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

May 15, 2020

File: T05-DU

To: First Nations, agencies and those who wish to be informed

**RE: Dunlop Street Corridor Improvements – Ferndale Drive to Anne Street
Municipal Class Environmental Assessment
Notice of Preferred Alternative**

The City of Barrie is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) to address required transportation improvements on Dunlop Street West, from Ferndale Drive to Anne Street North. The purpose of this letter is to provide advanced notice of staff recommendations that will be submitted to General Committee for consideration. If you are a member of the public, you are receiving this letter because you have indicated you wish to be kept informed of the study's progress.

Background

The Ministry of Transportation (MTO) is planning to replace the Dunlop Street interchange. The MTO's approved solution includes widening of Dunlop Street to 4-lanes (2 per direction) from west of Cedar Pointe Drive to Anne Street (and associated intersection improvements). The City's Transportation Master Plan identified the need to widen Dunlop Street West to 6-lanes (3 lanes per direction) from Ferndale Drive to Anne Street to accommodate planned growth to 2041.

Preferred Solution

A preferred solution has been identified through an evaluation of alternatives based on the physical, natural, social, cultural heritage and economic environments as well as public and agency comments received in response to public consultation completed through this study. The Environmental Study Report contains detailed project information and is available on the City's website at <https://www.barrie.ca/City%20Hall/environmental-assessment-studies/Pages/Dunlop-Street-West-Transportation-Improvements.aspx>.

The preferred solution includes 3-lanes per direction between the Highway 400 ramp terminals and 2-lanes per direction to the project limits (west limit: Sarjeant Drive, east limit: Anne Street) as well as sidewalks and a full median from Sarjeant Drive to Cedar Pointe Drive (refer to Figure 1 below). The median is required to address traffic safety issues associated with multiple accesses located within the functional areas of the Sarjeant Drive intersection and the west ramp terminal.

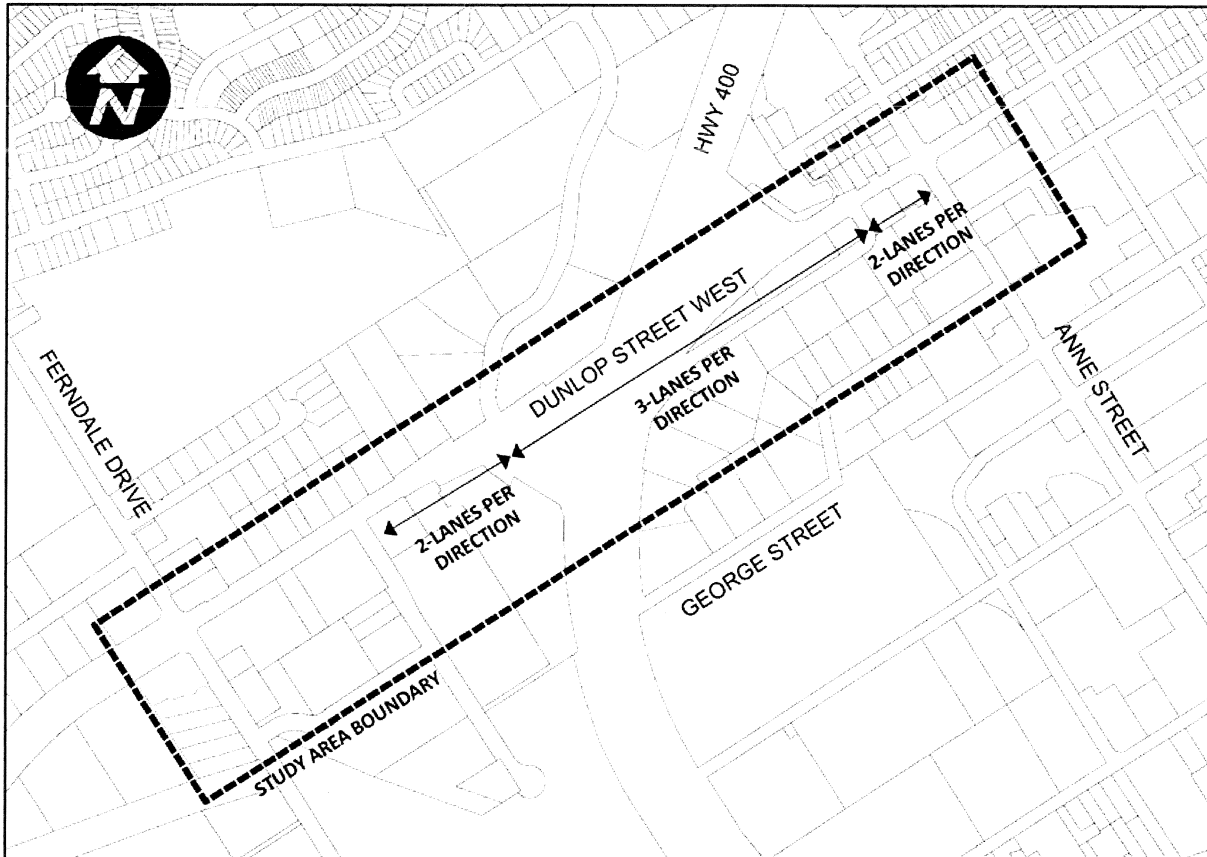


Figure 1 – Preferred Solution

Preferred Solution – Interim Phase

The preferred solution includes an interim phase that is recommended to be constructed as part of the MTO’s interchange replacement project. The interim phase differs from the preferred solution as follows:

Sarjeant Drive to Cedar Pointe Drive / West Ramp Terminal

- Reduced Median: The median will extend from the realigned Cedar Pointe Drive intersection to approximately 80m west. The median length is being reduced to mitigate impacts to businesses. The City will monitor traffic operations, collision rates and re-evaluate implementation as required.

Cedar Pointe Drive / West Ramp Terminal to Hart Drive / East Ramp Terminal

- Reduced Number of Lanes: The interim phase will include 2-lanes per direction to reduce property requirements associated with receiving lanes beyond this section and support the reduction of the median length between Sarjeant Drive and Cedar Pointe Drive. Note that the crossing structure and interchange ramps will be constructed to accommodate widening to 3-lanes per direction as part of the MTO interchange replacement project.

Hart Drive / East Ramp Terminal to Anne Street

- No Change

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Next Steps

The above recommendations will be presented to General Committee on June 22, 2020. General Committee's recommendations may be approved by City Council on June 29, 2020. This meeting is anticipated to be held in a virtual setting with electronic participation due to the City's response to COVID-19. Details about how to interact with City Council regarding matters before them are available on the City's website at <https://www.barrie.ca/City%20Hall/MayorCouncil/Pages/CommunicatingWithCouncil.aspx>. If Council endorses the preferred solution, a Notice of Completion will be filed for this project and the Environmental Study Report will be placed on public record for review for 30 calendar days. The Notice of Completion is planned to be advertised on the project website and Barrie Advance in July.

If concerns are raised, which cannot be resolved in discussion with the City, the Minister of the Environment, Conservation and Parks may be requested, subsequent to the filing of a Notice of Completion by the City, to make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order). A Part II Order must be filed within thirty (30) calendar days of the City filing a Notice of Completion. Information on filing a Part II Order can be found at: <https://www.ontario.ca/page/class-environmental-assessments-part-ii-order>.

Implementation/Construction

Subject to Council approval and filing of the Notice of Completion, the preferred solution – interim phase is planned to be constructed as part of MTO's interchange replacement project. The MTO has not announced construction timing; however, the City is estimating construction will commence in either 2024 or 2025 and occur over 2 to 3 years. Please note that this is only an estimate and timing is subject to change.

MTO Highway 400 projects

The MTO is replacing the Dunlop Street interchange as well as the Sunnidale Road and Anne Street highway crossings. Information regarding these projects can be found at: <http://highway400dunlopannesunnidale.com/>. The MTO is also replacing the Essa Road interchange. Information regarding this project can be found at: <https://hwy400essaroad.ca/>.

If you have any questions or require more information regarding the study, please contact Mr. Brett Gratrix at brett.gratrix@barrie.ca.

Yours truly,



Brett Gratrix, P. Eng.
Transportation Planning Lead

BG/jkw