To All Area Residents / Business Owners / Tenants:

RE: Huronia Road (Yonge Street to Lockhart Road) Transportation Improvements
Municipal Class Environmental Assessment (Class EA)
Public Information Centre #2

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation issues on Huronia Road from Yonge Street to Lockhart Road (see attached Figure 1) pursuant to the approved procedures, as defined in the Municipal Class Environmental Assessment dated June 2000 as amended in 2007. This letter is to advise you of the upcoming activities for this Class EA.

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

“That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner which also meets future transportation needs.”

The purpose of this Class EA is to:

- Assess the existing transportation system in and adjacent to the study area;
- Identify deficiencies to the existing transportation system;
- Identify the location, extent, and sensitivity of the existing natural, social, heritage and economic environment within the study area;
- Establish appropriate measures required to mitigate any adverse impacts to property and the natural environment resulting from proposed transportation improvements; and
- Provide a conceptual design, cost estimates, and sequencing requirements associated with the proposed alternative solution.

On September 28, 2009, City Council adopted Motion 09-G-392 as follows:

“That the Preferred Alternative for the Municipal Class Environmental Assessment Study for Huronia Road (Class EA) from Yonge Street to Lockhart Road be adopted as follows:

a) Three (3) lanes within a ±23m road dedication from Yonge Street to just north of Herrell Avenue;

b) Five (5) lanes within a ±30 m road dedication from north of Herrell Avenue to Lockhart Road; and

c) From just south of Mapleview Drive to Lockhart Road, the implementation of the ultimate five (5) lanes could be phased with an interim three (3) lane improvement.”

The City of Barrie is in Phase 3 and 4 of a Schedule “C” Municipal Class EA (October, 2000, as amended in 2007). The Corporation has retained the consulting firm C.C. Tatham & Associates Ltd to develop/evaluate Alternative Design Solutions, recommend a Preferred Alternative Design Solution and document the entire Class EA planning process in a report.
The second Public Information Centre (PIC) will be held on Thursday, November 25, 2010, from 4:00 p.m. to 7:00 p.m. at City Hall, in Huronia Room A, located on the 2nd Floor, City Hall, 70 Collier Street, to receive comments regarding the proposed Alternative Design Solutions documented in the draft Huronia Road Transportation Improvements Environmental Study Report (ESR). These comments will be used to develop a Preferred Alternative Design Solution.

The draft ESR document will be available online at www.barrie.ca on Friday, November 12, 2010. A copy of the draft ESR document outlining the planning, approval, problem identification, and preliminary impact assessments of the various alternatives, will also be available for review on Friday, November 12, 2010, at the following locations:

- City of Barrie Clerk’s Office
- City of Barrie 1st Floor City Hall
- Barrie Public Library 6th Floor City Hall
- Information Desk 70 Collier Street
- Information Desk 60 Worsley Street

The following is a summary of the alternatives that will be presented at the PIC. Please see the draft ESR document and comment sheet for additional information and details for each of the Alternatives.

The following design alternatives will be presented at the PIC for the proposed 3-lane section of Huronia Road from Yonge Street to north of Herrell Avenue:

- Design Alternative 3-1: City of Barrie Standard (23 m Right-of-Way (R-O-W))
- Design Alternative 3-2: Reduced Centre Lane Width (22.5 m R-O-W)
- Design Alternative 3-3: Reduced Lane Width (22.5 m R-O-W)
- Design Alternative 3-4: Sidewalk on One Side Only (20.5 m R-O-W)
- Design Alternative 3-5: Reduced Boulevard Width (20 m R-O-W)
- Design Alternative 3-6: Proposed Centreline Shift on Huronia Road (23 m R-O-W)

The following design alternatives will be presented at the PIC for the proposed 5-lane section of Huronia Road from north of Herrell Avenue to Lockhart Road:

- Design Alternative 5-1: City of Barrie Standard (30 m Right-of-Way)
- Design Alternative 5-2: Reduced Centre Lane Width (29.5 m R-O-W)
- Design Alternative 5-3: Reduced Lane Width (29.0 m R-O-W)
- Design Alternative 5-4: Sidewalk on One Side Only (27.5 m R-O-W)
- Design Alternative 5-5: Reduced Boulevard Width (26 m R-O-W)
- Design Alternative 5-6: Proposed Multi-Use Trail (32.5 m R-O-W)

The following additional interim rural design alternatives will be presented at the PIC for the proposed 5-lane ultimate and 3-lane interim section of Huronia Road from south of Mapleview Drive to Lockhart Road:

- Design Alternative 3R-1: City of Barrie Standard (36 m Right-of-Way)
- Design Alternative 3R-2: Reduced Centre Lane Width (35.5 m R-O-W)
- Design Alternative 3R-3: Reduced Lane Width (35.5 m R-O-W)
- Design Alternative 3R-4: Reduced Boulevard Width (28.0 m interim R-O-W)
- Design Alternative 3R-5: Proposed Centerline Shift on Huronia Road (36m R-O-W)

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, the preferred design alternative solution will be identified and appropriately documented in the ESR. This report and accompanying recommendations will then be submitted to City Council for ratification. Those individuals and parties that requested to be kept informed of the Class EA process will be notified of the date that General Committee will be presented the preferred alternative design solution so that deputations can be coordinated at the next scheduled Council session, if required.
Upon ratification of the preferred alternative design solution by City Council, the updated ESR will be finalized, a notice of completion will be published and the final report will be placed on the public record for a period of 30-days. If concerns are raised which cannot be resolved in discussion with the Corporation of the City of Barrie, the Minister of Environment may be requested to make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments.

A comment sheet has also been included to allow the public and government review agencies the opportunity to provide input/comments regarding this study. All comment sheets are to be returned by **Friday, December 10, 2010**, to:

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<th>Mr. Ralph Scheunemann, P. Eng.</th>
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<tr>
<td>City of Barrie</td>
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<td>Engineering Department</td>
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<td>70 Collier Street, P.O. Box 400</td>
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<td>Fax: (705) 739-4247</td>
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Should you wish any further information, please contact the above.

Yours truly,

R. E. Scheunemann, P. Eng.
Infrastructure Planning Engineer
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Attachments