

Bernadette & Doug Lougheed



November 28, 2023

City of Barrie
Planning and Development
70 Collier Street, Barrie, ON L4M 4T5

Attention: 1. andrew.gameiro@barrie.ca re: 126, 136 and 140 Bradford Street
2. celeste.kitsemety@barrie.ca re: 97 & 101 Bradford St. and 22, 28 & 34 Vespra St.

Please find our comments regarding the above 2 development proposals submitted to the City of Barrie in the Bradford Street corridor. We were unable to participate in the Neighbourhood Meeting on Monday October 23, 2023 regarding 126, 136 & 140 Bradford Street, and do look forward to participating in the November 28th, 2023 Neighbourhood Meeting regarding the 97 & 101 Bradford Street and 22, 28 & 34 Vespra Street proposal. We wish to state up front that we are opposed to both proposals in terms of size and scale which we believe will have negative impacts to the Bradford Street neighbourhood specifically and the City of Barrie in general.

We are residents of [REDACTED] and both development proposals are within 1 block of [REDACTED]. We do not consider ourselves as "NIMBY" just because these developments are in our backyard. We do understand the pressures on the City of Barrie by provincial policies for intensification and increasing the housing supply. Although we are opposed to the proposals as submitted, we understand it is inevitable that intensified residential development will occur on both sites which are located in the designated Urban Growth Centre. To support our opposition, we will be comparing both developments generally with the current Nautica Condo complex which in terms of Neighbourhood "fit" is similar to other Lakeshore/Bradford built condominiums (2 & 6 Toronto Street and 65 & 75 Ellen Street). Please see comparison below:

Development	Footprint	Building	No. Stories	Residential Units	Parking Spaces
Nautica 33 & 37 Ellen Street (Built 2008-2010)	1.33 ha	2 Towers with 2 Storey attached Podium	Each Tower – 16 Stories	Each Tower – 147 units plus 10 Victoria Street Townhouses TOTAL – 304 (No Commercial Space)	419 inside resident parking spaces PLUS 45 outside Visitor Parking Spaces TOTAL – 464 (1.52 / Res. Unit)
126, 136 & 140 Bradford Street	0.45 ha	2 Towers with including 6 storey podium	Each Tower – 45 Stories	Both Towers and Podium 912 Units PLUS Commercial/Retail Space	395 Parking Spaces (0.433 / Res. Unit) PLUS, u/k Commercial Space allocation
97 & 101 Bradford St. & 22, 28 & 34 Vespra St.	0.41	1 Tower including 6 Storey Podium	1 Tower – 36 Stories	1 Tower – 462 residential Units PLUS Commercial/Retail Space	334 Parking Spaces (0.723 / Res. Unit) PLUS, u/k Commercial Space allocation

Neighbourhood "FIT":

Both proposed developments are on relatively small footprints compared to Nautica which is over 300% larger than either proposal. Building Heights range between 36 – 45 stories, 2 to 3 times the height of each Nautica tower (and other currently constructed condominiums in the Lakeshore / Bradford Street corridor). We have always recognized there will be some increase in building heights, but double and triple current built buildings is not warranted. We do not want to see the City of Barrie setting the "norm" of 35, 45 stories as it will change the look of our city forever, and not for the better. What's the next step...60 stories?

Neighbourhood “Congestion”:

Parking

Both proposed developments will add 1,374 Residential Units to the Bradford Street corridor, yet only providing 729 parking spaces. The applications seek a reduction from the current Barrie Urban Growth Centre Corridor Parking Zoning Bylaw (2014-110) of “1 space per dwelling unit” to 0.433 units per dwelling (126 – 140 Bradford) and 0.723 units per dwelling (97-101 Bradford & 22-34 Vespra). This is equivalent to a loss of 645 parking spaces in total for both developments from the City of Barrie Bylaw requirement. This does not include any consideration for parking requirements to support the commercial space within both developments.

There is an extreme reduction in parking in both proposals as compared to Nautica as follows:

- Nautica’s 464 parking spaces is almost 20% more than the 126, 136 & 140 Bradford Street proposal (395 spaces) with Nautica having 1/3 the number of residential units (. The 97 & 101 Bradford St. and 22, 28 & 34 Vespra St. proposal is less dramatic but still has a parking ratio per residential unit approximately 50% less than Nautica’s (0.723 spaces per residential unit versus Nautica’s 1.52 spaces per residential unit).

At ██████ which has significantly more parking spaces per unit, there is always ongoing requests to purchase or rent residential parking spaces within the buildings which are at capacity. Virtually all residents have 1 vehicle and many 2 (including ourselves). In addition our outside visitor spaces on weekends are at least 75% full (on Thanksgiving weekend the lot was completely full overnight).

In our opinion there will be significant **“Parking Spillover”** in the neighbourhood and lakeshore area resulting from a drastic reduction in parking. This will force many new residents unable to find parking within their own condo development out onto the streets thereby increasing the number of vehicles illegally parked (which is especially problematic for winter snow clearing) and/or residents will use waterfront parking permits to park in lakefront lots, thus reducing availability of waterfront parking spaces to Barrie residents not close to the waterfront and who are entitled (and pay for through taxation) to enjoy Barrie’s fabulous waterfront.

We urge the City of Barrie to hold firm on the current parking requirements. This is a city that now and for many years to come where most residents will require at least one car per household and many two (as per the Nautica experience). Parking problems will no doubt occur if a realistic approach is not taken as to what could and will occur.

Traffic

Although we recognize that the Bradford Street corridor will be redeveloped to accommodate growth, the question we ask is will it be able to handle the current growth proposals and the many future ones yet to occur on Bradford Street, not to mention it is a major arterial corridor. The proposed developments and their impacts cannot be viewed in isolation of all others in the Bradford / Lakeshore area. In addition to the subject matter proposals there are other projects already approved or currently the subject of applications to the City of Barrie as below:

Name of Development	Site Size	Stories	Parking Spots	Residential Units	Other Info
220 Bradford Street	u/k size	14-storey	159 parking spaces (1.314 spaces per residential Unit)	121 units	190 m south of Brock Street on West side of Bradford (at the slight left bend in Bradford Street by Wastewater Plant)
34, 36, 38, 40, 44 & 50 Bradford Street	u/k size	2 towers – 29 Stories and 25 Stories Two residential apartment buildings with	489 Parking Spaces	- 119 units in 6 story podium - 276 units in 29 story tower	Located on Barrie Central Lands with 2 access points to Bradford Street.

		shared six-storey podium (119 units)	(0.785 spaces per residential Unit)	- 228 units in 25 story tower Total – 623 Residential Units	
51–75 Bradford Street & 20 Checkley Street	3.5 ha	4 buildings - 26, 36, 39 & 46 stories <i>Note: believe Council approval amended this application slightly</i>	1992 Parking Spaces Residential and Hotel (1.0 space for each residential unit and hotel room)	- 1700 residential units - 282 hotel rooms Total 1992	Between Nautica and 2 Toronto Street. Primary Access to Bradford Street as well as Checkley/Simcoe St.

In addition to the foregoing, similar developments will be proposed on other vacant land parcels on Bradford Street (eg. n/e corner Bradford and John St. – former car lot and n/w corner of Bradford & Vespra) as well as property accumulations will occur to facilitate even more large-scale developments.

Final Comments

Barrie is not Toronto and we being life-long Barrie and area residents **DO NOT WANT IT TO BE.** Barrie does not have, nor ever will have, the road, traffic, parking, transportation and physical infrastructure to handle the huge development proposals to come in the Bradford Street and Lakeshore area. Barrie is not like some other cities (like Vaughan) that were able to accommodate very high-density development in their major corridor due to the extension of the TTC subway to Highway 7. This allowed many residences to get to work and live their daily lives without a vehicle. Barrie residents, for the most part, now and far into the future will still need a car to live their daily lives. Although we want to reduce our reliance on the vehicle in the downtown, we can't ignore many will always have a vehicle when planning how to develop our downtown area.

Both of these developments, in our opinion are extremely overreaching in scale with requests to the city to significantly reduce current city requirements to facilitate their development. Yes, we realize these developments can help out in addressing our significant infrastructure deficit through development charges.... but at what cost? Please Barrie Council and Staff do not fall in the trap of making small concessions in the variances requested and viewing that as a "win". Let's insure we have responsible and pragmatic development not just something that looks like Toronto. Look at what has worked on the Barrie Lakeshore [REDACTED] and use them as examples when deciding on zoning revisions that will work.

Respectfully

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Doug Loughheed

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