

**From:** City of Barrie <no-reply@barrie.ca>  
**Sent:** Monday, April 22, 2024 1:05 PM  
**To:** cityclerks <cityclerks@barrie.ca>  
**Subject:** Webform submission from: Deputation Request

Submitted on Mon, 04/22/2024 - 13:05

Submitted by: Anonymous

Submitted from: <https://www.barrie.ca/form/deputation-request>

Submitted values are:

**Council Meeting Date:**

Wed, 05/01/2024 - 00:00

**General Committee Motion Number:**

ICIC 1 REFERRAL MOTION 23-G-153- BRADFORD STREET CORRIDOR STUDY -STAFF REPORT DEV025-23

**Subject:**

BRADFORD STREET CORRIDOR STUDY -STAFF REPORT DEV025-23

**Name of Person to Appear:**

Simon KAPTEIJN

**Email Address:**

**Phone:**

**Name of Group or Person(s) Being Represented (if applicable):**

244/246 and 248 Bradford Street .

**Brief Statement of Purpose of Deputation:**

Oppose approval of the motion for many reasons outlined in the letter attached , specifically to take away land zoned FUTURE HIGH DENSITY for pavement .

Appendix "E" in ADDITION to the official plan of 34 meters is requiring ADDITIONAL LAND ZONED HIGH DENSITY TO BE TAKEN AWAY FOR PAVEMENT INSTEAD OF HOUSING .

**Letter Submitted with Request:**

Yes

April 22,2024

Deputation Letter.

**Council Meeting Date:**

Wed, 05/01/2024

**General Committee Motion Number:**

ICIC 1 STAFF REPORT DEV025-23

**Subject:**

BRADFORD STREET CORRIDOR STUDY MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Dear Mayor and Members of Council,

Below is the excerpt from the June 21,2023 Council meeting :

BRADFORD STREET CORRIDOR STUDY MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (WARD 2 AND 8) AMENDMENT #1 Moved by: Councillor, S. Morales Seconded by: Councillor, J. Harris That motion 23-G-153 of Section "F" of the General Committee Report dated June 14, 2023, as circulated, be amended as follows: · Add the following paragraph as paragraph 2 and the remaining renumbered accordingly: "2. That notwithstanding Section 2, that the Right of Way (ROW) south of John Street be reduced from 34 metres to 26 metres." · Add the following words to the renumbered paragraph 5 (previously paragraph 4) between the words "Assessment" "and in accordance with": "once a design that complied with a 26 metre Right of Way is completed and approved by City Council". City of Barrie Page 10 City Council Final June 21, 2023 AMENDMENT TO AMENDMENT #1 Moved by: Deputy Mayor, R. Thomson Seconded by: Councillor, A. Courser That motion 23-G-153 concerning the Bradford Street Corridor Study Municipal Class Environmental Assessment be referred to the Infrastructure and Community Investment Committee for further discussion. CARRIED Upon the question of Amendment #1 moved by Councillor, S. Morales and seconded by Councillor, J. Harris, Amendment #1 was CARRIED AS AMENDED BY THE AMENDMENT TO AMENDMENT #1. Upon the question of the original motion moved by Deputy Mayor, R. Thomson, and seconded by Councillor, A. Courser, the motion was CARRIED AS AMENDED BY AMENDMENT #1.

**What steps were taking to ensure HIGH DENSITY ZONED LANDS ARE NOT TAKEN AWAY IN FAVOR OF PAVEMENT ESPECIALLY IN A HOUSING CRISIS .**

**SEE ATTACHMENT 1 AND 2 FOR THE IMPACT ON 244,246 AND 248 BRADFORD STREET**

**This study as submitted if approved also affect many neighboring and other properties along Bradford Street .**

***Precedent Development:***

**17 Jacob's Terrace Development is 0.9 hectares and 565 units. Or 627 units per hectare.**

**Source: <https://www.barrie.ca/planning-building-infrastructure/current-projects/development-projects/17-27-jacobs-terrace>**

***IMPACT ON 244,246 AND 248 Bradford STREET ALONE :***

**We have lands of 0.17 ha using 17 Jacob's Terrace Development density as a precedent With 627unit/ha that means 107 units on 0.17 hectares..**

**With the proposed road widening taken away of roughly 759.77 square meters this would equate to 48 units lost .**

**Across the street from a new multi-million dollar bus/train hub, this does not make sense these lands should be intensified not taken away for pavement .**

**Closing:**

**The official plan has this designation for 244,246 and 248 Bradford street and neighborhood as HIGH DENSITY**

**See link <https://www.barrie.ca/government-news/adopted-strategies-plans/2022-2026-strategic-plan> in a nutshell the proposed plan and official plan are not aligned .**

June 23, 2023.

Dear Mayor and Members of Council,

AS PER THE JUNE 21 ST 2023 COUNCIL MEETING THIS IS A REVISION TO MORE ACCURATELY INDICATE THE AREA OF DEVELOPABLE LAND LOST AND THE ASSOCIATED IMPACT ON LOST HOUSING UNITS AND LOST REVENUES TO CITY FINANCES .

I have shown the affected sections in **BOLD** easier reference .

Deputation Letter June 14,2023 in support of Deputation request submitted on Tue, 06/13/2023 - 14:34 by Simon Kapteijn for 244/246and 248 Bradford Street

**Council Meeting Date:**

Wed, 06/21/2023 - 00:00

**General Committee Motion Number:**

STAFF REPORT DEV025-23

**Subject:**

BRADFORD STREET CORRIDOR STUDY MUNICIPAL CLASS ENVIROMENTAL ASSESMENT

Dear members of council,

I have attached a lay out of the properties in question indicating the land proposed to be taken away and a layout showing the properties location in the proposed intersection. This was provided to me via email on June 13,2023 and shows the impact the proposal will have on our properties if approved.

My comments are site specific but also affect and can be applied too many properties along Bradford Street.

-AFFORDABILITY

We are all aware there is a housing crisis and lack of affordability, the impact on this specific site would take away **about 759.77 square meters (8178 square feet) of developable land** this would convert to **9.5 residential units for families.**

Being so close to a transit hub and the Allendale station these lands should see INTENSIFICATION NOT LAND TAKEN AWAY BY STRAIGHTENING OUT A ROAD SLIGHTLY **current zoning allows for MINIMUM 12 storeys this would mean 9.5 times 12 = 114 FAMILIES homes taken away.**

At this site the city SHOULD NOT be planning for autocentric arterial roads like Bayfield or Mapleview , speeds should be lowered and smaller footprint roadways which will allow for more transit supportive development by Barrie's New Allendale Mobility Hub and GO Station in the Urban Growth Centre . This will allow families to save on high costs of car ownership for active modes and transit.

**20 STORIES HIGH WOULD MEAN 20 TIMES 9.5 FAMILIES = 190 FAMILIES NOT FINDING A HOME**

#### -CITY FINANCES

The transportation asset management plan references a \$48.4 million deficit over the next 10 years I ask the question does building more roads at \$3552 per lineal meter (Barrie Transportation Master Plan source - 34-meterwide road), having to maintain more roads and the lost revenues of **190 FAMILIES** (based on 20 stories high development) property taxes and revenues, .....*is this fiscally responsible governance?*

The costs, time, efforts and monies to be spend to negotiate expropriation on all the affected properties along Bradford Street where developable land is taken away. Does this make sense?

Page 1 of 2

#### -SAFETY

Is it generally transportation engineering best practice to straighten out roads and increase design speeds in an Urban Growth Centre?

I would like to ask council to inquire what the design speed of the current road is and what the design speed of this proposed roadways is. If there is a sight line issue, is the answer to increase vehicle speeds?

#### -DELAY IN DEVELOPMENT APPLICATIONS

When land is taken away from private ownership or be given up for free to allow a development this will hinder and significantly delay any housing development and not aid but add to the affordable housing crisis.

#### **Conclusion**

I suggest council take a hard look at this plan and ask staff to report back on what other peer municipalities are planning to widen roadways specifically in their downtowns.

The report itself references on line 26 that this improvement won't solve traffic congestion under the challenges section of the table.

So, I ask that council consider if this road widening is the vision they want by their waterfront and GO stations?

A scaled down version of this proposal or Alternative 5 in the staff report seems like it better meets council's strategic priorities given it's improvements to ***housing affordability*** with more **190 more families housed** ( based on 20 stories high development ), ***community safety*** with streets meeting Vision Zero guidance, ***infrastructure investments*** by supporting active transportation climate benefits, and ***responsible governance*** by increasing the tax base as opposed to increasing infrastructure and maintenance costs.

Thank you so much for listening and giving the points raised in this deputation consideration.

Simon Kapteijn

2 Enclosures: **revised Attachment 1** and Attachment 2.

6/23/23, 3:18 PM Revised

Attachment 1, Google Earth



ATTACHMENT 2.

Two alternative design concepts were prepared to address the identified deficiencies:

Alternative 1 – Conventional Signalized Intersections

