GROWTH DEVELOPMENT PROJECTS

TRANSPORTATION ENVIRONMENTAL ASSESSMENTS

Presentation to General Committee

June 12, 2017
## Overview

<table>
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<tr>
<th>Date</th>
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<tr>
<td>Jan 2010</td>
<td>Barrie-Innisfil Boundary Adjustment Act, 2009 - 2,350 hectares of land were transferred from the Town of Innisfil to the City of Barrie</td>
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| 2010 - 2014| City prepared six Infrastructure Master Plans to accommodate growth to 2031:  
Water Supply  
Wastewater Collection  
Drainage and SWM  
Water Storage and Distribution  
Wastewater Treatment  
Multi-Modal Active Transportation |
| June 2014  | The City of Barrie completed Phases 1 and 2 of the Municipal Class EA for Salem and Hewitts’ Secondary planning areas, resulting in the approval of:  
• 169 Schedule “A” & “A+” projects  
• 147 “Schedule B” projects  
• 111 “Schedule C” projects |

*Significant savings of funds achieved through the Phase 1 & 2 Master Plan process.*
Overview

The City of Barrie initiated “Schedule C” Municipal Class Environmental Assessment (Class EA) Studies - Phases 3 & 4 to recommend improvements to the roadways within the Salem & Hewitt’s Secondary Plan Area.

The City is also conducting a Class EA on a new crossing over Highway 400 at Salem Rd – Lockhart Road and a new interchange on Highway 400 at McKay Rd.

Some area infrastructure improvements include new trunk Watermains and new Sanitary Sewers

Class EAs (Phases 3 & 4) substantially completed for “Growth Development Projects”

Seeking Council approval to finalize and submit for mandatory 30-Day Public Review Period
Growth Development Projects

SALEM SECONDARY PLAN AREA ("Salem")

McKAY RD & HIGHWAY 400 INTERCHANGE & SALEM - LOCKHART CROSSING ("McKay")

HEWITT’S SECONDARY PLAN AREA ("Hewitt’s")
Summary of Major Improvements
Project Schedule

Study Commencement
Data Collection
Analysis
Alternative Design Concepts
Public Information Centre 1
Preferred Alternatives
Public Information Centre 2
Environmental Study Report (ESR)
Public Review Period
Study Completion
Detailed Design
Consultation

• Public at-large

• PIC No.1, September 22, 2016 @ Liberty North Banquet Hall
  • Environmental Constraints
  • Alternative Designs
  • Evaluation Criteria

• PIC No. 2, April 6, 2017 @ Liberty North Banquet Hall
  • Evaluation Analysis of Alternatives
  • Preferred Alternative Designs
Consultation

- Stakeholder Meetings
  - Individual Property owners
  - Landowners /developer groups, agents and consultants
  - Lake Simcoe Region Conservation Authority
  - Nottawasaga Valley Conservation Authority
  - Alectra
  - County of Simcoe
  - Town of Innisfil
Preferred Alternative Designs

• Most roadway widenings are about the centreline
• Where the widening would have a severe affect on an existing residential or commercial property, the road cross-section was modified (where feasible) to mitigate the conflict
• Typical modifications included: Narrowing the ROW, Narrowing the centre median, Narrowing the boulevard
• The proposed widenings will alter the drainage patterns. A drainage plan to meet drainage design criteria was developed including Centralized and Linear LIDs
Hewitt’s Study Area Improvements

Proposed Rail over Road grade separation
46m ROW, 6-lane cross-section with a raised median, on-street buffered bike lanes and sidewalks on both sides.

41m ROW with 6-lanes of travel plus a centre median (painted or raised, depending on adjacent land uses), a sidewalk on the south side and a multi-use trail on the north side.

34m ROW with 4-lanes of travel, plus a two-way left turn lane, a multi-use trail on the south side.

27m ROW with 2-lanes of travel, plus a two-way left-turn lane, a multi-use trail on the south side.

27m ROW with 2-lanes of travel a two-way left-turn lane, a sidewalk on the south side and a multi-use trail on the north side.

34m ROW with 4-lanes of travel plus a two-way left turn lane, a sidewalk on the south side and a multi-use trail on the north side.

34m ROW with 2-lanes of travel plus a two-way left turn lane, a multi-use trail and urban section (curb) on the north side and rural section (ditch) on the south side.

Maintain At-Grade Crossing with enhanced Safety Features

The City of Barrie
Salem Study Area Improvements

27m ROW with 2 travel lanes, 1 in each direction, a 1.2m – 4.2m concrete median, TWLTL or painted median. (depend on adjacent land uses and stormwater management approach), 1.5m + 0.5m buffered bike lane (both sides), 0.50m curb (both sides), 2.9m boulevard with LIDs (both sides), 2m sidewalk (both sides), 0.5m clearance (both sides)

34m ROW with 4 travel lanes, 1 in each direction, a 1.2m – 4.2m concrete median, TWLTL or painted median. (depend on adjacent land uses and stormwater management approach), 1.5m + 0.5m buffered bike lane (both sides), 0.50m curb (both sides), 2.9m boulevard with LIDs (both sides), 2m sidewalk (both sides)
McKay Rd IC & Salem-Lockhart Crossing

34m ROW with 4-lane urban cross-section, with a two-way left turn lane / paved median. Over Highway 400, the median is reduced to a 2 m raised median to reduce overall structural width. A boulevard of 1.5 m is provided across the structure for side clearance and snow storage.
Lockhart Rd – Yonge St to 20 SR

• As a result of public feedback, there is one major change to the preferred Alternative Design on Lockhart Road east of Yonge Street

• It is suggested to defer the proposed Grade Separation (Overpass) until more detail is available on the Barrie GO Line improvements with regards to service and corridor improvement (twining of tracks) timing

• As a result, the widening of Lockhart Rd west of the Barrie GO Line is suggested as an interim 3-lane cross section (while still protecting for a full 34m ROW)
Preferred Alternative Design (Lockhart Rd @ Yonge St)
Preferred Alternative Design - Revised
Salem Reservoir and Pumping Station

- An assessment of the Salem Reservoir and Pump Station was also undertaken, building on the previously approved Schedule B Class EA / Master Plan.
- The purpose of this work was to recommend a final site.
- “Site 1” located at 30 Salem Road is the recommended site due to parcel size, site topography, ease of access, compatibility with adjacent land uses and available room for ease of future expansion.
Next Steps

• Receive Council endorsement of the presented “Preferred Alternative Designs”
• Finalize the Environmental Study Report (ESR) for Salem and Hewitt’s
• Notify stakeholders of the 30-day public review period
• File the ESR with the Ministry of the Environment and Climate Change (MOECC)
• The McKay Rd Interchange & Salem Rd – Lockhart Rd Crossing Class EA will be filed in late Summer/early Fall 2017, subject to ongoing discussions with MTO
• Purchase lands at 30 Salem Road
• Proceed with detailed design
TO: GENERAL COMMITTEE

SUBJECT: MCKAY ROAD INTERCHANGE AND SALEM / LOCKHART CROSSING MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 AND 4 AND SALEM RESERVOIR AND PUMPING STATION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 1 AND 2

WARD: 7 AND 8

PREPARED BY AND KEY CONTACT: A. L. ALMUINA, P.ENG., PROJECT COORDINATOR (EXTENSION #4458)

SUBMITTED BY: ROBERT SUTTON, P. Eng.
DIRECTOR OF ENGINEERING

GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD
CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Preferred Design Alternative for the Highway 400 Interchange at McKay Road and the Salem Road – Lockhart Road Crossing of Highway 400, as assessed in the Municipal Class Environmental Assessment Phases 3 and 4, attached as Appendix “A” to Staff Report ENG007-17 be adopted.

2. That, in accordance with the requirements of the Class Environmental Assessment process, Council endorse the McKay Road Interchange and Salem /Lockhart Crossing Municipal Class Environmental Assessment Phases 3 and 4 and have staff file the Environmental Study Report for public review.

3. That based on the successful conclusion of this Class Environmental Assessment, the Engineering Department proceed with the detailed design of the preferred alternative design for roadways and municipal servicing within the Salem Secondary Plan study, as presented in this Class Environmental Assessment.

4. That the preferred location for the Salem Water Reservoir and Pump Station as outlined in ENG007-17 be adopted.

5. That the Director of Legal Services be authorized to commence negotiations to acquire the property at 30 Salem Road, legally described as Part of the South half of Lot 7, Concession 11, Innisfil now Barrie and being all of PIN 587280015 (“Subject Property”).

6. That the City Clerk be authorized to execute an Agreement of Purchase and Sale for the Subject Property in a form approved by the Director of Legal Services, Director of Engineering and General Manager of Infrastructure & Growth Management.

7. That the Director of Legal Services be authorized to commence expropriation proceedings, if deemed necessary by the Director of Legal Services and Director of Engineering, to acquire a fee simple interest in the Subject Property.
8. That the Corporation of the City of Barrie make an application to City Council, as approving authority, for approval to expropriate the Subject Property and that the City Clerk be authorized to execute the necessary forms of application.

9. That the “Notice of Application for Approval to Expropriate” be served and published and that any requests for inquiries received, pursuant to the “Notice of Application for Approval to Expropriate” be forwarded to the Chief Inquiry Officer and the Chief Inquiry Officer be requested to report to Council with respect to any such request.

10. That the Director of Legal Services be delegated authority to settle the expropriation or any negotiated agreement relating to the Subject Property and that the City Clerk be authorized to execute all associated and required documents in a form approved by the Director of Legal Services.

PURPOSE & BACKGROUND

11. The purpose of this Staff Report is to receive Council endorsement to finalize the Environmental Study Report (ESR) for the McKay Road Interchange and Salem/Lockhart Crossing Municipal Class Environmental Assessment (Class EA) Phases 3 and 4 and request authority to file the ESR for public review.

12. A Multi-Modal Active Transportation Master Plan (MMATMP) was completed in January 2014 and identified various projects to address growth in the City of Barrie.

13. The MMATMP was conducted in accordance with the Master Plan process as described in the Municipal Engineers Association (MEA) process for the planning and design of municipal infrastructure (dated October 2000, as amended in 2007, 2011 and 2015), and addresses Phases 1 and 2 of the five-phase Municipal Class EA process.

14. All municipal road reconstruction or widening projects in Ontario require approval under the Ontario Environmental Assessment Act (EA Act). MEA Municipal Class EA process streamlines the planning and decision making process for municipal infrastructure with an approved procedure designed to protect the environment. The Class EA process provides a decision-making framework that enables the requirements of the EA Act to be met in an effective manner.

15. The City proceeded with Phases 3 and 4 of the Municipal Class EA process for the Schedule C road widenings and grade separations projects in accordance with the recommendations of the MMATMP.

16. The City of Barrie initiated a Schedule C Municipal Class EA Study to recommend improvements to the following recommendations of the MMATMP:

   a) A new Interchange on Highway 400 at MacKay Road; and
   b) A new bridge crossing of Highway 400 at Salem /Lockhart Road.

17. The Study Area is comprised primarily of rural agricultural land in the southern portion of the City of Barrie.

18. WSP was retained by the City of Barrie to undertake a Class EA Study for improvements described above. The study included the review of the existing work already completed as part of the MMATMP and the completion of Phases 3 and 4 of the Class EA process.
ANALYSIS

McKay Road Interchange

19. Three interchange design alternatives were considered:
   a) Parclo A4 – full moves interchange with ramps on all four quadrants;
   b) Parclo A3 – full moves interchange with ramps on only three quadrants; and
   c) Diamond – full moves with all access controlled at intersections (similar to Mapleview Drive interchange).

20. The preferred alternative design for the McKay Road East Interchange consists of a “Parclo A3” configuration. This configuration does not have an on-ramp in the northeast quadrant to avoid lands with archaeological potential while still providing an all-moves interchange. However, the Class EA Study is recommending the City protect land for a future northbound ramp if the opportunity presents itself once the required archaeological studies are completed.

21. The design of the McKay Road Interchange will also be integrated with the Ministry of Transportation (MTO) Highway 400 improvements, which include the current replacement of the McKay Road bridge and future widening of Highway 400. The McKay Road Interchange and Salem/Lockhart Crossing are subject to MTO approval.

Salem Road – Lockhart Road Crossing

22. Two alternatives were developed for the connection of Salem Road and Lockhart Road across Highway 400:
   a) An alignment along the centreline of the existing right-of-way; and
   b) An alignment shifted to the south.

23. The preferred alternative design for the Salem Road – Lockhart Road Crossing over Highway 400 consists of a four-lane urban cross-section, with a two-way left turn lane /paved median. Over Highway 400, the median be reduced to a 2 m raised median to reduce overall structural width. A boulevard of 1.5 m is provided across the structure for side clearance and snow storage.

24. Appendix A presents the preferred conceptual alternative design for the interchange and the crossing.

25. The points of public contact as required under the Municipal Class Environmental Assessment process have been as follows to date:
   a) Notice of Commencement and PIC #1 - September 22, 2016
   b) PIC #2 - April 6, 2017

26. In addition, meetings were held with a wide variety of stakeholders throughout the process. The purpose of the meetings was twofold; first, to keep the various groups informed of the progress and second, to involve them in the development of the preferred alternative designs. The stakeholders with whom meetings were held included:
a) Lake Simcoe Region Conservation Authority;
b) Nottawasaga Valley Conservation Authority;
c) Alectra;
d) Ministry of Transportation – Ontario;
e) Individual Property owners where the impacts of the proposed road widening could have a significant effect on property;
f) County of Simcoe;
g) Town of Innisfil; and
h) Landowners and Developers: landowner/developer groups, agents and consultants.

27. Responses were provided to all comments received through the public meetings and compiled in the ESR. There were no comments or major concerns with regards to these two projects.

28. Preliminary property requirements have been identified in the preferred alternative design concepts. However, it is important to note that property needs will be confirmed during detailed design to account for drainage, LID, intersection improvements and utility services and other design considerations.

Salem Road Reservoir and Pumping Station

29. City of Barrie’s Infrastructure Master Plan: Water Storage and Distribution Master Plan (2013) identified a need for a pumping station and reservoir located on Salem Road.

30. An assessment of potential locations for the reservoir and pump station was undertaken as part of this assignment. The assessment considered a range of environmental and technical factors including natural environment, elevation, cultural heritage, land use, life-cycle costs and space for future facilities.

31. Three sites were considered for the reservoir and pump station as illustrated in Appendix “B”.

32. “Site 1” located at 30 Salem Road is the recommended site due to parcel size, site topography, ease of access, compatibility with adjacent land uses and available room for ease of future expansion.

33. To secure the property at 30 Salem Road in a timely manner, processes to acquire the property need to be initiated by City staff.

ENVIRONMENTAL MATTERS

34. This project has followed the guidelines for a Municipal Class EA, and physical, natural, social, cultural/heritage and economic environmental matters have been considered in the development of the recommendations. The ESR discusses how environmental matters have been considered in the development of the recommended preferred design alternative. The evaluation process considered criteria for natural, social, cultural/heritage and economic environmental matters and physical environment criteria such as traffic, pedestrians, cyclists, transit, property, noise, utilities, municipal services and driveway grades/operations.
ALTERNATIVE

35. The following alternative is available for consideration by General Committee:

   **Alternative #1**
   General Committee could alter the proposed recommendation by selecting another design alternative.
   This Alternative is not recommended because the preferred design alternative provides for transportation improvements which minimize the effects to the physical, natural, social, cultural/heritage and economic (financial) environments.

FINANCIAL

36. The costs associated with the next steps of development of the transportation improvements are incorporated in the 2017-2021 Capital Plan and 2022-2026 Capital Outlook.

LINKAGE TO 2014 – 2018 COUNCIL STRATEGIC PLAN

37. The recommendation(s) included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:

   ✗ Responsible Spending
   ✗ Well Planned Transportation

38. The planned transportation improvements are being implemented based on the need to service Barrie’s Annexed Lands and growth to 2031.
Appendix “A”
Preferred Design Alternative Designs

A.1 - McKay Road East Parclo A3 Interchange
A.2 - Salem Road - Lockhart Road Crossing over Highway 400
Appendix “B”
Salem Reservoir and Pump Station

B.1 - Alternative Sites
Good afternoon,

On Friday March 24, I met with staff from the Town of Innisfil to present the preferred alternative designs for Huronia Rd, Lockhart Rd and Big Bay Point Road. The presentation highlighted the City’s best effort to minimize impacts on the Town of Innisfil residents on the south side of Lockhart Road. Innisfil staff will be attending the upcoming PIC, on April 6. At a technical level, Innisfil staff did not have any concerns with the material presented. No indication was provided as to when staff will be briefing Town Council on the Class EAs.

The Town representatives at the meeting were Carolina Cautillo and Jessica Jenkins.

On Monday March 27, I met with staff from the County of Simcoe to present the preferred alternative designs for all of the study areas. County staff will be attending the upcoming PIC, on April 6. At a technical level, County staff did not have any concerns with the material presented. The County did ask that the City revisit the analysis for the proposed roundabout at CR27 / Essa Rd / McKay Rd to consider a two-lane roundabout (County’s preference per their transportation master plan). Stantec has been asked to provide this analysis to the County.

County representatives at the meeting were Christian Meile, Graeme Davis, Nathan Westendorp and David Parks.

Kind regards,
Alvaro
PIC #1
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<th>Name</th>
<th>Position</th>
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<td>Enbridge</td>
<td>Fisheries Protection Program, DFO</td>
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<td>Greater Barrie Chamber of Commerce</td>
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<tr>
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To All Area Residents / Business Owners / Tenants / Agencies:

Re: McKay Road East - Highway 400 Interchange, Lockhart Road/Salem Road Crossing and Associated Works (Assignment #1)
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 on for the McKay Road East - Highway 400 Interchange, Lockhart Road/Salem Road Crossing and associated works 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 WSP/MMM 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. to allow the public to review and provide comments/concerns on proposed alternative design concepts. 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:

Highway 400 Interchange at McKay Road

☐ Alternative 1 – Parclo A4 Interchange
This alternative would be to construct a new McKay Road ‘Parclo A4’ interchange at Highway 400, and to widen McKay Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, in the area of the interchange. This interchange configuration has six ramps, and will permit direct movements onto Highway 400 from all directions along McKay Road.

☐ Alternative 2 – Parclo A3 Interchange
This alternative would be similar to Alternative 1, except the new interchange would be constructed in a ‘Parclo A3’ configuration. This would eliminate the need for a new ramp in the northeast quadrant, and would reduce property requirements. This configuration has five ramps, and would have fewer direct movements onto Highway 400; thus, it would have slightly less capacity than Alternative 1.

☐ Alternative 3 – Diamond Interchange
This alternative would be similar to the other alternatives, except the new interchange would be constructed in a ‘Diamond’ configuration. This configuration would have four ramps, and have no direct movements onto Highway 400; thus, it would have less capacity than the other alternatives.
McKay Road Class EA Phases 3 & 4

Highway 400 Crossing between Salem Road and Lockhart Road

Two alternatives will be evaluated for the proposed crossing:

☐ Alternative 1 - Salem / Lockhart Crossing

This alternative is to construct a new Highway 400 crossing at Salem Road/Lockhart Road, and to widen Salem Road/Lockhart Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, from Veterans Drive to Saunders Road. The widening would be on both sides of the existing road and would include a retaining wall west of Highway 400 to minimize property impacts on the north side of Salem Road.

☐ Alternative 2 - Salem / Lockhart Crossing

This alternative is similar to Alternative 1 except the alignment would shift slightly to the south in the area of Highway 400 in order to avoid the need for a retaining wall. A slightly longer bridge over Highway 400 would be required.

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, 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 request 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 is 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 L. Almuina, P. Eng. PMP
Program Coordinator
Growth Management Projects

AA/sm
Figure 1

Map of Study Area

Study Corridors
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 improve the existing network connectivity south of Barrie, within the recently annexed lands, that will balance existing and future transportation and pedestrian needs for all users in an environmentally friendly manner. The City’s Multi-Modal Active Transportation Master Plan identified that the interchange at Mapleview Drive experiences congestion and is currently used by not only traffic accessing Highway 400 but also by many east-west trips. A new interchange at McKay Road would provide an alternative access to Highway 400 and accommodate future development. An additional east-west crossing at Salem Road/Lockhart Road would improve traffic conditions on Mapleview Drive and improve traffic conditions on north-south arterial roads.”

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.

**Highway 400 Interchange at McKay Road**

☐ Alternative 1 – Parclo A4 Interchange
This alternative would be to construct a new McKay Road ‘Parclo A4’ interchange at Highway 400, and to widen McKay Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, in the area of the interchange. This interchange configuration has six ramps, and will permit direct movements onto Highway 400 from all directions along McKay Road.

☐ Alternative 2 – Parclo A3 Interchange
This alternative would be similar to Alternative A, except the new interchange would be constructed in a 'Parclo A3' configuration. This would eliminate the need for a new ramp in the northeast quadrant, and would reduce property requirements. This configuration has five ramps, and would have fewer direct movements onto Highway 400; thus, it would have slightly less capacity than Alternative A.

☐ Alternative 3 – Diamond Interchange
This alternative would be similar to the other alternatives, except the new interchange would be constructed in a 'Diamond' configuration. This configuration would have four ramps, and have no direct movements onto Highway 400; thus, it would have less capacity than the other alternatives.
Highway 400 Crossing between Salem Road and Lockhart Road

Two alternatives will be evaluated for the proposed crossing:

☐ Alternative 1 - Salem / Lockhart Crossing
   This alternative is to construct a new Highway 400 crossing at Salem Road/Lockhart Road, and to widen Salem Road/Lockhart Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, from Veterans Drive to Saunders Road. The widening would be on both side of the existing road and would include a retaining wall west of Highway 400 to minimize property impacts on the north side of Salem Road.

☐ Alternative 2 - Salem / Lockhart Crossing
   This alternative is similar to Alternative 1 except the alignment would shift slightly to south in the area of Highway 400 in order to avoid the need for a retaining wall. A slightly longer bridge over Highway 400 would be required.

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:

Alvaro L. 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.
September 7, 2016

By email: christian.meile@simcoe.ca

Christian Meile, P. Eng.
Director - Transportation & Engineering
Engineering, Planning and Environment Division
County of Simcoe
1110 Highway 26
Midhurst, ON L0L 1X0

Dear Mr. Meile:

Re: City of Barrie Annexed Lands
Transportation Improvements
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 annexed lands to determine the most appropriate design for future reconstruction projects, as recommended in the City's Multi-Modal Active Transportation Master Plan (MMATMP). This letter is to advise you of the progress that has been made on this study and the upcoming activities, since our meeting on July 12, 2016.

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the MMATMP was endorsed by City of Barrie 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 City is developing and evaluating various alternative designs and will be completing the Environmental Study Report (ESR) by March 2017.

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. We are inviting you 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 concerns with members of the public.
We look forward to your participation. If you have any questions and/or concerns, please feel free to contact me at (705) 739-4220, extension 4471, or e-mail Alvaro.Almuina@barrie.ca.

Yours truly,

Alvaro Almuina, P. Eng., PMP

AA/sm

cc: J. Weston, Director of Engineering – City of Barrie
    R. Scheunemann, Senior Infrastructure Planning Engineer – City of Barrie
    B. Gratrix, Infrastructure Planning Engineer – City of Barrie
    L. Cooney, Senior Project & Services Technologist – City of Barrie

Attachments:
    Notice of Public Information Centre – Hewitt Secondary Plan
    Notice of Public Information Centre – Salem Secondary Plan
    Notice of Public Information Centre – McKay Study Area
NOTICE OF PUBLIC INFORMATION CENTRE

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 concerns with members of the public.

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

Mr. Alvaro Almuina, P.Eng., PMP
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4471
Fax: (705) 739-4247
Email: Alvaro.Almuina@barrie.ca

Dawn McAlpine, J. Weston, M.A.Sc., P. Eng., PMP
City Clerk Director of Engineering

Notice issued on September 15 and September 17, 2016.
CITY OF BARRIE
SALEM ROAD SECONDARY PLAN STUDY AREA (ASSIGNMENT #1)
TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

NOTICE OF PUBLIC INFORMATION CENTRE

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements for the Salem Road Study Area to determine the most appropriate design for future reconstruction projects, as recommended in the City's Multi-Modal Active Transportation Master Plan (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 Multi-Modal Active Transportation Master Plan (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 Stantec 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 concerns with members of the public.

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

Mr. Alvaro Almuida, P.Eng., PMP
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4471
Fax: (705) 739-4247
Email: Alvaro.Almuida@barrie.ca

Dawn McAlpine
City Clerk

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

Notice Issued on September 15 and September 17, 2016.
CITY OF BARRIE

MCKAY ROAD EAST - HIGHWAY 400 INTERCHANGE
LOCKHART ROAD/SALEM ROAD CROSSING AND ASSOCIATED WORKS (ASSIGNMENT #2)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

NOTICE OF PUBLIC INFORMATION CENTRE

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements for the McKay Road East - Highway 400 Interchange, Lockhart Road/Salem Road Crossing and associated works 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 WSP/MMM 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. to allow the public to review and provide comments/concerns on proposed design alternative concepts. 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.

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

Alvaro L. Almuina, P. Eng. PMP
City of Barrie
70 Collier Street, 4th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4471
Fax: (705) 739-4247
Email: Alvaro.Almuina@barrie.ca

Dawn McAlpine  J. Weston, M.A.Sc., P. Eng., PMP
City Clerk  Director of Engineering

Notice Issued on September 15 and September 17, 2016.
Please see recently received comments from our September PIC.

Regards,

Alvaro L. Almuina, P. Eng., PMP
COLLIERS PROJECT LEADERS
City of Barrie, Engineering Department
70 Collier Street, PO Box 400
Barrie, ON, L4M 4T5
Direct Tel: (705) 739 4220 Ext: 4458
Mobile: (416) 578 4959
Email: Alvaro.Almuina@Barrie.ca
MCKAY ROAD EAST - HIGHWAY 400 INTERCHANGE
LOCKHART ROAD/SALEM ROAD CROSSING AND ASSOCIATED WORKS (ASSIGNMENT #2)
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

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Please print all responses

NAME OF RESPONDENT: 

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

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 
Postal Code:

Unit/Apt: 
Telephone Number:

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

"To improve the existing network connectivity south of Barrie, within the recently annexed lands, that will balance existing and future transportation and pedestrian needs for all users in an environmentally friendly manner. The City's Multi-Modal Active Transportation Master Plan identified that the interchange at Mapleview Drive experiences congestion and is currently used by not only traffic accessing Highway 400 but also by many east-west trips. A new interchange at McKay Road would provide an alternative access to Highway 400 and accommodate future development. An additional east-west crossing at Salem Road/Lockhart Road would improve traffic conditions on Mapleview Drive and improve traffic conditions on north-south arterial roads."

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.

Highway 400 Interchange at McKay Road

☑ Alternative 1 – Parclo A4 Interchange
This alternative would be to construct a new McKay Road 'Parclo A4' interchange at Highway 400, and to widen McKay Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, in the area of the interchange. This interchange configuration has six ramps, and will permit direct movements onto Highway 400 from all directions along McKay Road.

☐ Alternative 2 – Parclo A3 Interchange
This alternative would be similar to Alternative A, except the new interchange would be constructed in a 'Parclo A3' configuration. This would eliminate the need for a new ramp in the northeast quadrant, and would reduce property requirements. This configuration has five ramps, and would have fewer direct movements onto Highway 400; thus, it would have slightly less capacity than Alternative A.

☐ Alternative 3 – Diamond Interchange
This alternative would be similar to the other alternatives, except the new interchange would be constructed in a 'Diamond' configuration. This configuration would have four ramps, and have no direct movements onto Highway 400; thus, it would have less capacity than the other alternatives.
McKay Road Interchange and Salem / Lockhart Crossing Class EA Phases 3 & 4

Highway 400 Crossing between Salem Road and Lockhart Road

Two alternatives will be evaluated for the proposed crossing:

☐ Alternative 1 - Salem / Lockhart Crossing

This alternative is to construct a new Highway 400 crossing at Salem Road/Lockhart Road, and to widen Salem Road/Lockhart Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, from Veterans Drive to Saunders Road. The widening would be on both side of the existing road and would include a retaining wall west of Highway 400 to minimize property impacts on the north side of Salem Road.

☐ Alternative 2 - Salem / Lockhart Crossing

This alternative is similar to Alternative 1 except the alignment would shift slightly to south in the area of Highway 400 in order to avoid the need for a retaining wall. A slightly longer bridge over Highway 400 would be required.

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:

Alvaro L. 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.
MCKAY ROAD EAST - HIGHWAY 400 INTERCHANGE
LOCKHART ROAD/SALEM ROAD CROSSING AND ASSOCIATED WORKS (ASSIGNMENT #2)
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 Hall

COMMENT SHEET

NAME OF RESPONDENT:

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

ADDRESS (Including Postal Code & Telephone Number):
Street Address:  
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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.

**Highway 400 Interchange at McKay Road**

☑ Alternative 1 – Parclo A4 Interchange
This alternative would be to construct a new McKay Road ‘Parclo A4’ interchange at Highway 400, and to widen McKay Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, in the area of the interchange. This interchange configuration has six ramps, and will permit direct movements onto Highway 400 from all directions along McKay Road.

☑ Alternative 2 – Parclo A3 Interchange
This alternative would be similar to Alternative A, except the new interchange would be constructed in a ‘Parclo A3’ configuration. This would eliminate the need for a new ramp in the northeast quadrant, and would reduce property requirements. This configuration has five ramps, and would have fewer direct movements onto Highway 400; thus, it would have slightly less capacity than Alternative A.

☑ Alternative 3 – Diamond Interchange
This alternative would be similar to the other alternatives, except the new interchange would be constructed in a ‘Diamond’ configuration. This configuration would have four ramps, and have no direct movements onto Highway 400; thus, it would have less capacity than the other alternatives.
Highway 400 Crossing between Salem Road and Lockhart Road

Two alternatives will be evaluated for the proposed crossing:

Alternative 1 - Salem / Lockhart Crossing
This alternative is to construct a new Highway 400 crossing at Salem Road/Lockhart Road, and to widen Salem Road/Lockhart Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, from Veterans Drive to Saunders Road. The widening would be on both side of the existing road and would include a retaining wall west of Highway 400 to minimize property impacts on the north side of Salem Road.

Alternative 2 - Salem / Lockhart Crossing
This alternative is similar to Alternative 1 except the alignment would shift slightly to south in the area of Highway 400 in order to avoid the need for a retaining wall. A slightly longer bridge over Highway 400 would be required.

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: 23 Sep 16

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/environment)?

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

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

Presentations are very detailed and easy to understand.

________________________________________________________________________

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

Alvaro L. 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.
The City of
BARRE

MCKAY ROAD EAST - HIGHWAY 400 INTERCHANGE
LOCKHART ROAD/SALEM ROAD CROSSING AND ASSOCIATED WORKS (ASSIGNMENT #2)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Thursday, September 22, 2016
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COMMENT SHEET

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Please print all responses

NAME OF RESPONDENT: [Redacted]

REPRESENTING (Agency, Municipalty, Property Owner, Tenant, etc.): [Redacted]

ADDRESS (Including Postal Code & Telephone Number):
Street Address: ____________________________ Unit/Apt: ____________________________
Postal Code: ____________________________ Telephone Number: ____________________________

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"To improve the existing network connectivity south of Barrie, within the recently annexed lands, that will balance existing and future transportation and pedestrian needs for all users in an environmentally friendly manner. The City's Multi-Modal Active Transportation Master Plan identified that the interchange at Mapleview Drive experiences congestion and is currently used by not only traffic accessing Highway 400 but also by many east-west trips. A new interchange at McKay Road would provide an alternative access to Highway 400 and accommodate future development. An additional east-west crossing at Salem Road/Lockhart Road would improve traffic conditions on Mapleview Drive and improve traffic conditions on north-south arterial roads."

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.

Highway 400 Interchange at McKay Road

Alternative 1 – Parclo A4 Interchange
This alternative would be to construct a new McKay Road 'Parclo A4' interchange at Highway 400, and to widen McKay Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, in the area of the interchange. This interchange configuration has six ramps, and will permit direct movements onto Highway 400 from all directions along McKay Road.

Alternative 2 – Parclo A3 Interchange
This alternative would be similar to Alternative A, except the new interchange would be constructed in a 'Parclo A3' configuration. This would eliminate the need for a new ramp in the northeast quadrant, and would reduce property requirements. This configuration has five ramps, and would have fewer direct movements onto Highway 400; thus, it would have slightly less capacity than Alternative A.

Alternative 3 – Diamond Interchange
This alternative would be similar to the other alternatives, except the new interchange would be constructed in a 'Diamond' configuration. This configuration would have four ramps, and have no direct movements onto Highway 400; thus, it would have less capacity than the other alternatives.
McKay Road Interchange and Salem / Lockhart Crossing Class EA Phases 3 & 4

Highway 400 Crossing between Salem Road and Lockhart Road

Two alternatives will be evaluated for the proposed crossing:

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This alternative is to construct a new Highway 400 crossing at Salem Road/Lockhart Road, and to widen Salem Road/Lockhart Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, from Veterans Drive to Saunders Road. The widening would be on both side of the existing road and would include a retaining wall west of Highway 400 to minimize property impacts on the north side of Salem Road.

☐ Alternative 2 - Salem / Lockhart Crossing

This alternative is similar to Alternative 1 except the alignment would shift slightly to south in the area of Highway 400 in order to avoid the need for a retaining wall. A slightly longer bridge over Highway 400 would be required.

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

I DO NOT LIKE ANY ALTERNATIVES.

THE PRESENT ROAD IS IN HORRIBLE CONDITION

AND WHEN BRIDGE IS COMPLETED HEAVY TRAFFIC

RESUMES WITH SNOWMOBILE TRAFFIC I WILL NOT

BE ABLE TO LEAVE OR ENTER MY PROPERTY

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:

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

Tel: (705) 738-4220, Ext. 4471
Fax: (705) 739-4247
E-mail: Alvaro.Almuina@barrie.ca

Thank you for your comments.
The City of BARRIE

MCKAY ROAD EAST - HIGHWAY 400 INTERCHANGE
LOCKHART ROAD/SALEM ROAD CROSSING AND ASSOCIATED WORKS (ASSIGNMENT #2)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Thursday, September 22, 2016
4:00 p.m. to 7:00 p.m.
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COMMENT SHEET

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Please print all responses

NAME OF RESPONDENT: [Redacted]

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

ADDRESS (Including Postal Code & Telephone Number):
Street Address: [Redacted]
Postal Code: [Redacted]
Telephone Number: [Redacted]

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

“To improve the existing network connectivity south of Barrie, within the recently annexed lands, that will balance existing and future transportation and pedestrian needs for all users in an environmentally friendly manner. The City’s Multi-Modal Active Transportation Master Plan identified that the interchange at Mapleview Drive experiences congestion and is currently used by not only traffic accessing Highway 400 but also by many east-west trips. A new interchange at McKay Road would provide an alternative access to Highway 400 and accommodate future development. An additional east-west crossing at Salem Road/Lockhart Road would improve traffic conditions on Mapleview Drive and improve traffic conditions on north-south arterial roads.”

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This alternative would be to construct a new McKay Road ‘Parclo A4’ interchange at Highway 400, and to widen McKay Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, in the area of the interchange. This interchange configuration has six ramps, and will permit direct movements onto Highway 400 from all directions along McKay Road.

☐ Alternative 2 – Parclo A3 Interchange
This alternative would be similar to Alternative A, except the new interchange would be constructed in a ‘Parclo A3’ configuration. This would eliminate the need for a new ramp in the northeast quadrant, and would reduce property requirements. This configuration has five ramps, and would have fewer direct movements onto Highway 400; thus, it would have slightly less capacity than Alternative A.

☐ Alternative 3 – Diamond Interchange
This alternative would be similar to the other alternatives, except the new interchange would be constructed in a ‘Diamond’ configuration. This configuration would have four ramps, and have no direct movements onto Highway 400; thus, it would have less capacity than the other alternatives.
Highway 400 Crossing between Salem Road and Lockhart Road

Two alternatives will be evaluated for the proposed crossing:

☐ Alternative 1 - Salem / Lockhart Crossing

This alternative is to construct a new Highway 400 crossing at Salem Road/Lockhart Road, and to widen Salem Road/Lockhart Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, from Veterans Drive to Saunders Road. The widening would be on both side of the existing road and would include a retaining wall west of Highway 400 to minimize property impacts on the north side of Salem Road.

☐ Alternative 2 - Salem / Lockhart Crossing

This alternative is similar to Alternative 1 except the alignment would shift slightly to south in the area of Highway 400 in order to avoid the need for a retaining wall. A slightly longer bridge over Highway 400 would be required.

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: 05/14/2016

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:

THE CITY IS ASKING FOR COMMENTS FROM STAKEHOLDERS AND THAT IS GOOD. THOSE COMMENTS, ESPECIALLY FROM RESIDENTS, SHOULD BE RESPECTED, SINCE THE CHANGES WILL BE A MAJOR IMPACT ON THEIR QUALITY OF LIFE.

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

Alvaro L. 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.
September 9, 2016

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

Re: McKay Road East - Highway 400 Interchange, Lockhart Road/Salem Road Crossing and Associated Works (Assignment #1)
Municipal Class Environmental Assessment Phase 3 & 4
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 on the McKay Road East - Highway 400 Interchange, Lockhart Road/Salem Road Crossing and associated works 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 WSP/MMM 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. to allow the public to review and provide comments/concerns on proposed alternative design concepts. 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:

Highway 400 Interchange at McKay Road

☐ Alternative 1 – Parclo A4 Interchange
This alternative would be to construct a new McKay Road ‘Parclo A4’ interchange at Highway 400, and to widen McKay Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, in the area of the interchange. This interchange configuration has six ramps, and will permit direct movements onto Highway 400 from all directions along McKay Road.

☐ Alternative 2 – Parclo A3 Interchange
This alternative would be similar to Alternative 1, except the new interchange would be constructed in a ‘Parclo A3’ configuration. This would eliminate the need for a new ramp in the northeast quadrant, and would reduce property requirements. This configuration has five ramps, and would have fewer direct movements onto Highway 400; thus, it would have slightly less capacity than Alternative 1.

☐ Alternative 3 – Diamond Interchange
This alternative would be similar to the other alternatives, except the new interchange would be constructed in a ‘Diamond’ configuration. This configuration would have four ramps, and have no direct movements onto Highway 400; thus, it would have less capacity than the other alternatives.
McKay Road Class EA Phases 3 & 4

Highway 400 Crossing between Salem Road and Lockhart Road

Two alternatives will be evaluated for the proposed crossing:

☐ Alternative 1 - Salem / Lockhart Crossing

This alternative is to construct a new Highway 400 crossing at Salem Road/Lockhart Road, and to widen Salem Road/Lockhart Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, from Veterans Drive to Saunders Road. The widening would be on both sides of the existing road and would include a retaining wall west of Highway 400 to minimize property impacts on the north side of Salem Road.

☐ Alternative 2 - Salem / Lockhart Crossing

This alternative is similar to Alternative 1 except the alignment would shift slightly to the south in the area of Highway 400 in order to avoid the need for a retaining wall. A slightly longer bridge over Highway 400 would be required.

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, 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 request 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 is 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 L. Almuina, P. Eng. PMP
Program Coordinator
Growth Management Projects

AA'sm
Figure 1

Map of Study Area
The City of BARRIE

MCKAY ROAD EAST - HIGHWAY 400 INTERCHANGE
LOCKHART ROAD/SALEM ROAD CROSSING AND ASSOCIATED WORKS (ASSIGNMENT #2)
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 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: [Blank]

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

ADDRESS (Including Postal Code & Telephone Number):
Street Address:
Postal Code: 2  Phone Number:

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

"To improve the existing network connectivity south of Barrie, within the recently annexed lands, that will balance existing and future transportation and pedestrian needs for all users in an environmentally friendly manner. The City’s Multi-Modal Active Transportation Master Plan identified that the interchange at Mapleview Drive experiences congestion and is currently used by not only traffic accessing Highway 400 but also by many east-west trips. A new interchange at McKay Road would provide an alternative access to Highway 400 and accommodate future development. An additional east-west crossing at Salem Road/Lockhart Road would improve traffic conditions on Mapleview Drive and improve traffic conditions on north-south arterial roads."

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.

Highway 400 Interchange at McKay Road

☐ Alternative 1 – Parclo A4 Interchange
This alternative would be to construct a new McKay Road ‘Parclo A4’ interchange at Highway 400, and to widen McKay Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, in the area of the interchange. This interchange configuration has six ramps, and will permit direct movements onto Highway 400 from all directions along McKay Road.

☐ Alternative 2 – Parclo A3 Interchange
This alternative would be similar to Alternative A, except the new interchange would be constructed in a ‘Parclo A3’ configuration. This would eliminate the need for a new ramp in the northeast quadrant, and would reduce property requirements. This configuration has five ramps, and would have fewer direct movements onto Highway 400; thus, it would have slightly less capacity than Alternative A.

☐ Alternative 3 – Diamond Interchange
This alternative would be similar to the other alternatives, except the new interchange would be constructed in a ‘Diamond’ configuration. This configuration would have four ramps, and have no direct movements onto Highway 400; thus, it would have less capacity than the other alternatives.
McKay Road Interchange and Salem / Lockhart Crossing Class EA Phases 3 & 4

Highway 400 Crossing between Salem Road and Lockhart Road

Two alternatives will be evaluated for the proposed crossing:

☐ Alternative 1 - Salem / Lockhart Crossing
   This alternative is to construct a new Highway 400 crossing at Salem Road/Lockhart Road, and to widen Salem Road/Lockhart Road to five lanes, including a median turn lane, buffered bike lanes, and sidewalks, from Veterans Drive to Saunders Road. The widening would be on both side of the existing road and would include a retaining wall west of Highway 400 to minimize property impacts on the north side of Salem Road.

☐ Alternative 2 - Salem / Lockhart Crossing
   This alternative is similar to Alternative 1 except the alignment would shift slightly to south in the area of Highway 400 in order to avoid the need for a retaining wall. A slightly longer bridge over Highway 400 would be required.

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

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Welcome

TRANSPORTATION ENVIRONMENTAL ASSESSMENTS
GROWTH DEVELOPMENT PROJECTS

Public Information Centre
September 22, 2016

Members of the Project Team are available to discuss and answer any questions you may have

Please Sign in
Growth Development Projects

McKAY ROAD & HIGHWAY 400 INTERCHANGE ("McKay")

SALEM SECONDARY PLAN AREA ("Salem")

HEWITTS SECONDARY PLAN AREA ("Hewitts")
About this PIC

• Please take your time and walk through the board presentations
• Project Team members are available to answer your questions
• Please take and fill out a Comment Sheet
• Please ensure you have signed in so we can keep you informed as the study progresses
• Thank you for your interest in these studies
Study Purpose

• Develop alternative design concepts for the preferred solution identified in the Multi-Modal Active Transportation Master Plan

• Identify the location, extent & sensitivity of affected environments

• Assess the design alternatives given the potential environmental impacts

• Seek public input & comment

• Identify a preferred design solution

• Establish measures to mitigate adverse impacts as required

• Satisfy the requirements of the Class EA process
Municipal Class EA Process

We Are Here

The City of Barrie
Study Background

• On January 1, 2010, 2,350 hectares of land were transferred from the Town of Innisfil to the City of Barrie (“Annexed Lands”)

• The Salem Secondary Plan (Official Plan Amendment 38) covers the westerly Annexed Lands and the Hewitt’s Secondary Plan (Official Plan Amendment 39) covers the easterly Annexed Lands.

• Together, the secondary plans call for the addition of more than 40,000 people and 10,000 jobs to Barrie by 2031.

• A comprehensive master planning exercise followed including Master Plans for: Water Supply, Water Storage and Distribution, Wastewater Collection, Wastewater Treatment, Drainage and Stormwater Management, Multi-Modal Active Transportation.
Study Background

• The City of Barrie completed Phases 1 and 2 of the Municipal Class EA for Salem and Hewitts’ secondary planning areas as part of the Multi-Modal Active Transportation Master Plan ("MMATMP").

• The City has initiated transportation improvement assessments based on Phases 3 and 4 of the Municipal Class EA process for “Schedule C” road widenings and grade separations projects within the Salem and Hewitt's Secondary Plans.
Introduction to Study Areas

• Hewitt
Introduction to Study Areas

• Salem
Introduction to Study Areas

• McKay
Evaluation Criteria

- The Criteria for evaluating alternative designs are grouped into Road Operations, Natural, Social, Cultural/Heritage and Economic Environment.
- Alternative designs will be evaluated against the criterion presented in the table.
- Each alternative will be rated based on its level of impact.

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>How Criteria is Being Assessed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic operations (MMATMP, safety, capacity, congestion, etc.)</td>
<td>(i) improve connectivity to existing road network (ii) to meet Barrie’s MMATMP (iii) to improve Traffic Safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays).</td>
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<tr>
<td>Cycling operations</td>
<td>Adequacy to accommodate Cyclists</td>
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<tr>
<td>Transit operations/service</td>
<td>Adequacy for Transit Operations/service</td>
</tr>
<tr>
<td>Pedestrian operations</td>
<td>Adequacy to accommodate Pedestrians</td>
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<tr>
<td>Utilities (conflicts, operations)</td>
<td>Number of utility relocation required</td>
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<tr>
<td>Stormwater management</td>
<td>Ability to accommodate drainage and stormwater management.</td>
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<td>Use of LID</td>
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<tr>
<td>Constructability</td>
<td>Feasibility and ease of construction</td>
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<tr>
<td>Stormwater management</td>
<td>Ability to accommodate drainage and stormwater management.</td>
</tr>
<tr>
<td>Geotechnical/Hydrogeological conditions</td>
<td>Impact to Groundwater</td>
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<tr>
<td>Operations and Maintenance requirements</td>
<td>Ease and cost of O &amp; M requirements</td>
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<tr>
<td>Impacts to structures</td>
<td>Impact on structures and other infrastructure (e.g. railways)</td>
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<tr>
<td>Use of LID</td>
<td></td>
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<tr>
<td>Water courses/fish/aquatic impacts</td>
<td>Potential impact on existing watercourses: Impact on fish/fish habitat (Brook Trout)</td>
</tr>
<tr>
<td>Wildlife and Wildlife Habitat</td>
<td>Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern</td>
</tr>
<tr>
<td>Species at risk</td>
<td>Potential impact on Species at Risk</td>
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<tr>
<td>Vegetation</td>
<td>Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)</td>
</tr>
<tr>
<td>Groundwater impacts</td>
<td>Potential impact to groundwater</td>
</tr>
<tr>
<td>Impacts to Wetlands/PWS</td>
<td>Potential impact on Lover’s Creek: Province’s Significant Wetland Complex, locally significant wetlands and unevaluated wetlands</td>
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<tr>
<td>Land use</td>
<td>Compatibility with land use (existing and future)</td>
</tr>
<tr>
<td>Environmental Improvements</td>
<td>Opportunities to Enhance Aquatic/terrestrial Features</td>
</tr>
<tr>
<td>Buffer areas</td>
<td>Potential temporary and permanent impacts to Buffer Areas</td>
</tr>
<tr>
<td>Property acquisition</td>
<td>Degree of Property required and households/business affected</td>
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<td>Noise impacts</td>
<td>Number of noise walls or mitigations required</td>
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<tr>
<td>Construction impacts</td>
<td>Noise: Dust, traffic disruptions, Feasibility and ease of construction</td>
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<tr>
<td>Public Safety</td>
<td>Elimination of conflict points: Improved infrastructure for all users</td>
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<td>Local businesses</td>
<td>Compliancy with AGDA</td>
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<td>Cultural heritage impacts</td>
<td>Potential for direct or indirect impacts to built heritage assets and cultural heritage landscapes</td>
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<tr>
<td>First Nations Interests</td>
<td>Potential impact to First Nations interests, traditional land use and aboriginal or treaty rights</td>
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<td>Project Capital costs</td>
<td>Total project costs for capital improvements</td>
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<td>Life - Cycle costs (25 year)</td>
<td>Net Present value of 25-year life cycle costs</td>
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<td>Land acquisition costs</td>
<td>Total costs for property acquisition</td>
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<thead>
<tr>
<th>Negative Impact</th>
<th>Neutral Impact</th>
<th>Positive Impact</th>
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The City of Barrie
Project Schedule
Common Acronyms

• Following are some acronyms you will be noticing as you visit our display panels
  • “MMATMP” - City’s Multi-Modal Active Transportation Master Plan
  • “ROW” – Right-of-Way - A right of way is a type of easement granted or reserved over the land for transportation purposes
  • “HOV” – High Occupancy Lane – a travel lane generally reserved for transit vehicles, taxis and private vehicles with multiple occupants
  • “MUT” – Multi-Use Trail – an off-road asphalt path reserved for active transportation (walking, cycling, roller blading)
  • “LID” – Low Impact Development – promoting an approach to the planning and design of stormwater management that integrates urban design while protecting natural heritage features and functions.
Study Area Presentations

• The following presentations provide details about each Study Area

• For the Hewitt Secondary Plan study area please keep LEFT

• For the Salem Secondary Plan and McKay Rd / Highway 400 Interchange please keep RIGHT
The McKay Road Interchange Class EA has two components:

1. A new MacKay Road Interchange at Highway 400; and
2. A new bridge crossing of Highway 400 at Salem / Lockhart Road.

The need and justification for these projects (Phases 1 and 2 of the Municipal Class EA process) was completed as part of the City’s Multi-Modal Active Transportation Master Plan MMATMP (2014).

The current EA will complete Phase 3 (Design Alternatives) and Phase 4 (Environmental Study Report) of the Class EA process.

The design of these components will be integrated with the planned improvements to Salem / Lockhart Road and McKay Road, east and west of Highway 400.

The design of the McKay Road Interchange will also be integrated with MTO’s Highway 400 improvements, which include the current replacement of the McKay Road bridge and future widening of Highway 400. The McKay Road Interchange and Salem / Lockhart Crossing is subject to MTO approval.
**Existing Conditions**

**Natural Environment**

- The predominant natural environmental feature in the general area is the Lovers Creek Provincialy Significant Wetland and adjacent woodlands which are designated as Core Area within the Natural Heritage System (City of Barrie Official Plan).

- Lovers Creek supports Brook Trout; therefore, maintaining good water quality and groundwater discharge in the tributary will be important.

- Two tributaries of Lovers Creek are located within the area of the proposed McKay Road Interchange. These tributaries are considered medium and low constraints.

- Vegetation in close proximity to McKay Road / Highway 400 and to Salem / Lockhart Road tends to be more disturbed, culturally influenced, and of lower quality than areas closer to the Core Area.
Existing Conditions
Socio-Economic

Existing land use in the vicinity of Salem / Lockhart Road:
• Large-scale commercial development north of Salem Road and west of Highway 400;
• Commercial/Industrial development north of Lockhart Road, east of Highway 400;
• Natural areas to the south that are part of the Lovers Creek Provincially Significant Wetland (PSW) / City’s Natural Heritage System Core Area.

Existing land use in the vicinity of McKay Road / Highway 400:
• Commercial / Landscaping business in southeast quadrant;
• Agricultural lands and farmstead (Built Heritage Resource) in the northeast quadrant;
• Agricultural lands and wooded areas along the west side of Highway 400.

Official Plan land use designations within the study area:
• Highway 400 Industrial along west side of Highway 400 at McKay Road;
• General Industrial along north side of Salem / Lockhart Road;
• Environmental Protection Area associated with Lovers Creek PSW & City’s Natural Heritage System Core Area.
• Rural Area east of Highway 400 at McKay Road and along the south side of Salem / Lockhart Road; however within an area of long-term planning for Industrial land use.
Existing Conditions
Archaeology

• Extensive archaeological work has been undertaken previously in the general area.

• Most recently, a Stage 1 Archaeological Assessment and Aboriginal Engagement Program was undertaken for the Secondary Plan and Infrastructure Master Plans.

• The Stage 1 Assessment confirmed previously recorded sites in close proximity to the Salem / Lockhart Road and McKay / Highway 400 areas:
  
  • The Cleary site (BbGw-10): a 4.6 hectare ancestral Huron-Wendat village located in the northeast quadrant of McKay Road and Highway 400. The significance of the site is underscored by its large size.

  • The Paisley site (BbGw-14): located approximately 800 metres northeast of the Cleary site (BbGw-10); may be an extension of the Cleary site.

• A Stage 2 Assessment will be undertaken relative to the preferred design alternatives for this study. However, based on the previous Stage 1 work, a Stage 3 is already recommended for the Cleary site. It is likely that Stage 4 would ultimately be required.

• Given the nature and extent of the Cleary site, it is considered a significant constraint in the context of the McKay Road Interchange.
Existing Conditions
Noise-Sensitive Areas

- A noise assessment will be carried out in accordance with MOECC/MTO Noise Protocol.

- Existing residential dwellings have been identified as Noise-Sensitive Areas (NSA)* for the assessment.

- Existing noise levels will be compared against future (2031) traffic noise predictions based on computer modelling.

- The MOECC/MTO Noise Protocol states that noise mitigation is warranted if the increase above the future ‘do-nothing’ ambient noise level is greater than 5 dBA and the future noise level is in excess of 65 dBA at the nearest receiver.

- Results and recommended mitigation measures, if appropriate, will be documented in the Environmental Study Report.

* The NSAs will be subject to confirmation once the preferred design is confirmed for each of the areas. It is noted that the receptor at McKay Road may be impacted by the preferred interchange alternative. It is also noted that both NSAs are within lands subject to redevelopment and may not be present in the future.
Existing Conditions
Structures and Geotechnical

Structures

• The McKay Road Bridge is currently being replaced by MTO as part of their planned Highway 400 improvements.

• The new structure will be a 2-span, 84 m long bridge that will accommodate the future widened Highway 400.

• The new bridge will be compatible with the proposed future McKay Road Interchange.

Geotechnical

• The general area is located at the western edge of the Peterborough Drumlin Field, a rolling till plain located north of the Oak Ridges Moraine.

• Surface materials include glaciofluvial (river) sand and gravel and glaciolacustrine (lake) sand, silt and clay deposits. Depth to bedrock is typically > 100 m.

• Previous geotechnical review had identified areas for additional study - primarily associated with pockets of sandy soils along Salem / Lockhart Road and the Lovers Creek wetland.

• Current geotechnical study in the vicinity of the proposed interchange and bridge will inform the design process.
Existing Conditions
Hydrogeology

• The area groundwater system consists of a number of water-producing aquifers. Groundwater recharge is relatively high where surface deposits consist of permeable materials.

• Groundwater discharge occurs in various reaches of Lovers Creek and associated wetlands.

• In referencing the South Georgian Bay Lake Simcoe Source Water Protection Plan the following is noted:
  • The Study Area is generally not within: Wellhead protection Areas; Intake Protection Zones; Issue Contributing Area; and Groundwater Under Direct Influence.
  • The Study Area includes portions of Significant Recharge Areas and Highly Vulnerable Aquifer Areas.

• A hydrogeological assessment, completed for MTO’s McKay Bridge replacement, concluded a Permit To Take Water (PTTW) was not required.

• A hydrogeological assessment will be undertaken for the new McKay Road interchange and the new Salem / Lockhart Road bridge, in detailed design, to ensure any permit requirements are met.

• In the context of the McKay Road Interchange and new Salem / Lockhart Road Bridge, groundwater will generally be protected through appropriate stormwater management design, discussed on the next display.
Existing Conditions
Drainage/Stormwater Management

• A Drainage / Stormwater Management (SWM) design will be developed to address the requirements for controlling and managing stormwater quality, quantity and erosion from the new McKay Road Interchange and Salem / Lockhart Road bridge.

• The drainage / stormwater management designs will be integrated with:
  • The broader road improvements being planned for Salem / Lockhart Road and McKay Road under separate study (also presented at the PIC);
  • MTO’s Highway 400 drainage plan under existing and future conditions; and
  • Surrounding land development.

• The design will be consistent with Ministry of Environmental and Climate Change (MOECC), MTO drainage standards and Lake Simcoe Source Water Protection Plan policies. SWM measures meet flow and erosion control criteria and targets set out by the Lake Simcoe Region Conservation Authority for the Lovers Creek Subwatershed.

• Low Impact Development (LID) measures will be employed to manage stormwater within the right-of-way and ensure that adjacent natural and agricultural areas are protected from direct stormwater runoff.

• Stormwater Management methods may include: ‘dry’ ponds for quantity control; ‘wet’ ponds for quality, quantity and erosion control; grassed swales and grassed embankments; interim linear facilities that will provide peak flow control and a measure of quality control until a permanent SWM system is developed as part of the surrounding land development; infiltration trenches, bio-swales may be considered in some cases (although may not be preferred for road runoff).
Traffic Assessment

Transportation Network Planning

• The Multi-Modal Active Transportation Master Plan (MMATMP) (2014) was a comprehensive transportation network planning process, coordinated with other land use and planning studies, including the secondary plans for the Annexed Lands.

• The MMATMP examined transportation network problems and opportunities (Phase 1 of the Class EA) and considered a range of solutions to create an efficient multi-modal network that addresses existing network deficiencies and meets future traffic demand associated with planned population and employment growth (Phase 2 of the Class EA).

• The MMATMP recommended solution included a new interchange at McKay Road and a new bridge crossing at Salem / Lockhart Road, both of which significantly improve the transportation network.

Traffic Assessment

The traffic assessment undertaken to support the current study will build on the MMATMP and consider:

• Future traffic volumes to 2031 for both weekday morning and afternoon rush hours;

• The operation of a continuous Salem / Lockhart Road including intersections, need for turning lanes etc.

• The various alternative interchange configurations for McKay Road including ramp terminal configurations (e.g. signalized intersection / roundabout, etc.) to assess operational and safety aspects.

• Potential issues created by the new McKay road Interchange on Highway 400 operations, considering the proximity to the Mapleview Drive and the Innisfil Beach Road Interchanges.
Design Alternatives

• The following displays illustrate the design alternatives that have been developed for Salem / Lockhart Road Bridge and the McKay Road Interchange. The main advantages and disadvantages of each are also noted.

• The design alternatives may be refined based on the comments received today, input from external agencies and through further technical assessment by the Study Team.

• The design alternatives will undergo a detailed assessment and evaluation to identify the preferred alternatives.

• Study area constraints that will factor into the decision-making process are illustrated in this display.

• The evaluation criteria that will be applied during the assessment and evaluation of design alternatives is presented elsewhere in this PIC.

• The results of the evaluation and the preferred alternatives will be presented in the Environmental Study Report with an opportunity for public review at that time.
Two alternatives have been developed for the connection of Salem Road /Lockhart Road across Highway 400.

The key design objectives are to:
- Utilize the existing road right-of-way as much as possible
- Minimize intrusion into natural areas to the south
- Minimise property impacts to the north

While varying in other impacts, both alternatives will have the same noise impact on the identified noise-sensitive receptor.

Alternative 1 - Centreline

Advantages
- An alignment along the centreline of the existing right-of-way allows for a tangent (straight) alignment and results in a shorter structure than Alternative 2, decreasing structural cost.

Disadvantages
- Requires retaining wall adjacent cinema property to minimize property impacts.
- Construction of a retaining wall results in higher construction cost than Alternative 2.

Alternative 2 – Southern Shift

Advantages
- Reduces requirement for a retaining wall adjacent to the cinema property

Disadvantages
- Results in a longer bridge over Highway 400
- Greater vegetation impacts along the south of Salem Road, including impacts to edges of the Natural Heritage System Core Area

Note: The Salem / Lockhart Crossing is subject to MTO approval.
McKay Road Interchange
Design Alternatives

Alternative A – Parclo A4

Advantages
• Typically, a Parclo A4 configuration has the greatest capacity and performance of all arterial road interchange types

Disadvantages
• Largest footprint of the alternatives
• Highest cost of all alternatives
• Direct impacts to the Built Heritage Resource in the northeast quadrant
• Extensive impacts to significant Archeological site in northeast quadrant
• Direct impacts to business in southeast quadrant
• Impacts woodlands in northwest and southwest quadrants (common to all)
• Overall costs could increase significantly with archaeological assessment requirements

Note: The McKay Road Interchange is subject to MTO approval.
McKay Road Interchange Design Alternatives

**Alternative B – Parclo A3**

**Advantages**
- Relatively high capacity and good safety performance
- Avoids impact to Built Heritage Resource property in northeast quadrant
- Avoids impacts to significant archaeological site in northeast quadrant
- Smallest footprint of all alternatives

**Disadvantages**
- Absence of northbound Highway 400 on-ramp slightly reduces interchange capacity and performance when compared to Alternative A
- Direct impacts to business in southeast quadrant
- Impacts woodlands in northwest and southwest quadrants (common to all)

Note: The McKay Road Interchange is subject to MTO approval.
McKay Road Interchange
Design Alternatives

Alternative C – Diamond

Advantages
• Smaller footprint than Alternative A
• Slightly lower construction cost than other alternatives
• Avoids impact to Built Heritage Resource in northeast quadrant
• Could be re-designed in future to accommodate future loop ramps

Disadvantages
• Less operational capacity and performance compared with Alternatives A and B
• No free-flow movements from McKay Road to Highway 400 on-ramps
• Direct impacts to the business in the southeast quadrant
• Some impact to significant Archeological site in northeast quadrant
• Impacts woodlands in northwest and southwest quadrants (common to all)

Note: The McKay Road Interchange is subject to MTO approval.
Next Steps

- Review public, stakeholder and Agency comments on the alternative designs
- Select a Preferred Alternative for each of the road segments
- Prepare the Environmental Study Report (ESR)
- Notify stakeholders of the 30-day public review period
- File the ESR with the Ministry of the Environment and Climate Change (MOECC)
- Proceed with detailed design
Thank You for Attending

• Please provide your comments about the material presented tonight.
• Your participation and input is important to the City of Barrie
• If you cannot provide your comments tonight, please mail, email or fax the Comment Sheet by 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
<table>
<thead>
<tr>
<th>Source</th>
<th>Comment</th>
<th>How the Comment was Addressed / Excerpted Response</th>
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<tr>
<td>Public Information Centre Comment Sheet</td>
<td>Preferred Interchange Alternatives</td>
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<tr>
<td>William Scott</td>
<td>First: Alternative 2</td>
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<td>Third: Alternative 3</td>
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<td>Preferred Hwy 400 Crossing Alternative</td>
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<td>Specific Concerns: [Blank]</td>
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<td>Do you wish to continue to be informed of</td>
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<td>Are you satisfied with the information</td>
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<td>presented herein, at the Public Information</td>
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<td>Centre, and provided on the City Website?</td>
<td>[Yes]</td>
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<td>Comment in support of level of satisfaction:</td>
<td>Presentations are very detailed and easy to understand.</td>
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<td>Lincoln Bayda</td>
<td>Preferred Interchange Alternatives</td>
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<td>Public Information Centre Comment Sheet</td>
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<td>First: Alternative 1</td>
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<td>Preferred Hwy 400 Crossing Alternative</td>
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<td>Specific Concerns: [Blank]</td>
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<td>to General Committee? [Blank]</td>
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<td>Centre, and provided on the City Website?</td>
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<td>Comment in support of level of satisfaction:</td>
<td>Have you considered using Mackay + 9th Line as the start for an</td>
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<td>eventual Highway 414 link to Hwy 400? (Barrie -&gt; London) -&gt; See</td>
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<td>Uguelph study...</td>
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<td>Dear Mr. Bayda:</td>
<td>RE: MCKAY ROAD EAST HIGHWAY 400 INTERCHANGE LOCKHART ROAD / SALEM ROAD</td>
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<td>CROSSING AND ASSOCIATED WORKS (ASSIGNMENT #2) MUNICIPAL CLASS</td>
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<td>ENVIRONMENTAL ASSESSMENT PHASES 3 &amp; 4</td>
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<tr>
<td>On behalf of the City of Barrie, thank you</td>
<td>for your comments regarding the Municipal Class Environmental</td>
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<td>assessment (EA) study for McKay Road</td>
<td>connection to Highway 400 in the study area, we note that the</td>
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<td>interchange and Lockhart Road / Salem Road</td>
<td>planning of long-distance, inter-regional transportation route is</td>
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<td>crossing. We appreciate and respect the</td>
<td>the mandate of the Ontario Ministry of Transportation (MTO). We will</td>
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<td>input that you have provided.</td>
<td>pass along your comments to the MTO staff responsible for the ongoing</td>
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<td>We have been evaluating the alternatives</td>
<td>Preliminary Design Study and Class Environmental Assessment for Highway</td>
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<td>presented, with due consideration given to</td>
<td>400 Improvements from Highway 89 to Highway 11. The City will be</td>
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<td>the comments received from the public and</td>
<td>holding Public Information Centre (PIC) #2 on Thursday, April 6th,</td>
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<td>stakeholders. The preferred alternative</td>
<td>2017 to present the preferred design alternative solutions for the</td>
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<td>identified will be that which achieves the</td>
<td>study. A copy of the PIC notice is included with this letter.</td>
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<td>best balance between transportation</td>
<td>Following the presentation of the preferred alternative, we will</td>
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<td>performance, the ability to address</td>
<td>work to further avoid or minimize impacts to local residents and the</td>
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<td>long-term transportation needs, and cost,</td>
<td>environment. The technically preferred alternative and proposed</td>
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<td>while minimizing impacts to local residents</td>
<td>mitigation plan will be presented in the Environmental Study Report</td>
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<td>and the environment.</td>
<td>that will be filed for review and comment in mid-2017.</td>
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<tr>
<td>Public Information Centre Comment Sheet</td>
<td>Preferred Interchange Alternatives First: [Blank] Second: [Blank] Third: [Blank]</td>
<td>We encourage your continued involvement in this study and appreciate the comments that you have provided. We have added you to the study contact list and you will be directly notified of the filing of the Environmental Study Report. Please contact any members of the study team if you have any further questions or comments. Sincerely, Brent Gotts, P.Eng. Consultant Project Manager, MMM Group</td>
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<tr>
<td>Lorna Wagar</td>
<td>Preferred Hwy 400 Crossing Alternative First: [Blank]</td>
<td>On behalf of the City of Barrie, thank you for your comments regarding the Municipal Class Environmental Assessment (EA) study for McKay Road interchange and Lockhart Road / Salem Road crossing. We appreciate and respect the input that you have provided. We have been evaluating the alternatives presented, with due consideration given to the comments received from the public and stakeholders. The preferred alternative identified will be that which achieves the best balance between transportation performance, the ability to address long-term transportation needs, and cost, while minimizing impacts to local residents and the environment. We note that the widening concept for McKay Road includes a median two-way, left-turn lane that will facilitate access to properties on McKay Road. The City will be holding Public Information Centre (PIC) #2 on Thursday, April 6th, 2017 to present the preferred design alternative solutions for the study. A copy of the PIC notice is included with this letter. Following the presentation of the preferred alternative, we will work to further avoid or minimize impacts to local residents / businesses and the environment by preparing a mitigation plan that addresses potential impacts to private property, built heritage resources, businesses, terrestrial and aquatic wildlife and habitat. The technically preferred alternative and proposed mitigation plan will be presented in the Environmental Study Report that will be filed for review and comment in mid-2017. We encourage your continued involvement in this study and appreciate the comments that you have provided. We have added you to the study contact list and you will be directly notified of the filing of the Environmental Study Report. Please contact any members of the study team if you have any further questions or comments. Sincerely, Brent Gotts, P.Eng. Consultant Project Manager, MMM Group</td>
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<td>Specific Concerns: I do not like any alternatives. The present road is in horrible condition and when bridge is completed + heavy traffic resumes with snowmobile (sp) traffic I will not be able to leave or enter my property</td>
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<td>Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee? [Blank]</td>
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<td>Are you satisfied with the information presented herein, at the Public Information Centre, and provided on the City Website? [Blank]</td>
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<td>Comment in support of level of satisfaction: [Blank]</td>
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**Source** | **Comment** | **How the Comment was Addressed / Excerpted Response**
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Public Information Centre Comment Sheet | Preferred Interchange Alternatives  
First: [Blank]  
Second: [Blank]  
Third: [Blank]  
Preferred Hwy 400 Crossing Alternative  
First: [Blank]  
Specific Concerns: [Blank]  
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]  
Are you satisfied with the information presented herein, at the Public Information Centre, and provided on the City Website?  
Information* -> [Poor]  
Public Information Centre* -> [Good]  
*circled the specific words and drew arrows pointing at the two boxes  
Comment in support of level of satisfaction: The City is asking for comments from stakeholders and that is good. Those comments, especially from residents, should be respected, since the changes will be a major impact on their quality of life  
Additional Comments*  
Highway 400 Interchange at McKay Road  
Alternative 2 – Parclo A3 Interchange: (regarding the need for a new ramp in the northeast quadrant) -> Native significance? Should there be respect.  
Highway 400 Crossing between Salem Road and Lockhart Road  
Alternative 1 - Salem/Lockhart Crossing: why is widening necessary? Is speed on the road what is needed? Perhaps not.  
Alternative 2 – Salem/Lockhart Crossing: Will a shift out of the existing road (illegible), impair sight lines  
Dear Mr. Pope:  
RE: MCKAY ROAD EAST HIGHWAY 400 INTERCHANGE LOCKHART ROAD / SALEM ROAD CROSSING AND ASSOCIATED WORKS (ASSIGNMENT #2) MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4  
On behalf of the City of Barrie, thank you for your comments regarding the Municipal Class Environmental Assessment (EA) study for McKay Road interchange and Lockhart Road / Salem Road crossing. We appreciate and respect the comments that you have provided.  
We have been evaluating the alternatives presented, with due consideration given to the comments received from the public and stakeholders. The preferred alternative identified will be that which achieves the best balance between transportation performance, the ability to address long-term transportation needs, and cost, while minimizing impacts to local residents and the environment.  
Regarding your comment on Alternative 3 – Parclo A3 Interchange at McKay Road, we are aware of a significant First Nations archaeological site in the northeast quadrant of the interchange. Potential impacts to this site have been an important consideration in our evaluation of the alternatives.  
Regarding your comments on Salem Road/Lockhart Road, the need for widening and the road’s functional classification (including posted speed) were identified as part of the City’s Multi-Modal Active Transportation Master Plan. The southerly shift in road alignment that is part of Alternative 2 will not impair sightlines, and both alternatives meet the same geometric design requirements.  
The City will be holding Public Information Centre (PIC) #2 on Thursday, April 6th, 2017 to present the preferred design alternatives for the study. A copy of the PIC notice is included with this letter.  
Following the presentation of the preferred alternative, we will work to further avoid or minimize impacts to local residents / businesses and the environment by preparing a mitigation plan that addresses potential impacts to private property, built heritage resources, businesses, terrestrial and aquatic wildlife and habitat. The technically preferred alternative and proposed mitigation plan will be presented in the Environmental Study Report that will be filed for review and comment in mid-2017.  
We encourage your continued involvement in this study and appreciate the comments that you have provided. We have added you to the study contact list and you will be directly notified of the filing of the Environmental Study Report.  
Please contact any members of the study team if you have any further questions or comments.  
Sincerely,  
Brent Gots, P.Eng.  
Consultant Project Manager, MMM Group |
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<td>Nick Laforte</td>
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<td>Claudio Barron</td>
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<td>Al Steedman</td>
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<td>J Bowman</td>
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<td>D. Bogardie</td>
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Privacy Policy: Personal information is being collected in accordance with authorized statues, by-laws, and complies with the privacy provisions of the City of Barrie.
### SIGN-IN SHEET

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<thead>
<tr>
<th>Name (please print)</th>
<th>Address (including postal code)</th>
<th>Telephone and/or Email</th>
<th>Organization or Property of Interest (if applicable)</th>
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<tbody>
<tr>
<td>Brian Wight</td>
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<td>Theresa Wight</td>
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<td>Charlene VanderHoo</td>
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<td>John &amp; Cindy Harwood</td>
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<td>Garry Alary, Margaret Alary</td>
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<td>Brenda &amp; Bob</td>
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<td>Jason Palmer</td>
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<td>Paul Nicol</td>
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<td>Sue + John Vernon</td>
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<td>Rob F Stephens</td>
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Where the new roads could go in south-end Barrie will be on display Thursday at a public information meeting.

This meeting is Sept. 22, 4-7 p.m. at Liberty North Banquet Hall, 100 Caplan Ave. in Barrie.

It's to allow the public to both review and provide feedback on proposed, alternative designs for transportation in the Hewitt's Secondary Plan area, the McKay Road East and Highway 400 interchange, the Lockhart Road and Salem Road Highway 400 crossing and the Salem Secondary Plan area.

Comments and responses will be considered in the selection and development of the roads.

Anyone unable to attend and wanting to provide feedback can contact Alvaro Almuina, project co-ordinator, at 705-739-4220, ext. 4458 or at Alvaro.almuina@barrie.ca.

For more information about these matters, visit barrie.ca/EASudies.
McKay Road East – Highway 400 Interchange, Lockhart Road / Salem Road Crossing (Assignment #2)
Municipal Class Environmental Assessment Phases 3 & 4

Salem Road Reservoir and Pumping Station Conceptual Design

Public Information Centre
Thursday, April 6, 2017, Liberty North Banquet Hall
4:00 pm to 7:00 pm

COMMENT SHEET

Your comments are very important to us. Please take a few minutes to complete this comment sheet. All comments will be considered and included in study documentation. Please print.

Name: [Redacted]
Address: [Redacted] Barrie, ON
Postal Code: [Redacted]
Email Address: [Redacted]
Telephone: [Redacted]

Do you have any comments related to the Preferred Designs?

We would like to know what qualifies as “Essa/Salem Mixed Use Node.” On the Salem study area map, Essex is potentially further away from our house. What is the timeframe for water and sewer and the estimated costs?

How much are we losing off the front of our property?
In section 5.1, in front of our property (377 Salem Rd), it appears there is bike lane narrows at the end of our driveway.

What happens to our wagon wheels, lightposts and red maple which are currently close to the road?

Do you have any other comments you would like to add?


Thank you for taking the time to provide your comments. Please submit this comment sheet by Friday, April 28, 2017 to:

Mr. Alvaro Almuina, P. Eng., PMP
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4458
Fax: (705) 739-4247
Email: Alvaro.Almuina@barrie.ca

Personal information 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.
CITY OF BARRIE

MCKAY ROAD EAST – HIGHWAY 400 INTERCHANGE
LOCKHART ROAD / SALEM ROAD CROSSING AND ASSOCIATED WORKS
TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

SALEM RESERVOIR AND PUMP STATION
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 1 & 2

NOTICE OF PUBLIC INFORMATION CENTRE

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements for the McKay Road East – Highway 400 Interchange, Lockhart Road / Salem Road Crossing and Associated Works Study Area to determine the most appropriate design for future reconstruction projects, as recommended in the City’s Multi-Modal Active Transportation Master Plan and the site selection and conceptual design for the Salem Reservoir and Pump station (see Figure 1 - Map of Study Area).

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the Multi-Modal Active Transportation Master Plan (MMATMP) was endorsed by Council on December 2, 2013 (Council Direction Memorandum 13-G-289). The City of Barrie commenced with Phases 3 and 4 of the Schedule “C” Municipal Class EA (October 2000, as amended in 2007 and 2011) in September 2015.

On September 22, 2016, a Public Information Centre was held at Liberty North Banquet Hall to present various alternative designs and background information.

The recommended Salem Reservoir and Pump Station location is about 250m west of Hwy 400 on the north side of Salem Road (as shown in Figure 1).

A Public Information Centre (PIC) is scheduled for Thursday April 6, 2017 at the Liberty North Banquet Hall, 100 Caplan Avenue, from 4:00 p.m. to 7:00 p.m. to present the preferred design alternative solutions derived from the evaluation of the alternative designs and public input. Consulting Team and City Staff will be available to discuss issues and concern with members of the public.

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

Mr. Alvaro Almuina, P. Eng., PMP
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4458
Fax: (705) 739-4247
Email: Alvaro.Almuina@barrie.ca

Dawn McAlpine
City Clerk

R. Sutton, P. Eng.
Director of Engineering

Notice Issued on March 23 and March 25, 2017.