Appendix F: Public Information Centre
Public Information Centre Advertisements
CITY OF BARRIE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
DUNLOP STREET CORRIDOR IMPROVEMENTS - TORONTO ST. TO MULCASTER STREETS
NOTICE OF PUBLIC INFORMATION CENTRE

The Corporation of the City of Barrie (City) hereby notifies all interested individuals and parties that a Public Information Centre (PIC) will be held on Wednesday, June 11, 2014, from 4:00 p.m. to 7:00 p.m. at the City of Barrie in the Sir Robert Barrie Room located on the 2nd Floor of City Hall, 70 Coller Street, to receive comments regarding proposed alternative solutions.

The problem statement, which sets the framework for this Class EA, is as follows:

"To enhance the existing pedestrian friendly atmosphere on Dunlop Street between Toronto Street and Mulcaster Street, pursuant to the approved procedures, as outlined in the Municipal Class Environmental Assessment report and as amended in 2007 and 2011.

The purpose of this Class EA is to:
- Propose improvements to the existing streetscape to enhance active transportation;
- Assess the existing transportation system within the study area with respect to proposed improvements on Dunlop Street;
- Identify areas of improvements on Dunlop Street within the study area;
- Identify the location, extent, and sensitivity of the existing natural, social, historical and economic environment within the study area;
- Establish appropriate measures required to mitigate any adverse impacts to property and the natural environment resulting from proposed improvements; and
- Provide a conceptual-design, cost estimates, and sequencing requirements associated with the proposed alternative solutions.

The City is in the processes of completing Phase 1 and 2 following the Schedule "B" process outlined in the Municipal Class EA. The City has developed alternative solutions to address the problem statement and is hosting a PIC to solicit comments from the Public.

The public is invited to attend the PIC to view project information panels and provide comments regarding the proposed alternative solutions outlined in the Dunlop Street Corridor Improvements Class EA draft report. The City staff will be available to discuss issues and concerns with members of the public. Comments collected in this process will be used to develop the preferred alternative solution.

A copy of the Class EA draft report is available online by doing a keyword search on the City of Barrie website (www.barrie.ca) for "class ea" and clicking on the first check-marked result, then scrolling down to the section titled "Dunlop Street Corridor improvements - Toronto St to Mulcaster St Class EA Draft Report." A hard copy is available for review at the following locations:

City of Barrie
City Hall
70 Coller Street
Barrie Public Library
60 Worsley Street
Barrie Public Library
48 Dean Avenue

Should additional information be required or to be added to the project mailing list, please contact:

Mr. Brett Gracie, P. Eng.
Infrastructure Planning Engineer
City of Barrie
70 Coller Street, 6th Floor, Barrie, ON L4M 4T5
Tel: 705-739-4220 Ext. 5117
Fax: 705-739-4247
Email: bgracie@barrie.ca

Cindy McAlpine
City Clerk
City of Barrie

Notice Issued on June 9th and June 18th, 2014.
The Corporation of the City of Barrie (City) hereby notifies all interested individuals and parties that a Public Information Centre (PIC) will be held on Wednesday, June 18, 2014, from 4:30 p.m. to 7:30 p.m. at the City of Barrie in the Sir Robert Menzies Room located on the 2nd Floor, City Hall, 70 Coller Street.

Notice of Public Information Centre

The following text describes the project:

The City of Barrie is undertaking a Municipal Class Environmental Assessment (MCEA) to propose improvements to the existing corridor of Dunlop Street and Meldrum Street, seeking to enhance the streetscape to enhance active transportation. The project will address the study area within the corridor, assess the existing infrastructure and consider the impact of the proposed improvements on the corridor.

The project will include:
- Assess the existing transportation system within the study area with respect to proposed improvements on Dunlop Street;
- Identify areas of improvements on Dunlop Street within the study area;
- Identify the location, extent, and sensitivity of the existing natural, social, historical and economic environment within the study area;
- Establish appropriate measures required to mitigate any adverse impacts to property and the natural environment resulting from proposed improvements; and
- Provide a conceptual design, cost estimates, and a schedule of requirements associated with the proposed alternative solutions.

The public is invited to attend the PIC to view project information panels and provide comments regarding the project. Comments are welcome at the following locations:

City of Barrie
City of Barrie
City Hall
70 Coller Street
5th Floor

Barrie Public Library
Barrie Public Library
6th Floor
60 Wellesley Street
Barrie
46 Dean Avenue

The project will be reviewed for project information panels and provide comments regarding the project. Comments are welcome at the following locations:

City of Barrie
City of Barrie
City Hall
70 Coller Street
5th Floor

Barrie Public Library
Barrie Public Library
6th Floor
60 Wellesley Street
Barrie
46 Dean Avenue

Notice issued on June 6th and June 7th, 2014.
TODAY (June 18) 4–7pm: Public Info Session re proposed alt. solutions to #Barrie's Dunlop St Corridor Improvements.
on.fb.me/1sbWiE8
The public is invited to attend the Public Info Session at City Hall (Sir Robert Barrie Room) to view project information panels and provide comments regarding the proposed alternative solutions outlined in the Dunlop Street Corridor Improvements Class EA draft report. City Staff will be available to discuss issues and concerns with members of the public. Comments collected in this process will be used to develop the preferred alternative solution.

A copy of the Class EA draft report is available at www.barrie.ca/EAsolutions. An online comment form is also available via this page; comments will be accepted until July 9.

Hard copies of the report are available for review at the following locations:

• City Hall, 70 Collier St, Clerk’s Office (1st Floor)
• City Hall, 70 Collier St, Engineering Dept (5th floor)
• Barrie Public Library Information Desks (60 Worsley St and 48 Dean Ave)

Options for consideration:
1. Do nothing: Leave things as they are.
2. Temporarily close Dunlop to cars during the summer
3. Create a pedestrian promenade (permanently close to cars) and add two lanes on Collier St to compensate.
4. One-way eastbound Dunlop and additional lane on Collier St.
5. Reconfigure the street but maintain two-way traffic and on-street parking on both sides. It could include barrier curbs and bollards.
To All Area Residents / Business Owners / Tenants / Agencies:

Re: Dunlop Street Corridor Improvements – Toronto Street to Mulcaster Street
Municipal Class Environmental Assessment (Class EA)
Presentation of Alternative Solutions

The Corporation of the City of Barrie (City) is undertaking a Municipal Class Environmental Assessment (Class EA) to propose improvements to sidewalks and the overall public realm on Dunlop Street between Toronto Street and Mulcaster Street, pursuant to the approved procedures, as defined in the Municipal Class Environmental Assessment dated June 2000, as amended in 2007 and 2011. This letter is to advise you of the upcoming activities for this Class EA.

The problem statement, which sets the framework for this Class EA, is as follows:

“To enhance the existing pedestrian friendly atmosphere on Dunlop Street between Toronto Street and Mulcaster Street that will balance existing and future transportation needs for all users in an environmentally friendly manner.”

The purpose of this Class EA is to:

- Propose improvements to the existing streetscape to enhance active transportation;
- Assess the existing transportation system within the study area with respect to proposed improvements on Dunlop Street;
- Identify areas of improvements on Dunlop Street within the study area;
- Identify the location, extent, and sensitivity of the existing natural, social, historical and economic environment within the study area;
- Establish appropriate measures required to mitigate any adverse impacts to property and the natural environment resulting from proposed improvements; and
- Provide a conceptual design, cost estimates, and sequencing requirements associated with the proposed alternative solutions.

The City is in the processes of completing Phase 1 and 2 following the Schedule ‘B’ process outlined in the Municipal Class EA (October 2000, as amended in 2007 and 2011). The City has developed alternative solutions to address the problem statement and is hosting a Public Information Centre (PIC) to solicit comments from the Public.

A PIC is scheduled for Wednesday, June 18, 2014, 4:00pm to 7:00pm, in the Sir Robert Barrie Room - 2nd Floor City Hall. The public is invited to attend the PIC to view project information panels and provide comments regarding the proposed alternative solutions outlined in the draft Dunlop Street Improvements Class EA report. City Staff will be available to discuss issues and concern with members of the public. Thereafter, input and comment will be accepted by the City until July 9, 2014. Comments and responses received from the PIC will be considered in the development of the preferred alternative solution. The following alternatives will be presented at the PIC (please see Class EA document for additional information).
Dunlop Street Improvements – Class EA

Alternative 1 - “Do Nothing”
The “Do Nothing” alternative corresponds to the existing conditions. Under this option, no physical improvements or changes to the road system would be made. This alternative includes all programs the City and the Downtown BIA are currently operating, including the Outdoor Patio Program and temporary full closures for street festivals and special events.

Alternative 2 - Temporary Vehicular Closure during Summer
Temporarily close Dunlop Street during the summer months to all through vehicular traffic.

Alternative 3 - Pedestrian Promenade (Permanent Vehicular Closure) + Additional Two Lanes on Collier Street
Permanently close Dunlop Street to all thru vehicular traffic. An additional lane in each direction would be considered on Collier Street (4 continuous lanes) to compensate for the loss of capacity on Dunlop Street.

Alternative 4 - One-Way Eastbound Dunlop Street + Additional Lane on Collier Street
This alternative will eliminate one lane of traffic and convert Dunlop Street to one-way eastbound street. An additional lane would be considered on Collier Street in the opposite direction of the one-way alternative to compensate for the loss of capacity on Dunlop Street.

Alternative 5 - Reconfigurable Street System
This alternative will maintain two-way traffic and on-street parking on both sides of the street. The reconfigurable nature of the street is created by replacing barrier curbs with mountable rollover curbs and the installation of easily moveable bollards that can be relocated to either provide parking or additional pedestrian space.

A PDF version of the draft Phases 1 and 2 Report is available online by doing a keyword search on the City of Barrie web page (www.barrie.ca) for “class EA” and clicking on the first check marked result then scrolling down to the Dunlop Street Corridor Improvements Class EA section.

A paper copy of the Draft Class EA is available for review at the following locations:

City of Barrie
Clerk’s Office
City Hall, 1st Floor
70 Collier Street
Barrie, ON L4M 4T5

City of Barrie
Engineering
City Hall, 6th Floor
70 Collier Street
Barrie, ON L4M 4T5

Barrie Public Library
Downtown
Information Desk
60 Worsley Street
Barrie, ON L4M 1L6

If you have any questions and/or concerns, please feel free to contact Mr. Brett Gratrix at (705) 739-4220, extension 5117, or e-mail brett.gratrix@barrie.ca

Yours truly,

B. Gratrix, P. Eng.
Infrastructure Planning Engineer

BG/sm
DUNLOP STREET CORRIDOR IMPROVEMENTS -
TORONTO STREET TO MULCASTER STREET
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (CLASS EA)

Public Information Centre
Wednesday, June 18, 2014
4:00 p.m. to 7:00 p.m.
Sir Robert Barrie Room (2nd Floor City Hall)

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:

“To enhance the existing pedestrian friendly atmosphere on Dunlop Street between Toronto Street and Mulcaster Street that will balance existing and future transportation needs for all users in an environmentally friendly manner.”

The draft Class EA document is available online at www.barrie.ca. A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is available for review at the following locations:

City of Barrie
Clerk’s Office  City of Barrie  Barrie Public Library  Barrie Public Library
City Hall, 1st Floor  City Hall, 6th Floor  Information Desk  Information Desk
70 Collier Street  70 Collier Street  60 Worsley Street  48 Dean Avenue
Barrie, ON L4M 4T5  Barrie, ON L4M 4T5  Barrie, ON L4M 1L6  Barrie, ON L4N 0C2

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 5 with 1 being the most preferred.

- Alternative 1 - “Do Nothing”
The “Do Nothing” alternative corresponds to the existing conditions. Under this option, no physical improvements or changes to the road system would be made. This alternative includes all programs the City and the Downtown BIA are currently operating, including the Outdoor Patio Program and temporary full closures for street festivals and special events.

- Alternative 2 - Temporary Vehicular Closure During Summer
Temporarily close Dunlop Street during the summer months to all through vehicular traffic.
Alternative 3 - Pedestrian Promenade (Permanent Vehicular Closure) + Additional Two Lanes on Collier Street
Permanently close Dunlop Street to all thru vehicular traffic. An additional lane in each direction would be considered on Collier Street (4 continuous lanes) to compensate for the loss of capacity on Dunlop Street.

Alternative 4 - One-Way Eastbound Dunlop Street + Additional Lane on Collier Street
This alternative will eliminate one lane of traffic and convert Dunlop Street to one-way eastbound street. An additional westbound lane would be considered on Collier Street in the opposite direction of the one-way alternative to compensate for the loss of capacity on Dunlop Street.

Alternative 5 - Reconfigurable Street System
This alternative will maintain two-way traffic and on-street parking on both sides of the street. The reconfigurable nature of the street is created by replacing barrier curbs with mountable rollover curbs and the installation of easily moveable bollards that can be relocated to either provide parking or additional pedestrian space.

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, as well as the publication of the Notice of Completion?

☐ 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)?

☐ ☐ ☐ ☐ ☐

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 Wednesday, July 9, 2014 to:

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

Tel: (705) 739-4220, Ext. 5117
Fax: (705) 739-4247
E-mail: brett.gratrix@barrie.ca

Thank you for your comments.
Public Information Centre
Information Panels
Welcome

<table>
<thead>
<tr>
<th>Please sign in</th>
<th>Take an information sheet</th>
</tr>
</thead>
<tbody>
<tr>
<td>City staff are here for your questions, comments or concerns</td>
<td>Complete a questionnaire. Public input is an important part of the Class EA process</td>
</tr>
</tbody>
</table>
Dunlop Street Corridor Improvements Class EA
Toronto St To Mulcaster St

Public Information Centre

Study Area

The Study Area encompasses the entire downtown core of the City. It is a centre for culture, dining, nightlife, as well as an established neighborhood and home to many businesses. For the purposes of this study, the Study Area is comprised of the following geographic areas:

Dunlop Street Right-of-Way

This is the focus of the study for improvements to the street itself. The limits of this area are between Toronto Street and Mulcaster Street and encompass the entire right-of-way.

Ross/Collier/Bayfield Intersection

Due to the potential loss of east-west vehicular capacity on Dunlop Street (for design alternatives that reduce vehicular capacity on Dunlop Street), the realignment of this intersection is being studied to assist in providing increased east-west capacity. The realignment was previously studied as part of the Waterfront/Downtown Transportation Improvements Class EA. The previously developed alternatives are being re-evaluated because of changes to land use at the intersection.

Overall Study Area

This is the broader area for consideration with respect to traffic impacts and possible mitigation measures through the consideration of additional lanes on Collier Street for design alternatives that reduce vehicular capacity on Dunlop Street.

Study Purpose and Objectives

- Propose improvements to the existing streetscape to enhance active transportation;
- Assess the existing transportation system within the study area with respect to proposed improvements on Dunlop Street;
- Identify areas of improvements on Dunlop Street within the study area;
- Identify the location, extent, and sensitivity of the existing natural, social, historical and economic environment within the study area;
- Establish appropriate measures required to mitigate any adverse impacts to property and the natural environment resulting from proposed improvements; and
- Provide a conceptual design, and cost estimates associated with the proposed alternative solutions.

Problem Statement

To enhance the existing pedestrian friendly atmosphere on Dunlop Street between Toronto Street and Mulcaster Street that will balance existing and future transportation needs for all users in an environmentally friendly manner.
Public notices:

• Notice of Study Commencement – Two ads in The Barrie Examiner; March 20th and 27th.
• Notice of Public Information Centre and comment sheet – All properties in the study area were mailed letters on May 30th. If the owner had a different address than the physical address, a letter was sent both to the owner and the physical address. Additionally, the City hand delivered letters to residents and businesses on Dunlop Street on June 4th. Two ads were placed in The Barrie Examiner; June 5th and 7th.
Evaluation of Alternatives

The following tables illustrate the criteria that is being used by the City to evaluate each alternative based on the physical, natural, social, cultural/heritage and economic environments. Each alternative is scored by multiplying Weight (1, 2, or 3) by Rank (-4 to +4) to produce a score for each evaluation criteria. All scores are tallied and the score with the greatest positive value is the Preferred Alternative. The following provides further explanation of weighting and rank.

**Weight (1 to 3)** – A weight of 1 to 3 is assigned to each evaluation criteria based on its relative importance. The following illustrates the weighting (note that the weights are relative measures and all criteria are important):

- Weight = 3 – Critical Importance
- Weight = 2 – Important
- Weight = 1 – Less Important

**Rank (-4 to +4)** – A rank of -4 to +4 is assigned to each alternative for every evaluation criteria. A rank of -4 indicates the greatest negative effect, while a rank of +4 indicates the greatest positive effect. Shaded circles are used to indicate ranking.

- Neutral Rank: No significant change between alternatives
- Negative Rank: Fully shaded circle indicates greatest positive effect from +1 to +4
- Positive Rank: Fully shaded circle indicates greatest negative effect from -1 to -4

Please review the weighting assigned to each criteria and provide comments on the comment sheet handout if you feel an evaluation criteria(s) (for example: Cyclist Operations) should be weighted differently than what is shown on the following slide.
### Physical Environment

<table>
<thead>
<tr>
<th>Description</th>
<th>Impacts</th>
<th>Alternatives</th>
<th>Mitigation</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Flow</td>
<td>Increased</td>
<td>Use of roundabouts</td>
<td>Installation of traffic lights</td>
<td>Install roundabouts</td>
</tr>
<tr>
<td>Noise Pollution</td>
<td>Increased</td>
<td>Use of noise barriers</td>
<td>Installation of noise barriers</td>
<td>Install noise barriers</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Decreased</td>
<td>Use of green spaces</td>
<td>Installation of green spaces</td>
<td>Install green spaces</td>
</tr>
</tbody>
</table>

### Social Environment

<table>
<thead>
<tr>
<th>Description</th>
<th>Impacts</th>
<th>Alternatives</th>
<th>Mitigation</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Engagement</td>
<td>Decreased</td>
<td>Increase community participation</td>
<td>Increase awareness campaigns</td>
<td>Increase community participation</td>
</tr>
<tr>
<td>Safety Concerns</td>
<td>Increased</td>
<td>Increase pedestrian safety</td>
<td>Implementation of crosswalks</td>
<td>Increase pedestrian safety</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Decreased</td>
<td>Improve accessibility</td>
<td>Implementation of ramps</td>
<td>Improve accessibility</td>
</tr>
</tbody>
</table>

### Cultural/Heritage Environment

<table>
<thead>
<tr>
<th>Description</th>
<th>Impacts</th>
<th>Alternatives</th>
<th>Mitigation</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architectural Significance</td>
<td>Decreased</td>
<td>Preserve architectural heritage</td>
<td>Implementation of heritage protection measures</td>
<td>Preserve architectural heritage</td>
</tr>
<tr>
<td>Historical Value</td>
<td>Increased</td>
<td>Study historical significance</td>
<td>Implementation of historical significance studies</td>
<td>Study historical significance</td>
</tr>
<tr>
<td>Artifacts</td>
<td>Decreased</td>
<td>Protect artifacts</td>
<td>Implementation of artifact protection</td>
<td>Protect artifacts</td>
</tr>
</tbody>
</table>

### Economic Environment

<table>
<thead>
<tr>
<th>Description</th>
<th>Impacts</th>
<th>Alternatives</th>
<th>Mitigation</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Growth</td>
<td>Increased</td>
<td>Increase business opportunities</td>
<td>Implementation of business incentives</td>
<td>Increase business incentives</td>
</tr>
<tr>
<td>Employment Opportunities</td>
<td>Decreased</td>
<td>Create new employment opportunities</td>
<td>Implementation of job creation programs</td>
<td>Create new employment opportunities</td>
</tr>
<tr>
<td>Cost</td>
<td>Increased</td>
<td>Reduce construction costs</td>
<td>Implementation of cost-saving measures</td>
<td>Reduce construction costs</td>
</tr>
</tbody>
</table>

### Natural Environment

<table>
<thead>
<tr>
<th>Description</th>
<th>Impacts</th>
<th>Alternatives</th>
<th>Mitigation</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiversity</td>
<td>Decreased</td>
<td>Protect wildlife habitats</td>
<td>Implementation of habitat protection</td>
<td>Protect wildlife habitats</td>
</tr>
<tr>
<td>Water Quality</td>
<td>Decreased</td>
<td>Protect water sources</td>
<td>Implementation of water protection</td>
<td>Protect water sources</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Increased</td>
<td>Protect air quality</td>
<td>Implementation of air quality protection</td>
<td>Protect air quality</td>
</tr>
</tbody>
</table>
Alternative 1 – “Do Nothing”
Alternative 2 – Temporary Closure

Alternative 1 – Do Nothing – The “Do Nothing” alternative corresponds to the existing conditions. Under this option, no physical improvements or changes to the road system would be made. This alternative would continue to includes all programs the City and the Downtown BIA are currently operating, including the Outdoor Patio Program and temporary full closures for street festivals and special events.

Alternative 2 – Temporary Closure – Temporarily close Dunlop Street during the summer months to all through vehicular traffic (maintains existing conditions, but uses removable traffic barriers as shown in plan figures below).
Alternative 3 – Pedestrian Promenade

- Permanently close Dunlop Street to all thru vehicular traffic. An additional lane in each direction would be considered on Collier Street (4 continuous lanes) to compensate for the loss of capacity on Dunlop Street.
Dunlop Street Corridor Improvements Class EA
Toronto St To Mulcaster St

Alternative 3 – Pedestrian Promenade
(Showing additional two lanes on Collier St)
Alternative 4 – One-Way Eastbound

This alternative will eliminate one lane of traffic and convert Dunlop Street to one-way eastbound street. An additional lane would be considered on Collier Street in the opposite direction of the one-way alternative to compensate for the loss of capacity on Dunlop Street.
Dunlop Street Corridor Improvements Class EA
Toronto St To Mulcaster St

Alternative 4 – One-Way Eastbound
(Showing additional westbound lane on Collier St)
Alternative 5 – Reconfigurable Street

This alternative will maintain two-way traffic and on-street parking on both sides of the street. The reconfigurable nature of the street is created by replacing barrier curbs with mountable rollover curbs and the installation of easily moveable bollards that can be relocated to either provide parking or additional pedestrian space. In addition to bollards, other options exist to delineate vehicular areas from pedestrian areas as shown on the next presentation board.
A reconfigurable street is designed to allow the street to adapt to different uses and users as demand requires. There are many options to delineate vehicular areas from pedestrian areas. Options include the use of different curb types, coloured surface material/treatments or bollard systems.
Alternatives – Ross/Collier/Bayfield (RCB) Intersection Realignment

The following alternatives were previously generated as part of the Waterfront/Downtown Transportation Improvements Class EA.

“Do Nothing” Alternative – This alternative represents the existing condition.

Alternative RCB 1 – This alternative realigns Ross Street to the south through the property located at 56/66 Bayfield Street to meet Collier Street including a channelized right turn lane from Maple Avenue to Ross Street. Ross Street would intersect Bayfield Street perpendicularly.

Alternative RCB 2 – This alternative has been screened out because it contains a directional change within the intersection. Based on geometric roadway design standards, this geometry should be avoided if possible.

Alternative RCB 3 – This alternative has been screened out because it contains a sharp directional change within the roadway alignment; again, based on geometric roadway design standards, this geometry should be avoided if possible.

Alternative RCB 4 – This alternative realigns Collier Street to the north through the properties located at 2, 4-8 and 10-14 Collier Street and realigns Ross Street to the south through the property located at 56/66 Bayfield Street. This alternative includes a channelized right turn lane from Bayfield Street to Maple Avenue. Ross Street and Collier Street would intersect Bayfield Street skewed.
Next Steps

After today’s PIC, the project team will:

• Review public, stakeholder and Agency comments from the PIC;
• Use public and agency comments to select the Preferred Alternative;
• Evaluate the Preferred Alternative to determine if a Schedule ‘C’ EA is required;
• Present the Preferred Alternative to City Council for approval in Winter 2015. Those who want to be kept informed of this process will be advised when this will be considered by council;
• Based on the selected Preferred Alternative, the following would occur after Council Approval:
  • Alternative 1 – No further action required
  • Alternative 2 – lane capacity impacted, project cost <$2.3MM, file “Notice of Study Completion” and place the Class EA study on public record for a 30-day review period
  • Alternative 3 or 4 – lane capacity impacted, project cost >$2.3MM, proceed to phases 3 and 4 of the Class EA process (Schedule ‘C’ bump-up)
  • Alternative 5 – Reconfigurable Street – lane capacity not impacted, considered a road reconstruction, no further action required
Dunlop Street Corridor Improvements Class EA
Toronto St To Mulcaster St

Public Information Centre

Help shape decisions made in this study

You can provide your comments by completing a comment sheet and drop it in the comment box or you can take it home and complete it at a later date and return it to:

Mr. Brett Gratrix, P. Eng.
Infrastructure Planning Engineer
City of Barrie, Engineering Dept.
70 Collier St., Barrie ON L4M 4T5

Phone: 705-739-4220 ext 5117
Email: brett.gratrix@barrie.ca
Fax: 705-739-4247

Please submit your comments by July 9, 2014

Comments and personal information regarding this project are collected under the authority of the Environmental Assessment Act to assist in decision making and to determine further public consultation needs relating to the project. Comments and opinions which do not constitute personal information, as defined by the Freedom of Information and Protection of Privacy Act, will be shared among the Ministry of the Environment and others as appropriate, and may be included in the study documentation which will be made available for public review. Personal information will remain confidential unless prior consent to disclose is obtained.
Notice of Project Completion
Notice of Completion

The Corporation of the City of Barrie has completed a Municipal Class Environmental Assessment to determine the Preferred Alternative for improvements on Dunlop Street between Toronto Street and Mulcaster Street. Alternative 5 - Reconfigurable Street System was selected as the Preferred Alternative in order to enhance the pedestrian space on Dunlop Street and provide a more equitable allocation of the streetscape to all transportation users.

The Preferred Alternative consists of sidewalks, a flexible boulevard area, 2 vehicle lanes (two-way traffic) and shared lane markings (sharrows) for cyclists. The flexible boulevard area is the space traditionally used for parking; this space can be reconfigured to allow for wider sidewalks by relocating moveable bollards (or similar system) adjacent to the live traffic lanes (temporarily removing parking). When wider sidewalks are no longer desired (i.e. due to seasonal changes), the bollards can be moved inward adjacent to the permanent sidewalk, thus allowing parking to occur.

The above project has been completed following the Schedule "B" Municipal Class Environmental Assessment process (October 2000, as amended in 2007 and 2011). Public comments have been considered in the development of the Preferred Alternative. Subject to available budget, the City of Barrie will proceed with the design phase of this project to implement the Preferred Alternative.

A PDF version of the Draft Final Report is available on the City of Barrie web page at www.barrie.ca/eastudies then scrolling down to the Dunlop Street EA section.

A paper copy of the Draft Final Report is available for review at the following locations during regular business hours:

As this project does not require additional property beyond the existing municipal right-of-way nor does it alter the capacity or use as compared to the existing condition, this project is a Schedule "A+" and cannot be appealed to the Ministry of the Environment and Climate Change.

If there are outstanding concerns with the Preferred Alternative please contact:

City of Barrie
Clerk's Office
City Hall, 1st Floor
70 Collier Street
Barrie, ON L4M 4T5
Tel: 705-739-4220, Ext. 5117
Fax: 705-739-4247
Email: info@barrie.ca

Barrie Public Library
Downtown
60 Worsley Street
48 Dean Avenue

Mr. Brett Gatrix, P.Eng.,
Infrastructure Planning Engineer
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: 705-739-4220, Ext. 5117
Fax: 705-739-4247
Email: Brett.Gatrix@barrie.ca

Dawn McAlpine
City Clerk

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

This Notice issued October 1st and October 3rd, 2015.
DUNLOP STREET CORRIDOR IMPROVEMENTS
TORONTO STREET TO MULCASTER STREET
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Notice of Completion

The Corporation of the City of Barrie has completed a Municipal Class Environmental Assessment to determine the Preferred Alternative for improvements on Dunlop Street between Toronto Street and Mulcaster Street. Alternative 5 - Reconfigurable Street System was selected as the Preferred Alternative in order to enhance the pedestrian space on Dunlop Street and provide a more equitable allocation of the streetscape to all transportation users.

The Preferred Alternative consists of sidewalks, a flexible boulevard area, 2 vehicle lanes (two-way traffic) and shared lane markings (sharrows) for cyclists. The flexible boulevard area is the space traditionally used for parking. This space can be reconfigured to allow for wider sidewalks by relocating moveable bollards (or similar system) adjacent to the live traffic lanes (temporarily removing parking). When wider sidewalks are no longer desired (i.e. due to seasonal changes), the bollards can be moved inward adjacent to the permanent sidewalk, thus allowing parking to occur.

The above project has been completed following the Schedule “B” Municipal Class Environmental Assessment process (October 2000, as amended in 2007 and 2011). Public comments have been considered in the development of the Preferred Alternative. Subject to available budget, the City of Barrie will proceed with the design phase of this project to implement the Preferred Alternative.

A PDF version of the Draft Final Report is available on the City of Barrie web page at www.barrie.ca/enviro; then scrolling down to the Dunlop Street EA section.

A paper copy of the Draft Final Report is available for review at the following locations during regular business hours:

As this project does not require additional property beyond the existing municipal right-of-way nor does it alter the capacity or use as compared to the existing condition, this project is a Schedule “A” and cannot be appealed to the Ministry of the Environment and Climate Change.

If there are outstanding concerns with the Preferred Alternative please contact:

City of Barrie  City of Barrie  Barrie Public Library  Barrie Public Library
Clerk’s Office  Engineering  Downtown  Painswick Branch
City Hall, 1st Floor  City Hall, 6th Floor  Information Desk  Information Desk
70 Collier Street  70 Collier Street  60 Worsley Street  48 Dean Avenue

Mr. Graeme C. G. McAlpine
Infrastructure Planning Engineer
City of Barrie
70 Collier Street, 6th Floor
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Tel: (705) 739-4220, Ext. 5147
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Dawn McAlpine  J. Weston, M.A. Sc., P. Eng., PMP
City Clerk  Director of Engineering

This Notice issued October 1st and October 3rd, 2015.