrastructure to support cyclists, pedestrians and transit users. The study does not recommend additional vehicle travel lanes. Appendix “A” illustrates a conceptual streetscape associated with the study recommendations.

Item No. 3

The study recommendations will not negatively impact development yield (or less housing units).

Bradford Street is designated as an intensification corridor within the City's urban growth centre. The City's Official Plan designated land use is high density with permissions for 12 to 25 storeys. The density permissions are founded and contingent on Bradford Street transforming into a multi-modal complete street with a specific focus on active transportation and transit as the corridor provides direct connectivity to the Barrie Allandale Transit Terminal, the Allandale Waterfront GO Station and the downtown. It is intended to transform into a walkable, cycling friendly and transit oriented corridor home to thousands of new residents.

It is the future multi-modal complete street that allows for the intensification and permitted densities outlined in the Official Plan. Without the multi-modal complete street, less intensification would be identified for this corridor resulting in less housing units.

Item No. 4

The study recommendations would not result in a loss of tax revenue.

As noted in the preceding item, it is the future multi-modal complete street that allows for the planned intensification on this corridor. If this street were to remain as is, density permissions would be considerably reduced, thus resulting in less future tax revenue.

Item No. 5

Staff disagree that increased operation and maintenance (O&M) / asset costs is a reason to not implement the project.

The study is not recommending implementation at this time; however, the conceptual cross-section is compatible with future planned land use. Allocating significant density to specific corridors supports a higher level of expenditure associated with the future streetscape. Furthermore, future development on this corridor will be significantly less car dependent. On a per residential unit basis, transportation infrastructure costs will be less as residents utilizing active transportation and transit will require less overall infrastructure.

Item No. 6

Staff disagree that the proposed re-alignment of the Bradford Street and Tiffin Street intersection will reduce safety.

The consultant undertook a specific safety review of this intersection and identified the need to adjust corridor protection requirements to allow a moderate realignment of the intersection to reducing the curvature through the intersection and reduce the skew angle with Tiffin Street. This realignment increases visibility and sight distances, which contribute to a safer intersection. These improvements are even more critical when considering the higher volumes of pedestrians and cyclists that will be using this intersection in the future as it is adjacent to the Barrie Allandale Transit Terminal, Allandale Waterfront GO Station and provides connectivity to the waterfront.

Item No. 7

The study recommendations will not discourage redevelopment due to land conveyance requirements.

Conveyance requirements are not unusual. Developers recognize the need for land conveyances to support growth and the municipality's responsibility to plan for future transportation infrastructure. Developers



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account for these conveyance requirements when creating development proposals. Throughout the review of a development proposal if the conveyance requirements need refinement that is possible.

Study Recommendations

Staff support the study's recommendations for corridor protection on Bradford Street. The recommendations represent good planning and engineering practices, supports future land uses and broader multi-modal mobility objectives of the City. Staff report [DEV025-23](#) details the planning process undertaken and complete study recommendations. The [Environmental Study Report](#) outlines all work completed as part of this project.

Please contact Brett Gratrix, Senior Project Manager – Transportation Planning, at 705-739-4220, ext. 5117 for more information.

APPENDIX "A"

Conceptual Cross-Section



APPENDIX "B"

244, 246, 248 Bradford Street

