

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 240 square meters (2583 square feet) of developable land this would convert to 3 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 3 times 12 = 36 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 Allandale 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 3 FAMILIES = 60 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 60 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?

-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 60 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: Attachment 1 and Attachment 2.

ATTACHMENT 1.



June 13, 2023

Dimension are approximate

Bradford Street EA – Property Protection Recommendations @ 244, 246, 248 Bradford Street

Two alternative design concepts were prepared to address the identified deficiencies:
Alternative 1 – Conventional Signalized Intersections

