



# Welcome!

City of Barrie  
**Bradford Street Corridor Improvements**

Municipal Class Environmental  
Assessment



May 23, 2023

**Heritage Barrie Committee**

# What is This Study About?



City of Barrie population will almost double by 2051

City centre designated as UGC / Intensification Corridor to accommodate higher density growth

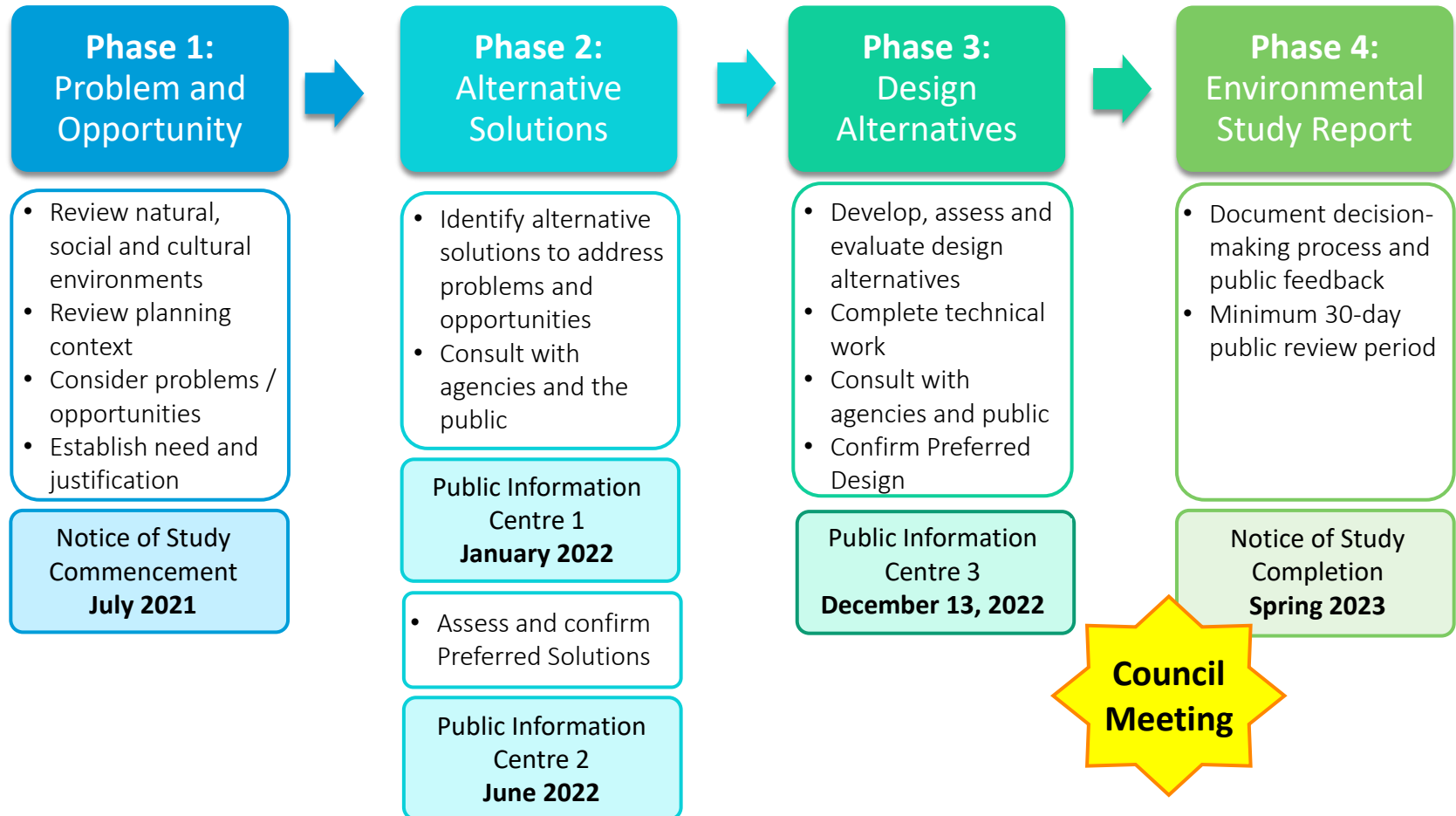
Key objective to foster more active urban environment

This is **long-range planning study** to confirm and protect the right-of-way required for:

- Improved sidewalks to enhance safety and accessibility of pedestrians and mobility device users
- New in-boulevard cycle track for all ages and abilities
- Traffic operational improvements to enhance safety
- Future Transit Priority
- Landscape design to create a vibrant and attractive street environment and complement future land uses

# 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.



# Preferred Planning Solutions

- 1 **Do Nothing** - Maintain existing corridor with no improvements.
- 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 may include intersection reconfiguration, additional turning lanes, two-way left-turn lane, traffic signal timing, transit priority.
- 4 **Bradford Street Corridor Improvements Within Expanded Right-of-Way** - Address multi-modal and traffic operational needs on Bradford Street through improvements within an expanded right-of-way.
- 5 **Reduce Travel Lanes and Improve within Existing Bradford Street Right-of-Way** - Eliminate two of the existing four travel lanes and address multi-modal and traffic operational needs on Bradford Street within the existing right-of-way.
- 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.

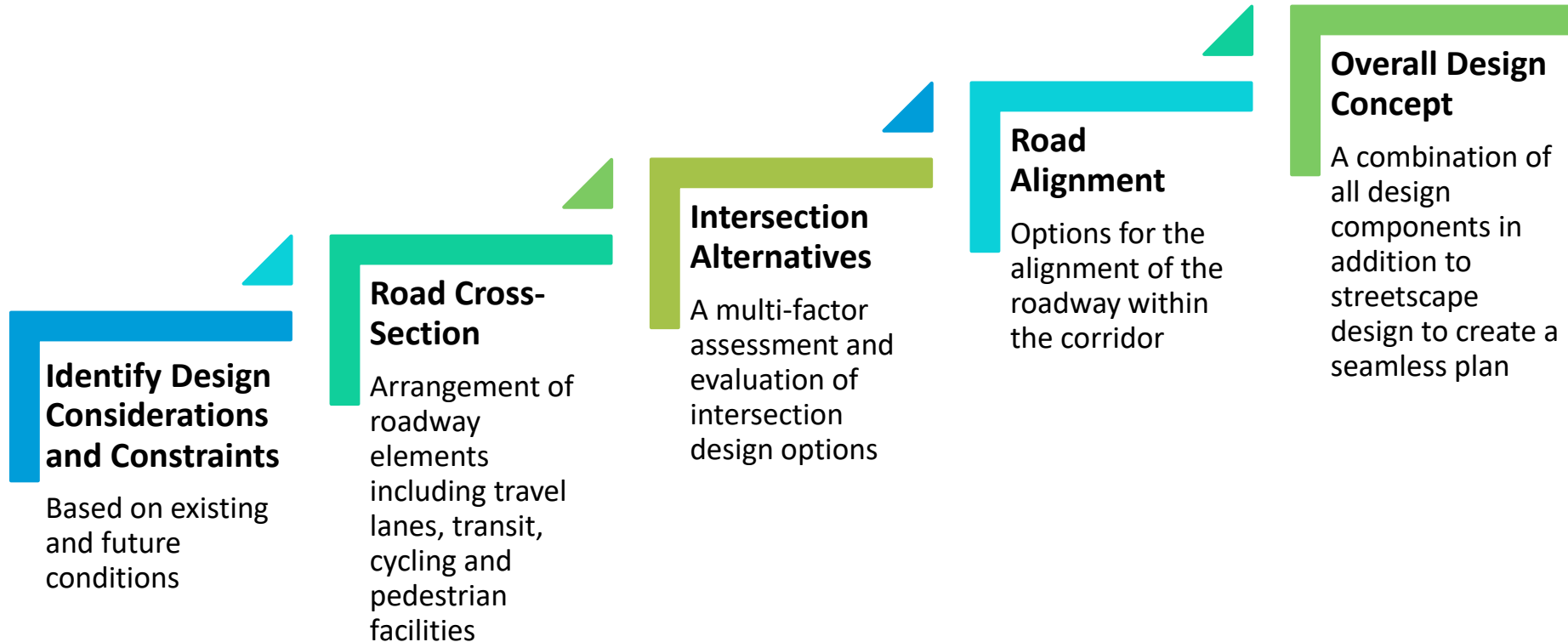
# Why These Solutions?

- Need enough space to accommodate:
  - in-boulevard cycle track and accessible sidewalks
  - street trees, planters, other landscape opportunities
  - street furniture (benches), bike racks, pedestrian scale lighting
  - improved transit stops
  - transit priority measures
  - operational improvements (turn lanes, intersections)
  - required setbacks for the hydro line and other utilities
- Greatest flexibility for the City to respond to emerging technologies, changes in travel modes and provision of additional amenities over the next 30 years.
- Maintaining four lanes 'now' does not preclude future decisions to reallocate space within the ROW.

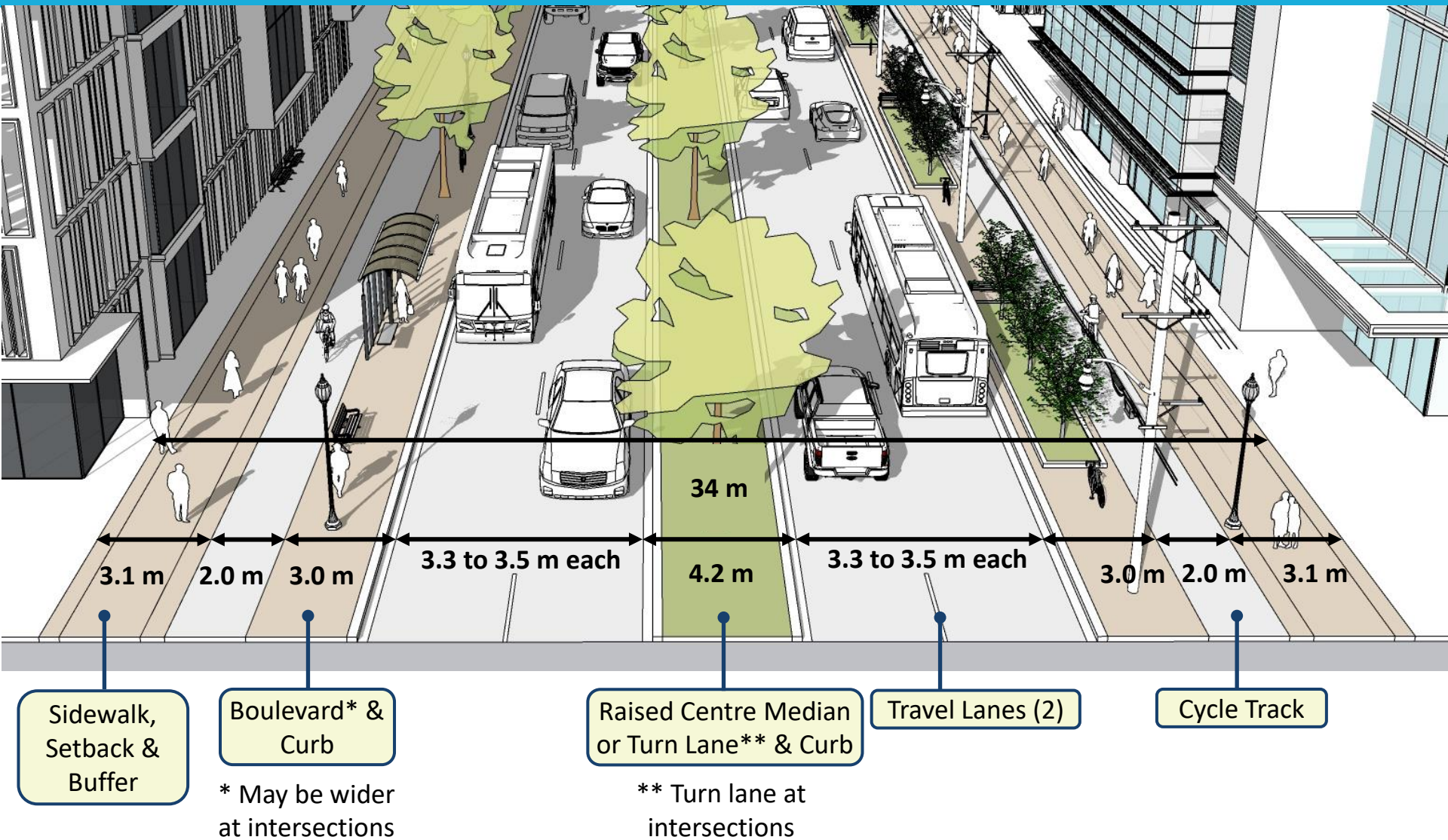




# The Design Process

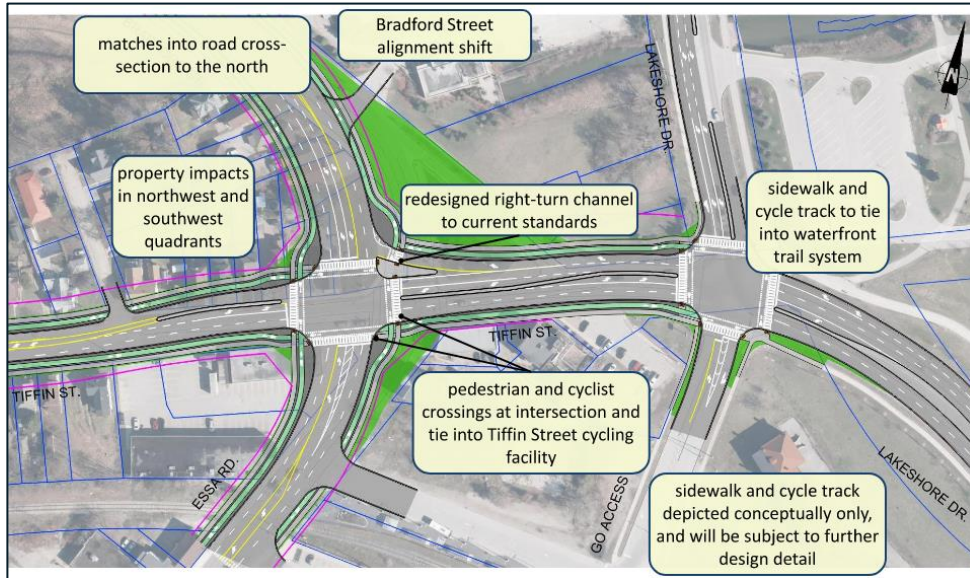


# Road Cross-Section (Protect 34m)



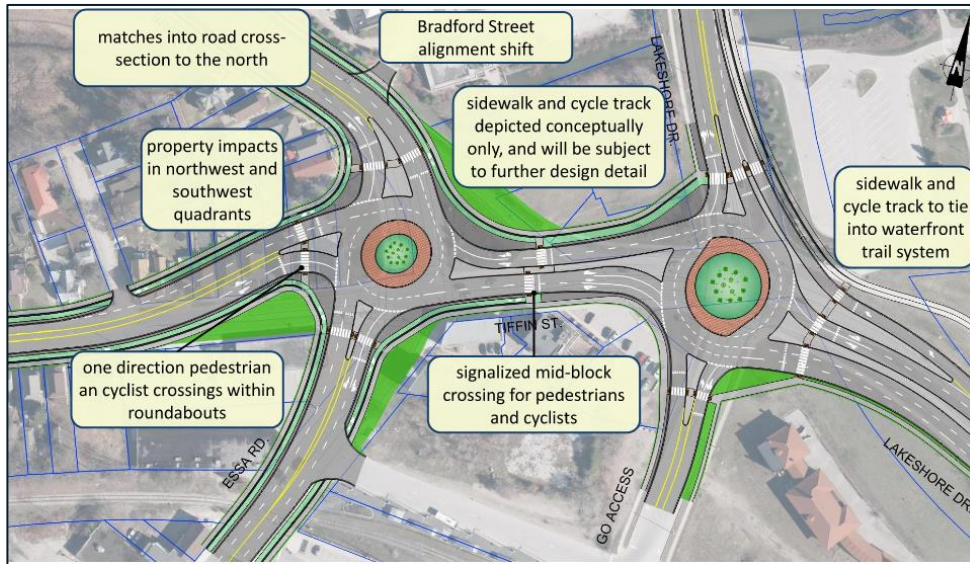


# Tiffin Street Intersection Alternative Concepts



## Option 1

### Signalized Intersection

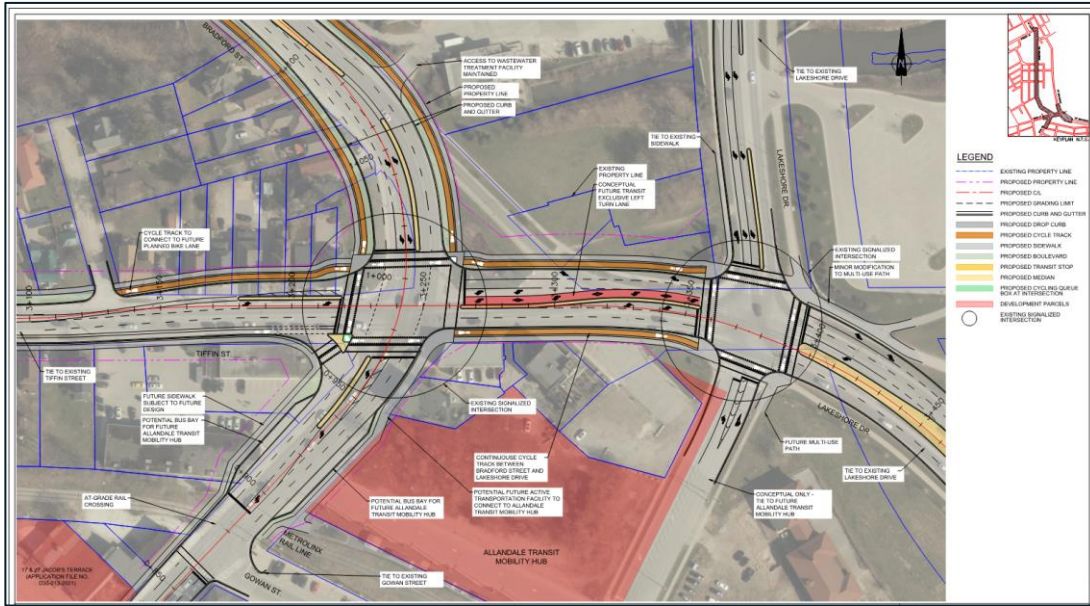


## Option 2

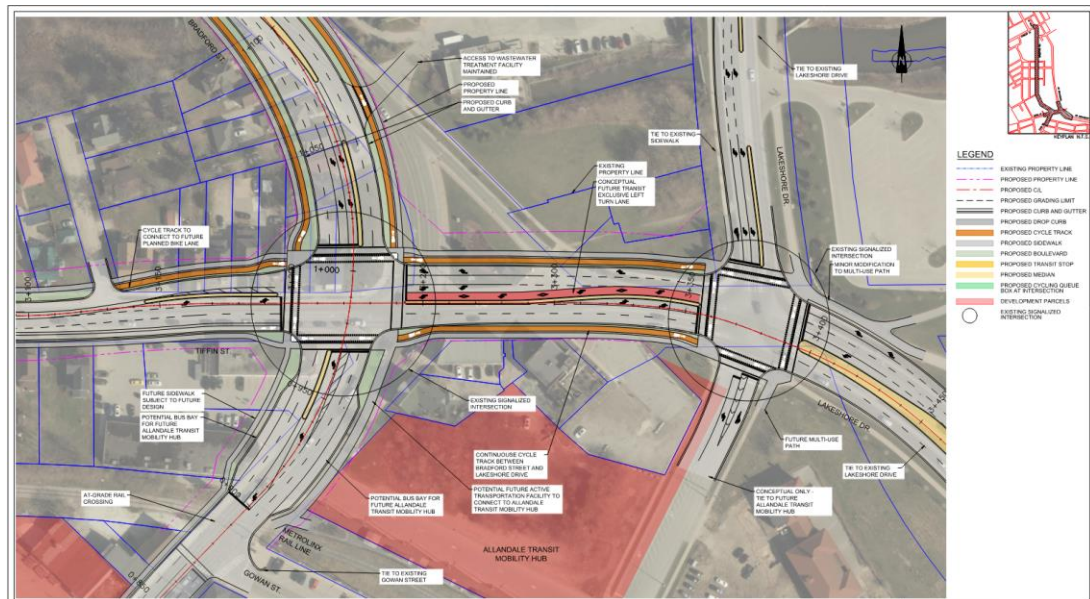
### Roundabout Pair



# Tiffin Street Alternative Designs



**Option 1** – Maintain east edge of right-of-way and remain close to existing alignment

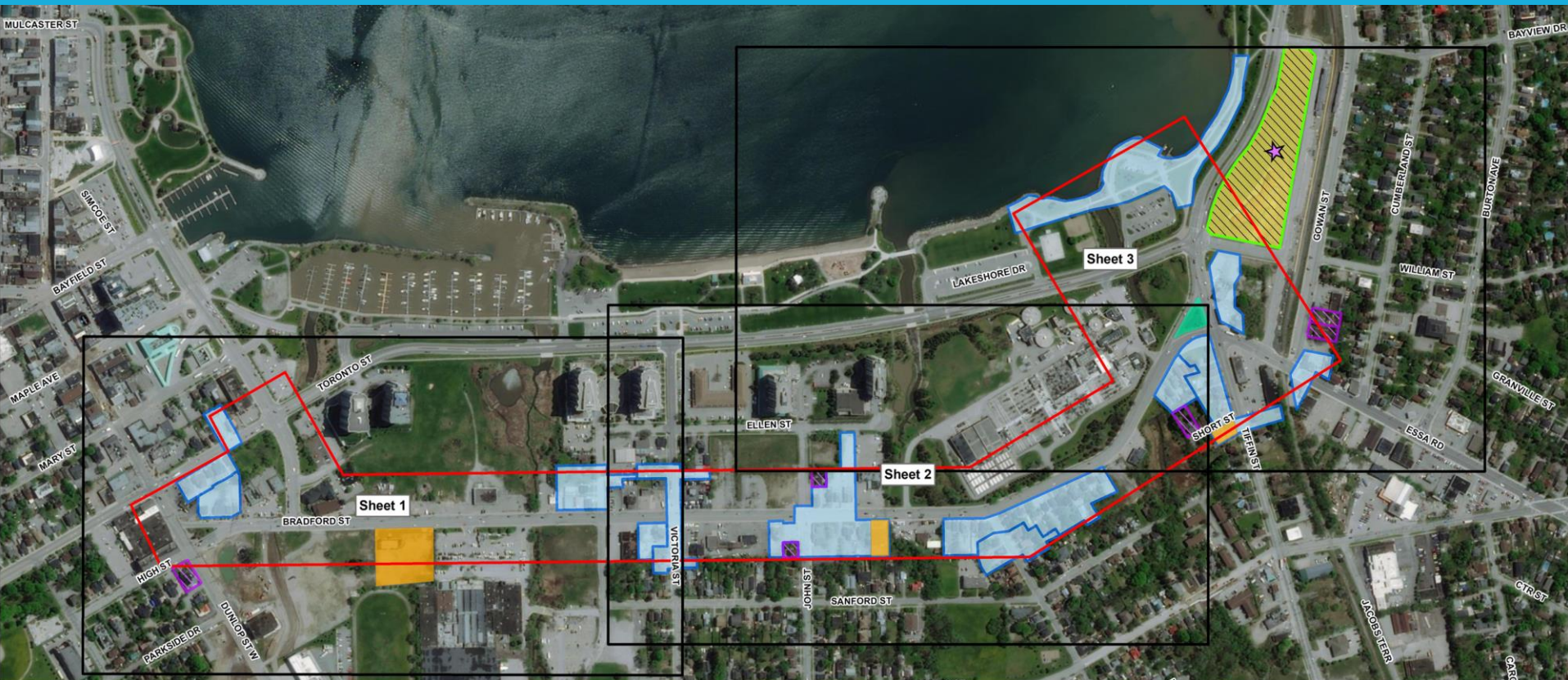


**Option 2 – Shift Bradford Street to the west to achieve a better technical design**

## Recommended Design Solution (Protect for Realignment West)



# Cultural Heritage Existing Conditions



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

# Heritage Impacts

- ▶ The Bradford Street proposed future right-of-way will result in encroachment onto all or part of BHR 5 and CHL 3,4,6,8,9 and 11
- ▶ Given the conceptual level of design, the exact nature of the encroachments on the CHLs cannot be confirmed at this time and therefore the exact nature of the removals or alterations and impacts to potential cultural heritage values, cannot be confirmed at this time.
- ▶ It is possible that the redevelopment will 'create the impact' to some of these properties, in advance and instead of the road works.
- ▶ Potential vibration impacts as a result of the proposed construction work may result in indirect adverse impacts to the following five BHRs and 11 CHLs.

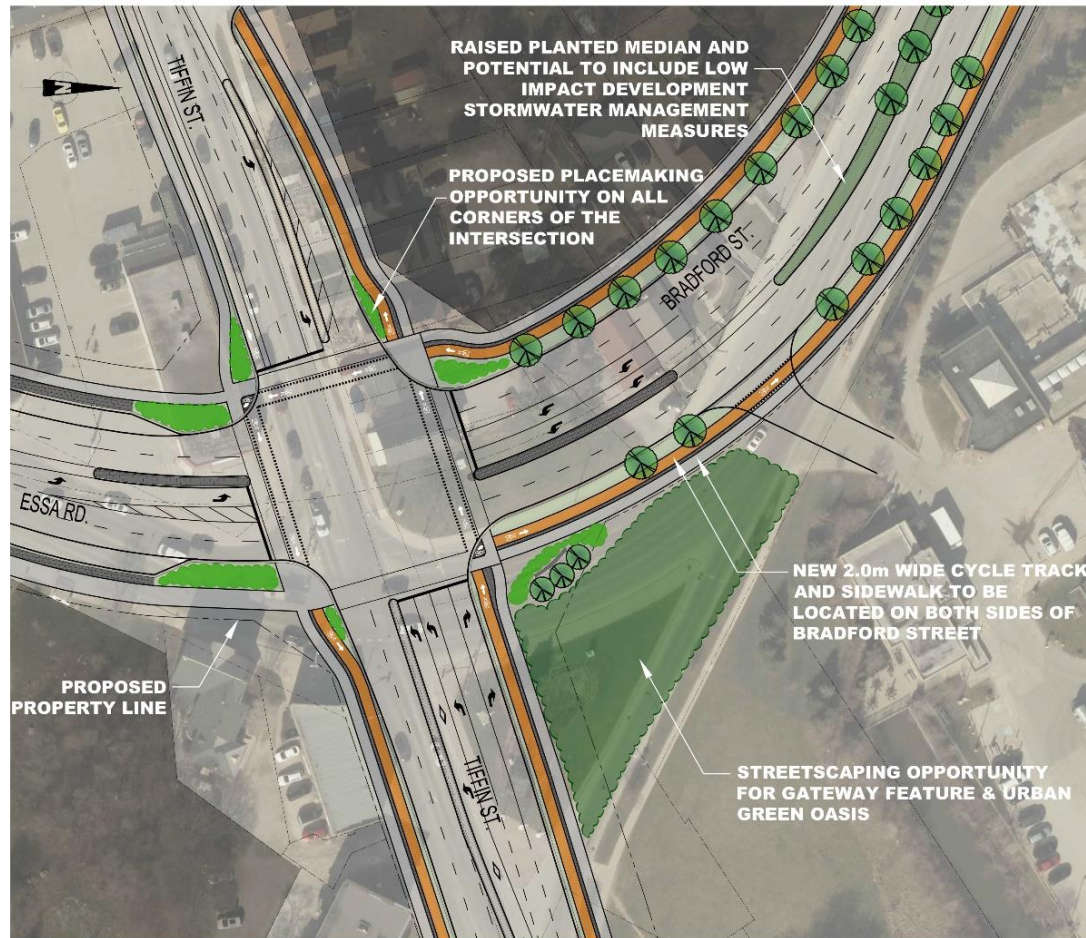


# Heritage Mitigation

- ▶ Avoid unintended negative impacts to identified BHRs and CHLs
- ▶ Complete resource-specific CHER for CHL 3, CHL 4, CHL 6, CHL 8, CHL 9 and CHL 11.
- ▶ Cultural heritage requirements, including recommended CHERs and heritage impact assessments will be met as the corridor redevelops and may be the responsibility of the developer.
- ▶ Recommendations for BHR 5 include removal of the flag poles/flags, commemorative marker, and other items from the memorial prior to construction and storage in a secure facility to prevent damage. Removal, storage, and future placement should all be done in consultation with the City of Barrie and Barrie Unit 365 of the Army, Navy and Air Force Veterans in Canada.
- ▶ Undertake baseline vibration monitoring during detailed design and then prepare and implement a vibration monitoring plan, as appropriate.
- ▶ All work to be conducted by a qualified heritage consultant.

# Preliminary Landscape Concept - South

## TIFFIN STREET & BRADFORD STREET INTERSECTION



# Next Steps

- Finalize Environmental Study Report (ESR) based on feedback from Agencies
- Present ESR to General Committee June 14, 2023
- Pending Council endorsement (June 21, 2023), issue the Notice of Study Completion and initiate public review period.
- Final ESR will be available in hard copy at City Hall and digitally on the project webpage.





# Beyond this Class EA Study

- The shelf life of a Class EA Study is 10 years, if no part of the plan has been implemented.
- This Class EA is about long-range corridor protection. Implementation of the recommended design will be driven by the pace of redevelopment.
- If redevelopment occurs at a modest pace and 10 years elapses with no part of this plan being implemented then the Class EA study will be 'refreshed' or updated through an Addendum.
- The Addendum would confirm or refine the design plan relative to transportation and planning context of the day and would include a consultation program.



# Questions?