The City of BARRIE

Engineering Department
MEMORANDUM

TO: **Mayor J. Lehman and Members of Council**

FROM: **J. Weston, M.A.Sc., P. Eng., PMP, Director of Engineering**

NOTED: For **R. J. Forward, MBA, M.Sc., P. Eng., General Manager of Infrastructure & Growth Management**

C. Ladd, Chief Administrative Officer

RE: **Hewitt's Secondary Plan Study Area (Assignment #3)**
Municipal Class Environmental Assessment Phases 3 and 4
Public Information Centre
(File : T05-HE)

DATE: **September 12, 2016**

The Engineering Department is completing Phase 3 and 4 of the Municipal Class Environmental Assessment (Class EA) Study for the Hewitt's Secondary Plan Study Area to determine the most appropriate design for future reconstruction projects.

A Public Information Centre (PIC) has been scheduled for the above noted project on Thursday, September 22, 2016, at the Liberty North Banquet Hall from 4:00 p.m. to 7:00 p.m. to allow the public to review and provide comments/concerns on proposed alternative design concepts.

To advise the concerned public of the PIC, the attached letter and comment sheet will be mailed and/or hand delivered on Friday, September 9, 2016 to agencies, businesses, property owners and tenants that may be directly affected. An advertisement will also be placed in the local newspaper on Thursday, September 15, 2016, and Saturday September 17, 2016, advising of the PIC. To ensure City Council has the information at the same time as the public, this memo has been provided with a copy of the mail out information as per attached.

If there are any questions, please contact Alvaro Almuina at extension 4471 or email Alvaro.Almuina@barrie.ca.

J. Weston, M.A.Sc., P. Eng., PMP
Director of Engineering

CITY HALL
70 COLLIER STREET
TEL. (705) 739-4207
FAX. (705) 739-4247

The City of BARRIE

P.O. BOX 400
BARRIE, ONTARIO
L4M 4T5

THE CORPORATION OF THE CITY OF BARRIE
Engineering Department
"Committed to Total Service Excellence"

September 9, 2016

File: T05-HE

To All Area Residents / Business Owners / Tenants / Agencies:

Re: Hewitt's Secondary Plan Study Area (Assignment #3)
Municipal Class Environmental Assessment Phase 3 & 4
Public Information Centre
Presentation of Alternative Design Solutions

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements for the Hewitt's Secondary Plan Study Area to determine the most appropriate design for future reconstruction projects, as recommended in the City's Multi-Modal Active Transportation Master Plan (MMATMP) (see attached Figure 1 - Map of Study Area). This letter is to advise you of the progress that has been made on this study and the upcoming activities.

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the MMATMP was endorsed by Council on December 2, 2013 (Council Direction Memorandum 13-G-289).

The City of Barrie is now proceeding with Phases 3 and 4 of the Schedule "C" Municipal Class EA (October, 2000, as amended in 2007 and 2011). The Corporation has retained the consulting firm Hatch Ltd. to develop and evaluate various alternative designs and to complete the Environmental Study Report (ESR).

A Public Information Centre (PIC) is scheduled for **Thursday September 22, 2016**, at the Liberty North Banquet Hall from 4:00 p.m. to 7:00 p.m. The public is invited to attend the PIC to review and provide comments on the proposed design alternative solutions. Comments and responses received from the PIC will be considered in the development of the preferred design alternative solution. Consulting Team and City Staff will be available to discuss issues and concern with members of the public. The following alternatives will be presented at the PIC:

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comments, the preferred alternative design solution will be identified and appropriately documented in the ESR. The ESR and accompanying recommendations will then be presented to General Committee for endorsement. Those individuals and parties that requested to be kept informed of the Class EA process will be notified of the date that Council may approve the preferred alternative design solution so that deputations to Council can be made.

A comment sheet has been included with this letter to allow the public and review agencies the opportunity to provide input / comments regarding this study. Please return comment sheets by **Friday, October 21, 2016.**

If you have any questions and/or concerns, please feel free to contact Alvaro Almuina at (705) 739-4220, extension 4471 or e-mail Alvaro.Almuina@barrie.ca.

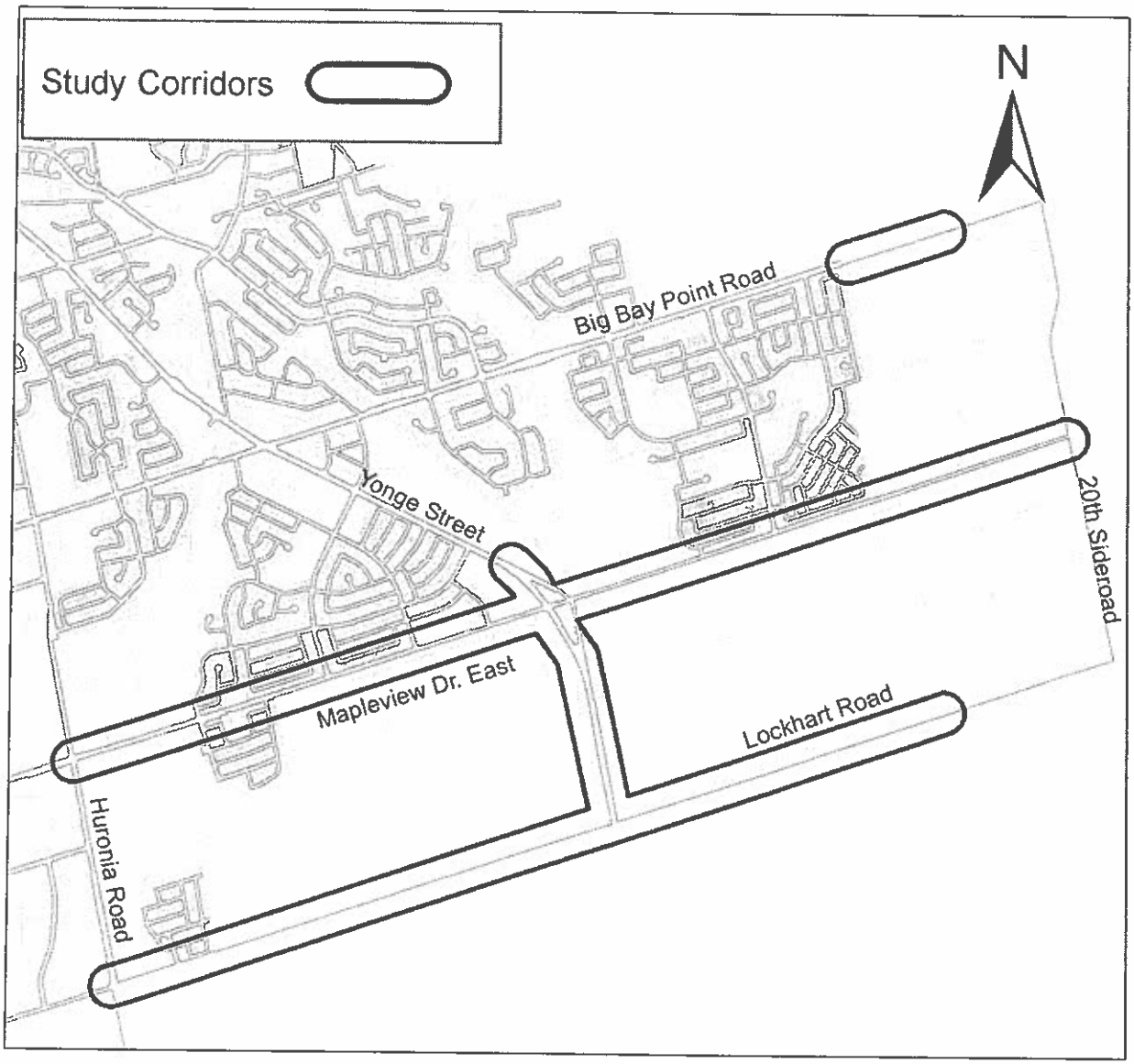
Yours truly,

Alvaro Almuina, P. Eng., PMP
Program Coordinator
Growth Management Projects

AA/sm

Figure 1

Map of Study Area



The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Thursday, September 22, 2016
4:00 p.m. to 7:00 p.m.
Liberty North Banquet Hal

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):

Street Address: **Unit/Apt:**

Postal Code: **Telephone Number:**

The Problem Statement, which sets the framework for this Class EA study, is as follows:

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact? Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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Prince William Way to just east of Collector 11

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LOCKHART ROAD IMPROVEMENTS

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600m east of Huronia Road to Yonge Street

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Yonge Street to Prince William Way

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Prince Williams Way to just east of Collector 11

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☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

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BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

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This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

Please list below any specific concerns you have with the alternatives:

_____

_____

_____

_____

_____

_____

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes ☐ No

Signature:_____ Date: _____

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca\eastudies)?

☐	☐	☐	☐	☐
Poor (Much Improvement Required)	**Marginal** (Some Improvement Required)	**Good**	**Very Good**	**Excellent**

Please add a comment in support of your level of satisfaction below:

_____

_____

_____

Please submit this comment sheet by **Friday, October 21, 2016** to:

Mr. Alvaro Almuina, P.Eng., PMP
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4471
Fax: (705) 739-4247

E-mail: Alvaro.Almuina@barrie.ca

Thank you for your comments.