



Welcome!

City of Barrie
Bradford Street Corridor Improvements

Municipal Class Environmental
Assessment



April 13, 2022

Heritage Barrie Committee

What is This Study About?



This is a **long-range corridor planning** study to **confirm future multi-modal needs** on Bradford Street, including:

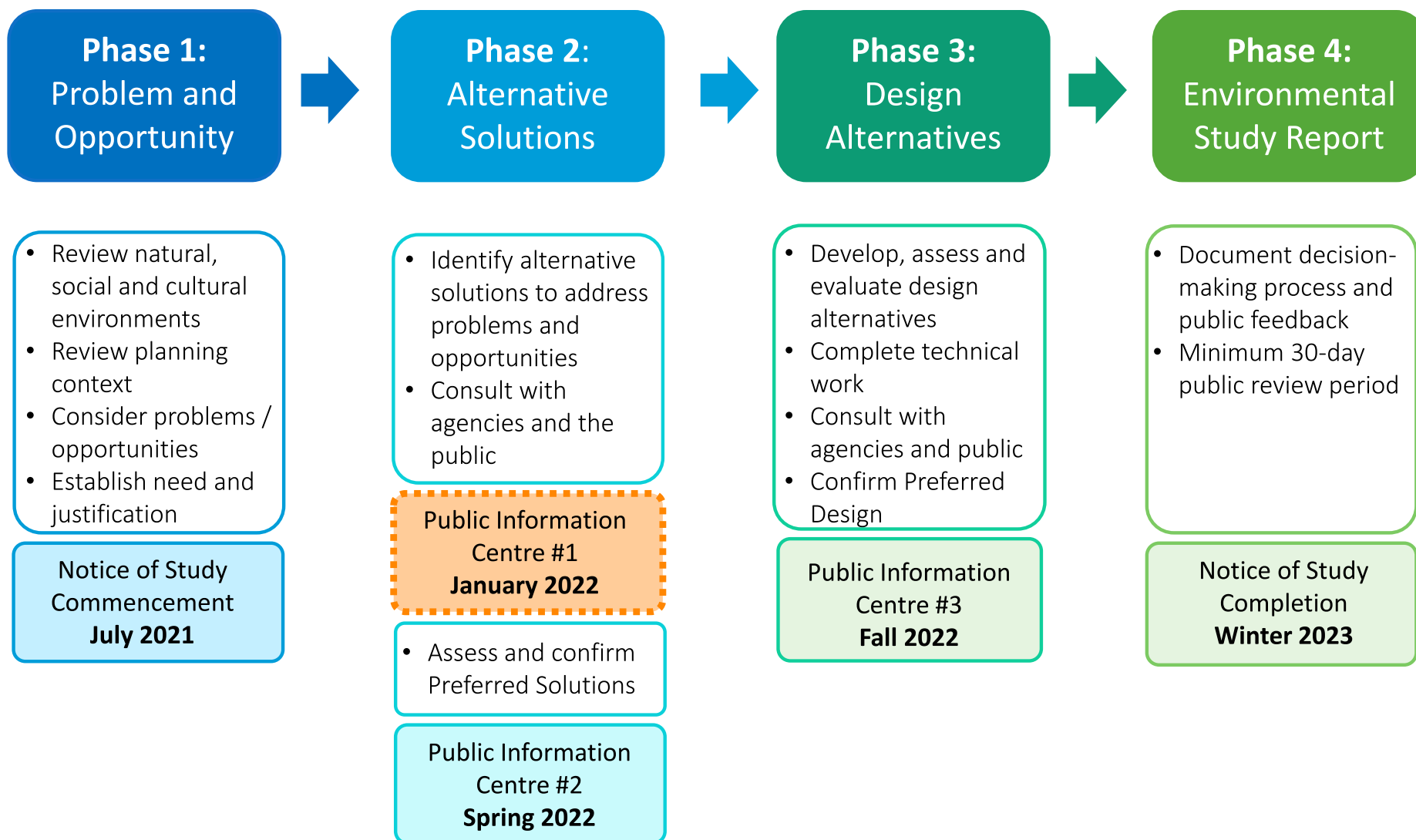
- Future needs to 2031, 2041 and 2051 for all road users (pedestrians, cyclists, transit and vehicles)
- Opportunities to improve traffic operations and safety, particularly at intersections
- Streetscape design opportunities to complement future land uses
- Property requirements to accommodate these improvements

Currently, **no immediate capital works** are planned.

The study may generate interim recommendations, accelerate capital improvements or identify the potential need for additional studies.

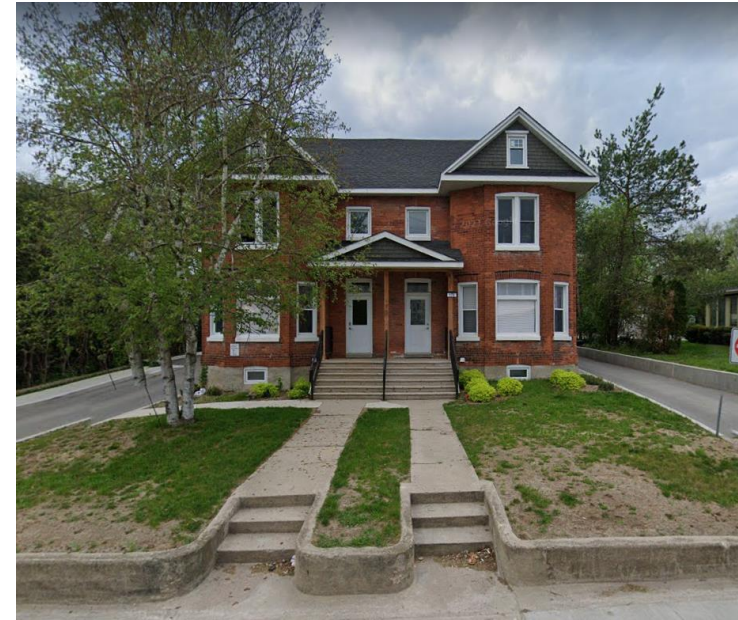
Study Process & Schedule

The **Municipal Class Environmental Assessment (Class EA)** is a planning and approval process for municipal infrastructure that follows Ontario's Environmental Assessment Act.



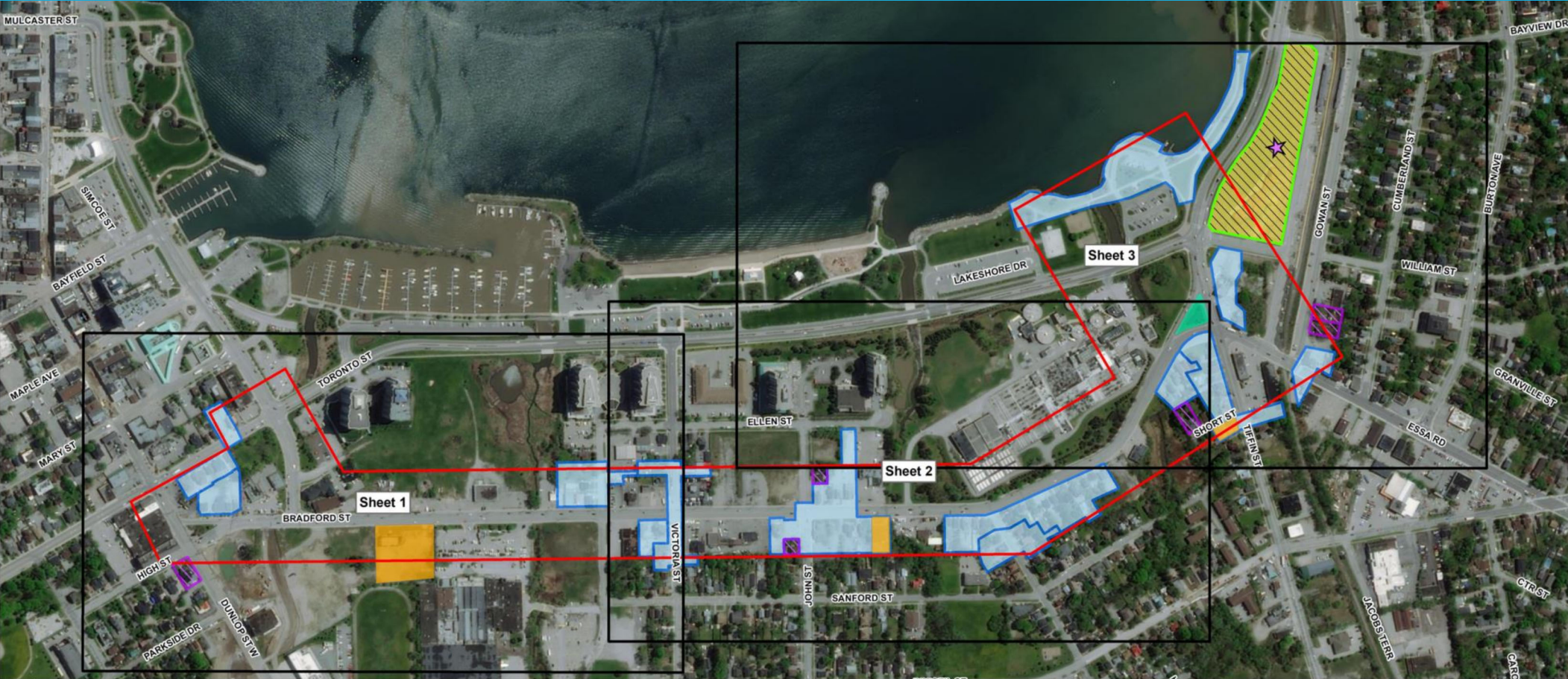
Existing Conditions - Cultural Heritage

- A Cultural Heritage Report has been prepared to inventory known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs). Key findings are as follows:
 - 9 BHRs and 12 CHLs were identified as being heritage resources or as having heritage potential
 - 3 of these properties are listed on the municipal heritage register: 50 Tiffin Street and 168-170 Bradford Street.
 - 1 property (Allandale Station) is designated under the Part IV of the Ontario Heritage Act
 - The boulevard within the intersection of Tiffin Street and Bradford Street is included in Barrie's Guide to Plaques and Markers.
- Once a preferred design has been selected, the report will be updated to include a heritage impact assessment.



Source: Lake Simcoe Living

Existing Conditions – Cultural Heritage cont'd...



STUDY AREA

MAP SHEET



BHR - DESIGNATED UNDER PART IV



BHR - IDENTIFIED BY HERITAGE BARRIE IN GUIDE TO PLAQUES AND MARKERS



BHR- IDENTIFIED DURING FIELD SURVEY



DESIGNATED UNDER THE FEDERAL HERITAGE RAILWAY STATIONS PROTECTIONS ACT



ONTARIO HERITAGE TRUST CULTURAL EASEMENT



LISTED ON THE CANADIAN HERITAGE REGISTER



BHR - LISTED ON THE MUNICIPAL HERITAGE REGISTER



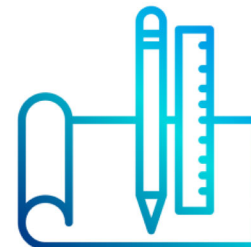
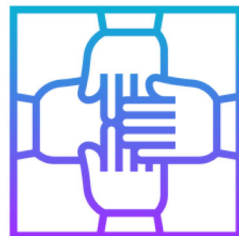
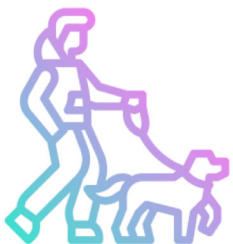
CHL - IDENTIFIED DURING FIELD SURVEY

Alternative Planning Solutions

- 1 Do Nothing** - Maintain existing corridor with no improvements. This alternative serves as a baseline to which other alternatives are compared and evaluated.
- 2 Bradford Street Access Management** - Improve traffic operations and reduce potential points of conflict among vehicles and cyclists/pedestrians by consolidating the number of accesses and promoting unified access and circulation systems for development.
- 3 Operational Improvements** - Address traffic operation issues through improvements that include intersection reconfiguration including potential for roundabouts, additional turning lanes, two-way left-turn lane, traffic signals and signal timing. Improvements will focus on the Tiffin Street intersections where the greatest problems will occur.
- 4 Bradford Street Corridor Improvements** - Address multi-modal and traffic operational needs on Bradford Street through improvements that include cycling facilities, improved sidewalks and streetscape environment, improved transit infrastructure, and addressing geometric deficiencies, while maintaining the existing four travel lanes within an expanded right-of-way.
- 5 Reduce Travel Lanes on Bradford Street** - Eliminate two of the existing four travel lanes and address multi-modal and traffic operational needs on Bradford Street through improvements that include cycling facilities, improved sidewalks and streetscape environment, improved transit infrastructure and addressing geometric deficiencies.
- 6 Improve Other North-South Corridors** - Consider improvements to parallel routes that support growth and multi-modal transportation connectivity within the Urban Growth Centre and between the Allandale Mobility Hub and downtown.

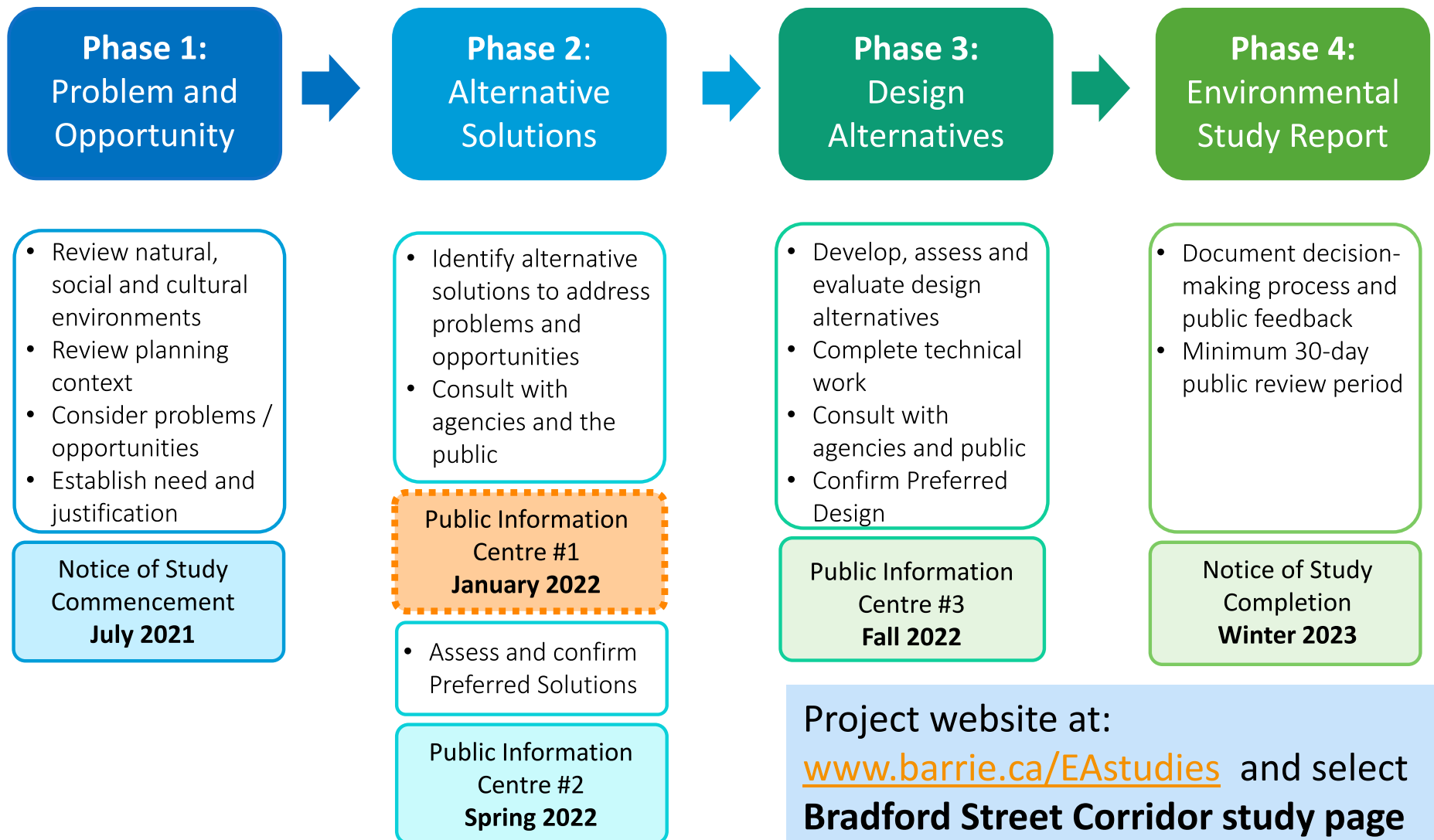
Factors Considered in Decision-Making

Socio-Economic Environment	Cultural Environment	Natural Environment	Transportation and Technical
<ul style="list-style-type: none"> – Community input and feedback – Impacts to properties (residential and commercial) – Community mobility/connectivity – Consistency with Provincial and City planning policies – Integration with planned land use transformation – Context-sensitive design – Streetscape opportunities 	<ul style="list-style-type: none"> – Impacts to built cultural heritage – Protection of archaeological values – Aboriginal interests and rights 	<ul style="list-style-type: none"> – Potential impacts to environmentally sensitive areas – Potential impacts to terrestrial and aquatic species and habitats including Species at Risk – Potential changes to watercourses and protection of surface and groundwater 	<ul style="list-style-type: none"> – Maintain or improve traffic operations and road safety – Consistency with the Transportation Master Plan – Improvement to active transportation network (pedestrians, cyclists) – Improvement to transit efficiency and amenities – Consideration of municipal services and utilities (including wastewater treatment plant)



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Questions?