

Appendix H Consultation



HARVIE ROAD, ESSA ROAD AND BRYNE DRIVE MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY (PHASES 3 & 4)

NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE

The City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) Study to address transportation improvements along Harvie Road, Essa Road and Bryne Drive (See Figure 1 – Study Area). The purpose of this Notice is to announce the Study Commencement and the Public Information Centre (PIC) and to invite all those interested in the Study, to attend to review the material and provide comments.

Phases 1 and 2 of the Class EA process were completed as part of the City's Multi-Modal Active Transportation Master Plan (MMATMP), which recommended that the preferred solution is to widen these roadways to accommodate growth in the City of Barrie to 2031. The MMATMP was endorsed by Council on December 2, 2013 (Council Direction Memorandum 13-G-289). Subsequently, the City undertook an update to the Bryne Drive Master Plan in 2016, which included further investigations and recommendations for improvements within the Study Area.

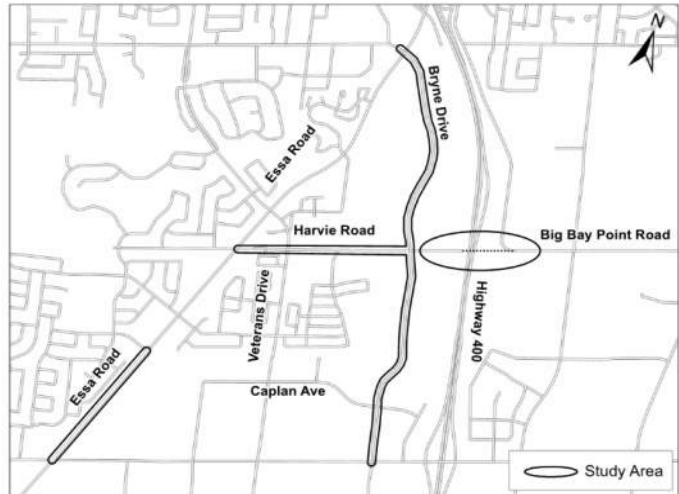


Figure 1: Study Area

The City of Barrie is now proceeding with Phases 3 and 4 of the Schedule 'C' Municipal Class EA (October 2000, as amended in 2015). The City has retained Hatch

Corporation to undertake the Class EA including the development and evaluation of alternative design concepts, while considering the impact on the natural, cultural, social and technical environments, as well as to document the planning and decision making process in an Environmental Study Report (ESR).

Hatch is also undertaking the Detailed Design of the Harvie Road - Big Bay Point Road - Highway 400 Overpass (See Figure 1). The overpass is proposed to connect Harvie Road (on the west) and Big Bay Point Road (on the east) as per the recommendations in the MMATMP. Information on the progress of this project will also be presented at the PIC, including detailed design, construction staging and future temporary road closures.

The Public Information Centre (PIC) has been scheduled as follows:

Date: Thursday June 22nd, 2017
Time: 4:00 p.m. to 7:00 p.m.
Location: Holly Community Centre – Multi-Purpose Room
171 Mapleton Avenue, Barrie, Ontario

The PIC will consist of an informal drop-in session where attendees can review the project information and ask questions. Comments received from the PIC will be considered prior to identifying the preferred design concept. Both City staff and members of the Hatch Project Team will be available to discuss issues and concerns with all those in attendance. Should additional information be required, or should you wish to be added to the project contact list for future updates regarding the studies, please contact:

Alvaro L. 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, PMP
City Clerk

R. Sutton, P. Eng.
Director of Engineering

Comments regarding this project are being collected in accordance with the requirements of the *Environmental Assessment Act*. With the exception of personal information, all other information received may be included in project documentation and become part of the public record.

This Notice was first issued on June 8 and June 10, 2017.

Agency Consultation (External)

AGENCY	CONTACT	ADDRESS 1	CITY	POSTAL
Environmental Advisory Committee				
Environmental Advisory Committee	Mike McCann			
Environmental Advisory Committee	Chair Peter Burszty	11 Kenny Crescent	Barrie, ON	L4N 6C7
Environmental Advisory Committee	Vice Chair Alan	333 St. Vincent St	Barrie, ON	L4M 3Y3
Environmental Advisory Committee	Stepan Bollinger	6 Forestwood Lane	Barrie, ON	L4N 7S5
Environmental Advisory Committee	Clinton Reynolds	83 Burton Avenue	Barrie, ON	L4N 2R5
Environmental Advisory Committee	Gerald Poisson	27 William Street	Barrie, ON	L4N 3J4
Environmental Advisory Committee	Wayne Wilson	62 Eugenia Street	Barrie, ON	L4M 1R1
First Nations & Aboriginal Affairs				
Alderville First Nation	Chief Jim Bob	11696 Second Line ,	Alderville, ON	K0K 2X0
Algonquins of Ontario Consultation Office	Executive Director, Janet Stavinga	31 Riverside Drive, Suite 101	Pembroke, ON	K8A 8R6
Barrie Friendship Centre	Executive Director, Gary Sutherland	175 Bayfield Street	Barrie, ON	L4M 3B4
Beausoleil First Nation (Christian	Chief Roland	11 Ogema Milkaan	Christian Island, ON	L9M 0A9
Chippewas of Georgina Island First	Chief Donna Big	7751 Black River Road,	Sutton West, ON	L0E 1R0
Chippewas of Mnjikaning (Rama)	Chief Rodney Noganosh	5884 Rama Road, Suite 200	Rama, ON	L0K 1T0
Curve Lake First Nation	Chief Phyllis Williams	Government Services Building, 22 Winookeedaa Road	Curve Lake, ON	K0L 1R0
Georgian Bay Métis Council	President (Building Committee) David Dusome	355 Cranston Crescent, P.O. Box 4	Midland, ON	L4R 4K6
Hiawatha First Nation	Chief Greg Cowie	123 Paudash Street	Hiawatha, ON	K0L 2G0
Metis Nation of Ontario	President Gary	500 Old St. Patrick	Ottawa, ON	K1N 9G4
Mississauga's of Scugog Island First Nation	Chief Kelly LaRocca	22521 Island Road RR #5	Port Perry, ON	L9L 1B6
Moose Deer Point First Nations	Chief Barron King	3719 Twelve Mile Bay Road, P.O. Box 119	Mactier, ON	P0C 1H0
Wahta Mohawk First Nation	Chief Philip Franks	2664 Muskoka Road 38, P.O. Box 260	Bala, ON	P0C 1A0
William Treaties First Nation	Barrister & Solicitor, Karry Sandy	8 Creswick Court	Barrie, ON	L4M 2J7
LSRCA				
Lake Simcoe Region Conservation Authority	Senior Planning Coordinator, Charles Burgess	120 Bayview Parkway	Newmarket, ON	L3Y 3W3
Lake Simcoe Region Conservation Authority	Manager, Engineering & Technical Services, Tom Hogenbirk	120 Bayview Parkway	Newmarket, ON	L3Y 3W3
Province of Ontario				
Ministry of Aboriginal Affairs	The Manager, Ministry Partnerships Unit	160 Bloor St. East, 9th Floor	Toronto, ON	M7A 2E6
Ministry of Aboriginal Affairs - Aboriginal Relations & Ministry Partnerships Division	The Manager, Ministry Partnerships Unit	160 Bloor St. East, 9th Floor	Toronto, ON	M7A 2E6
Ministry of Agriculture and Food	Rural Planner, Ray Vilaitis	95 Dundas Street, RR#3	Brighton, ON	K0K 1H0
Ministry of Agriculture, Food and Rural Affairs	Policy Advisor, John Turney	1 Stone Road West, 3rd Floor	Guelph, ON	N1G 4Y2

Agency Consultation (External)

AGENCY	CONTACT	ADDRESS 1	CITY	POSTAL
Ministry of Economic Development, Employment & Infrastructure	Minister of Economic Development, Employment & Infrastructure, Brad Duguid	Hearst Block, 900 Bay Street, 8th Floor	Toronto ON	M7A 2E1
Ministry of Energy and Infrastructure	Minister of Energy, Bob Chiarelli	Hearst Block, 900 Bay Street, 4th Floor	Toronto ON	M7A 2E1
Ministry of Municipal Affairs and Housing	Central Municipal Services Office	777 Bay Street, 13th Floor	Toronto, ON	M5G 2E5
Ministry of Natural Resources	District Planner, Kathryn Woeller	Midhurst District, 2284 Nursery Road	Midhurst, ON	L9X 1N8
Ministry of Natural Resources	Director, Legal Services Branch, Alison MacKenzie	Legal Services Branch, 99 Wellesley St. West	Toronto, ON	M7A 1W3
Ministry of Natural Resources	Director, Legal Services Branch, Alison MacKenzie	Legal Services Branch, 99 Wellesley St. West	Toronto, ON	M7A 1W3
Ministry of the Environment and Climate Change	District Manager, Cindy Hood	54 Cedar Pointe Drive, Unit 1203	Barrie, ON	L4N 5R7
Ministry of the Environment and Climate Change	Manager, Technical Support Section, Dan Orr	Central Region, 5775 Yonge Street, 8th Floor	North York, ON	M2M 4J1
Ministry of the Environment and Climate Change	EA & Planning Coordinator, Chunmei Liu, M.E.S.	Central Region, 5775 Yonge Street, 8th Floor	Toronto, ON	M2M 4J1
Ministry of the Environment and Climate Change	Director, Legal Services Branch, Halyna Perun	135 St Clair Ave. West, 10th Floor	Toronto, ON	M4V 1P5
Ministry of the Environment and Climate Change	Project Review Unit, Environmental Approvals Branch	135 St. Clair Avenue West, 1st Floor	Toronto, ON	M4V 1P5
Ministry of Tourism, Culture & Sport	Team Lead - Heritage Land Use Planning, Laura Hatcher	Culture Division, 401 Bay Street, Suite 1700	Toronto, ON	M7A 0A7
Ministry of Transportation	Senior Project Engineer, Rob Vandenberg	Central Region, 159 Sir William Hearst Avenue (4th Floor)	North York, ON	M3M 0B7
Ministry of Transportation	Team Leader, Glenn Higgins	777 Bay Street, 30th Floor, Suite 3000	Toronto ON	M7A 2J8
Ministry of Transportation	Area Manager York & Simcoe, Olga	Central Region, 159 Sir William Hearst Avenue	North York, ON	M3M 0B7
Ministry of Transportation	Director, Legal Services Branch,	1201 Wilson Avenue, Building B, 1st Floor	Downsview, ON	M3M 1J8
Service Ontario	Ministry of Health Secretary	5775 Yonge Street, 16th Floor	Toronto, ON	M7A 2E5
NVCA				
Nottawasaga Valley Conservation Authority	Director, Engineering & Technical Services, Glenn Switzer	John Hix Conservation Administration Centre, Tiffin Conservation Area, 8195 8th Line	Utopia, ON	L0M 1T0
OPP				
Ontario Provincial Police	Staff Sargeant, Andy Mayo	20 Rose Street	Barrie, ON	L4M 2T2

Agency Consultation (External)

AGENCY	CONTACT	ADDRESS 1	CITY	POSTAL
Ontario Provincial Police	Scott Couse	Highway Safety Division, 20 Rose Street	Barrie ON	L4M 2T2
Other				
A Channel Barrie	Station Manager	3 Beacon Road	Barrie, ON	L4N 9J9
Albarrie	Vice President, Administration, Peter J. Koetsier	85 Morrow Road	Barrie, ON	L4N 3V7
Bell Canada	Manager, Access Network Facilities, Angela Taylor	136 Bayfield Street, 2nd Floor	Barrie, ON	L4M 3B1
Bell Canada	Network Manager Robert McKay	136 Bayfield Street	Barrie, ON	L4M 3B1
Canadian Home Builders Association-Simcoe County	Executive Director, Sheila Hissa	P.O. Box 305	Barrie ON	L4M 4T5
Ducks Unlimited	Ontario Development Manager, William	740 Huronia Road, Unit 1	Barrie, ON	L4N 6C6
Enbridge	Municipal Notices	500 Consumers Road	Toronto, ON	M2J 1P8
Fisheries Protection Program, DFO		867 Lakeshore Road	Burlington, ON	L7S 1A1
Greater Barrie Chamber of Commerce	Executive Director, Sybil Goruk	97 Toronto Street	Barrie ON	L4N 1V1
Hydro One Network	Manager, Environmental Services and Approvals, Brian	Hydro Networks, 483 Bay Street, 4th Floor, South Tower	Toronto, ON	M5G 2P5
Innisfil Hydro Distribution Systems Ltd.,	Engineering Manager, John N. Aseerwatham, P. Eng.	7251 Yonge Street	Innisfil, ON	L9S 0J3
Ontario Clean Water Agency	Mr. M. Tracey	100 Woodland Drive,	Wasaga Beach, ON	L0L 2P0
Ontario Realty Corporation	Vice President,	1 Dundas Street West,	Toronto, ON	M5G 2L5
PowerStream	VP Asset Management & C.O.O., Mark	161 Cityview Boulevard	Vaughan, ON	L4H 0A9
PowerStream	Engineering Clerk	161 Cityview Boulevard	Vaughan, ON	L4H 0A9
Rogers Cable Inc.	Planning Manager, Doug Washburn	1 Sperling Drive, P.O. Box 8500	Barrie, ON	L4M 6B8
Simcoe County Admin. Centre	General Manager Engineering, Planning & Environmental Division, Deborah Korolnek	1110 Highway 26	Midhurst, ON	L9X 1N6
Simcoe County District School Board	Senior Planner, Holly Spapek	1170 Highway 26	Midhurst, ON	L0L 1X0
Simcoe County Heavy		c/o BCA, 200 Brock	Barrie ON	L4N 2M4
Simcoe Muskoka Catholic District School Board	Planner, Jennifer Sharpe	46 Alliance Blvd.	Barrie, ON	L4M 5K3
Simcoe Muskoka District Health Unit	Medical Officer of Health, Dr. Charles Gardner	Barrie Office, 15 Sperling Drive	Barrie, ON	L4M 6K9
Simcoe Muskoka District Health Unit	Public Health Nurse, Sherry Diaz	Barrie Office, 15 Sperling Drive	Barrie, ON	L4M 6K9
Tourism Barrie	Executive Director, Kathleen Trainor	205 Lakeshore Drive	Barrie, ON	L4N 7Y9

Agency Consultation (External)

AGENCY	CONTACT	ADDRESS 1	CITY	POSTAL
Springwater Township				
Springwater Township	Clerk, John Daley	2231 Nursery Road	Minesing ON	L0L 1Y2
Springwater Township	Planning & Works, Brad Sokach	2231 Nursery Road	Minesing ON	L0L 1Y2
Town of Innisfil				
Town of Innisfil	CEO and President - InnServices Utilities Inc., Andrew Campbell	2101 Innisfil Beach Rd.	Innisfil ON	L9S 1A1
Town of Innisfil	Manager of Land Use Planning, Tim Cane	2101 Innisfil Beach Rd.	Innisfil ON	L9S 1A1

Agency Consultation (Internal)

CITY OF BARRIE DEPARTMENT	CONTACT	ADDRESS 1	CITY	POSTAL
Legislative & Court Services	Dawn McAlpine, Director of Legislative & Court Services	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Engineering	Walter Fischer, Supervisor of Parks Planning & Development	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Engineering	Clare Maher, Landscape Architectural Planner	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Roads, Parks & Fleet	Craig Morton, Manager of Roads & Parks Operations	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Roads, Parks & Fleet	Kevin Rankin, Forestry Supervisor	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Roads, Parks & Fleet	Jenna Webb, Parks & Forestry Technician	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Waste Water Operations	Sandy Coulter, Manager of Waste Water Operations	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Recreation	Barb Roth, Director of Recreation Services	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Facilities & Transit	Rick Pews, Director of Facility & Transit	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Planning	Director of Planning Services	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Planning	Merwan Kalyaniwalla, Manager of Planning Policy	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Planning	Stacey Forfar, Manager of Growth Planning	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Traffic	Steve Rose, Manager of Traffic & Parking Services	165 Ferndale Drive, P.O. Box 400	Barrie, ON	L4M 4T5
Fire	Bill Boyes, Fire Chief	155 Dunlop Street West, P.O. Box 400	Barrie, ON	L4M 4T5
Fire	David Lalonde, Fire Prevention Officer	155 Dunlop Street West, P.O. Box 400	Barrie, ON	L4M 4T5
Finance	Craig Millar, Director of Finance	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5
Environment	John Thompson, Director of Environmental Services	70 Collier Street, P.O. Box 400	Barrie, ON	L4M 4T5

Alexander, Melissa

From: Alvaro Almuina <Alvaro.Almuina@barrie.ca>
Sent: Wednesday, July 05, 2017 4:27 PM
To: Alexander, Melissa
Subject: FW: The City of Barrie – Notice of Study Commencement and Public Information Centre

Follow Up Flag: Follow up
Flag Status: Flagged

Re Bryne – Havrvie - Essa

From: Hollie Nolan [mailto:hollie@ramafirstnation.ca] **On Behalf Of** Chief Rodney Noganosh
Sent: Wednesday, July 05, 2017 4:19 PM
To: Alvaro Almuina
Subject: re: The City of Barrie – Notice of Study Commencement and Public Information Centre

Dear Dawn;

Thank you for your letter re: The City of Barrie – Notice of Study Commencement and Public Information Centre.

Please be advised that we reviewed your letter. I have shared it with Council and we've forwarded the information to Karry Sandy McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator. Ms. McKenzie will review your letter and take the necessary action if required. In the interim, should you wish to contact Ms. McKenzie directly, please do so at k.a.sandy-mckenzie@rogers.com

Thank you,

Chief Rodney Noganosh

Hollie Nolan

Executive Assistant to the Chief, Administration

Chippewas of Rama First Nation

(ph) 705-325-3611, 1216

(cell)

(fax) 705-325-0879

(url) www.ramafirstnation.ca

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Welcome

Harvie Road, Essa Road and Bryne Drive Class Environmental Assessment Study

Public Information Centre

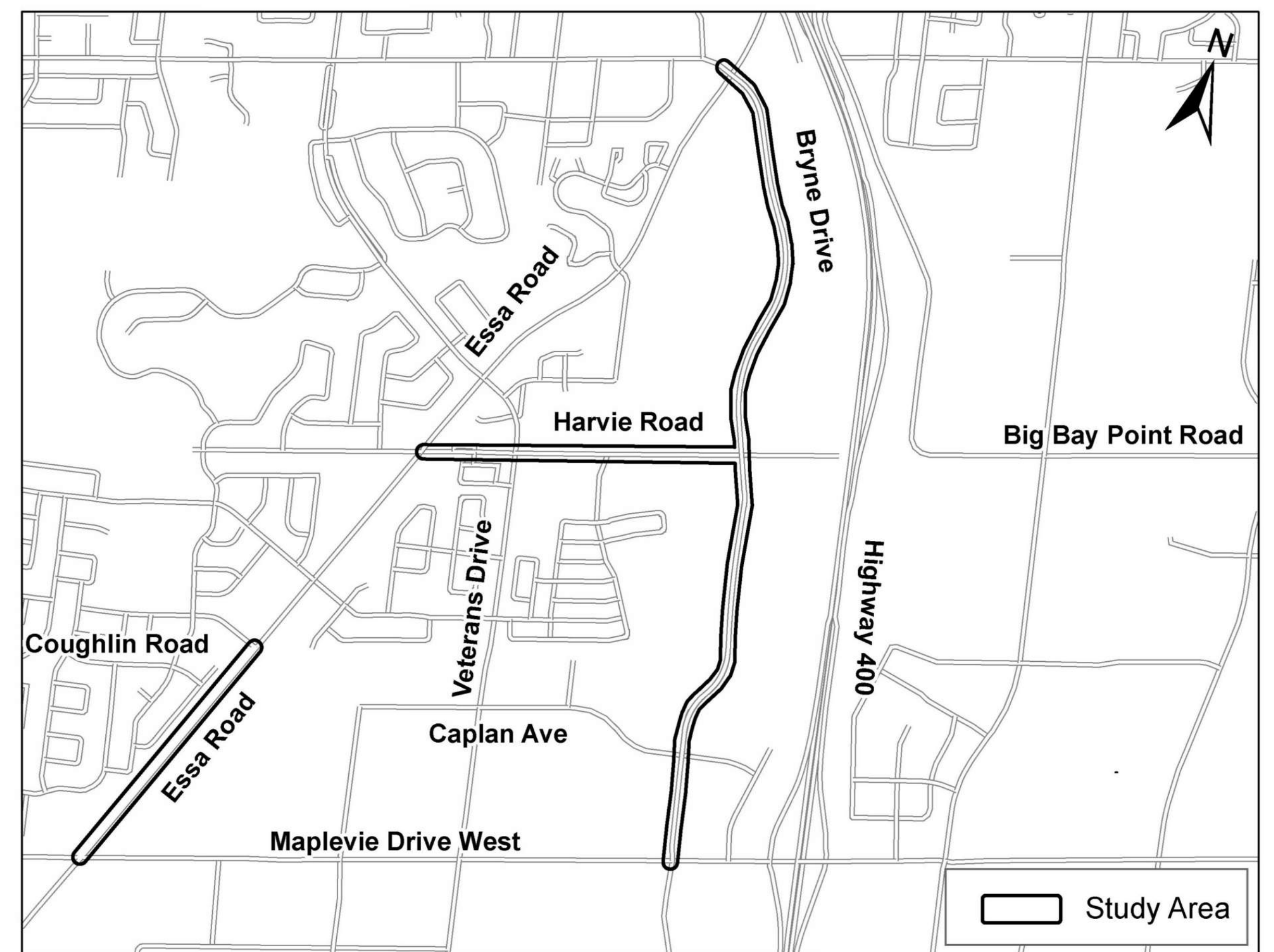
June 22, 2017

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

Study Area

The Study Area includes the following improvements:

- Harvie Road improvements from Essa Road to the future Bryne Drive
- Essa Road improvements from Maplevie Drive West to Coughlin Road
- Bryne Drive from Caplan Avenue to Essa Road



Study Background

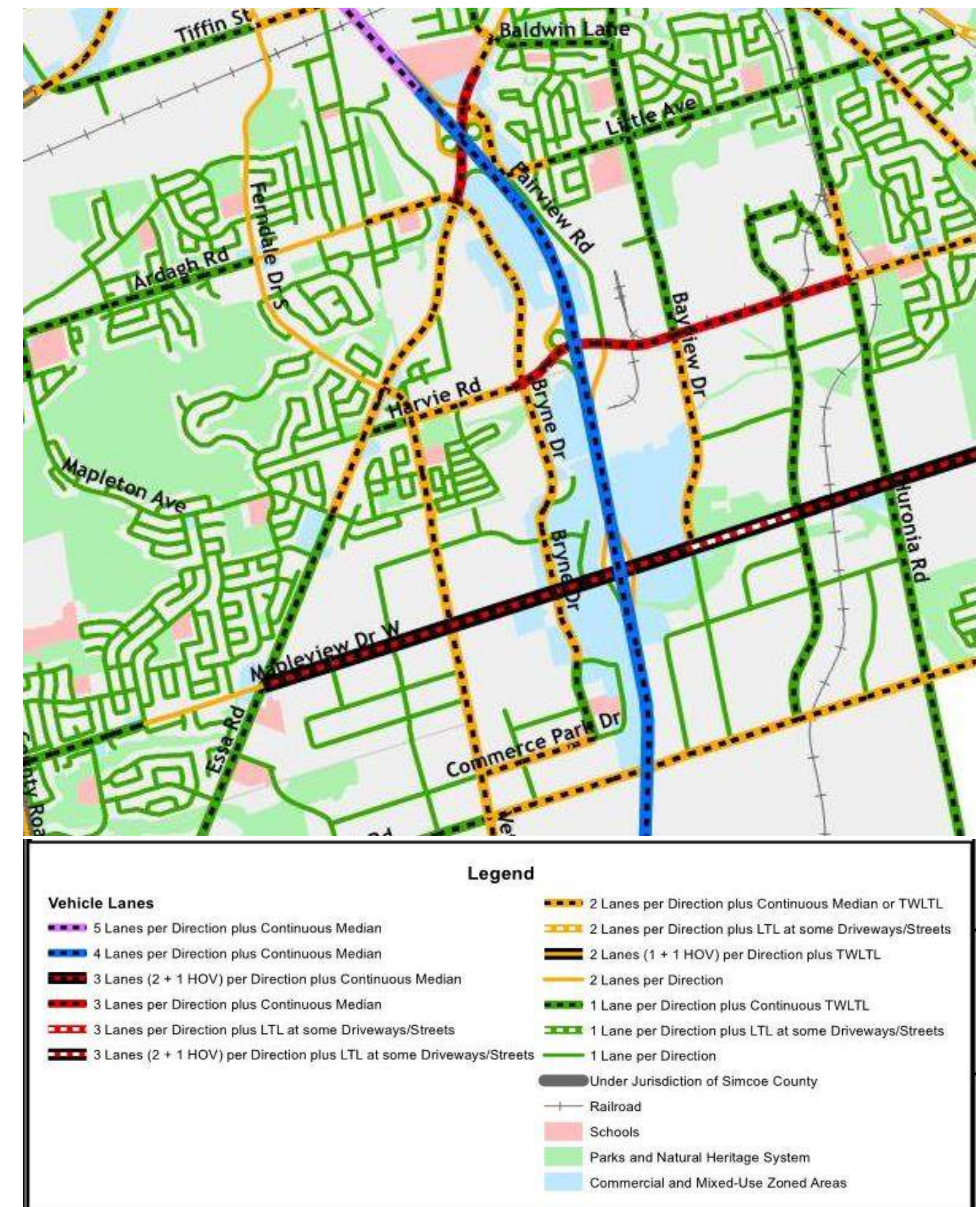
- The City of Barrie's Multi-Modal Active Transportation Master Plan (MMATMP) was approved by Council in 2013. The study identified transportation needs to support growth to 2031
- The Opportunity Statement is as follows:
 - The City of Barrie has identified the need for a transportation system that will accommodate growth to 2031. An opportunity exists to plan a system which is:
 - Safe, efficient and accessible with mobility choice
 - Fosters the use and development of a sustainable transportation network
 - Provides a public transit system that can offer a real alternative to single automobile use
 - Provides a network of on-road and off-road pedestrian and cycling facilities that allow the use of active transportation modes as an alternative to the automobile

MMATMP – Road Network

The MMATMP Road Network recommendations include:

- **Harvie Road (3 and 5 lane profile):**
 - 2 lanes + TWLTL (or continuous median) (Essa Rd to Veterans Dr) – 27m ROW
 - 4 lanes + TWLTL (or continuous median) (Veterans Dr to Bryne Dr) – 34m ROW
- **Essa Road (3 lane profile):**
 - 2 lanes + TWLTL (or continuous median)
 - 27m ROW
- **Bryne Drive (5 lane profile):**
 - 4 lanes + TWLTL (or continuous median)
 - 34m ROW

Total Number of Vehicle Lanes
Proposed Preferred Scenario - 2031



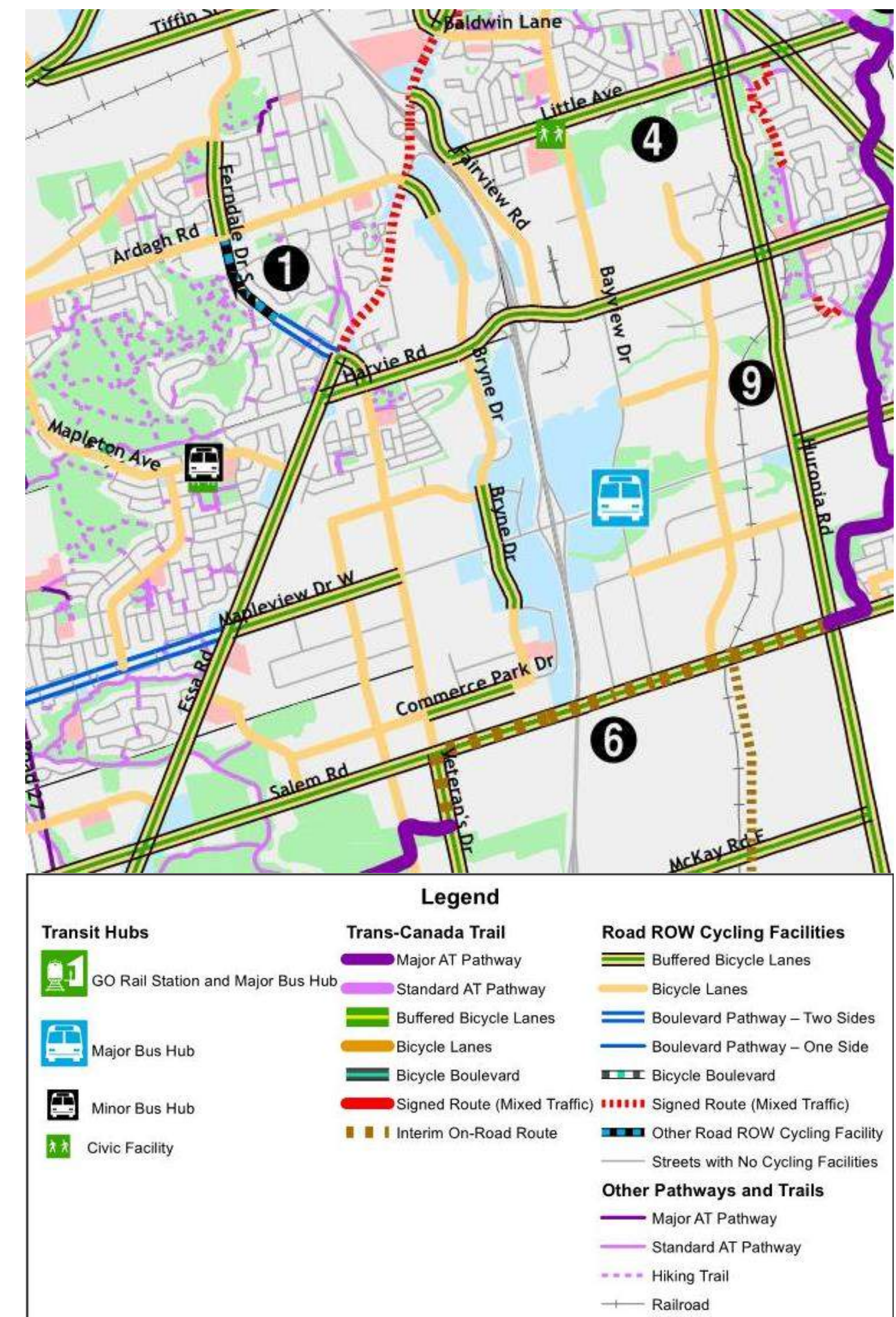
Source: MMATMP – Figure 7-6

MMATMP – Active Transportation

The MMATMP Active Transportation recommendations include:

- **Harvie Road:**
 - Sidewalks
 - Buffered Bike Lanes
- **Essa Road:**
 - Sidewalks
 - Buffered Bike Lanes
- **Bryne Drive:**
 - Sidewalks
 - Bike Lanes

Cycling, Pathway and Trail Network
Proposed Preferred Scenario - 2031



Source: MMATMP – Figure 7-4

Study Objectives

- Complete the Class EA process initiated through the Multi-Modal Active Transportation Master Plan (2014) and the Bryne Drive Master Plan Update (2016)
- Improve Harvie Road, Essa Road and Bryne Drive to accommodate future growth to 2031
- Reduce traffic congestion in the south end of Barrie
- Consider supporting other infrastructure improvements (i.e., watermain, stormwater, stormsewer, etc.) in parallel with proposed transportation improvements

Study Purpose

The purpose of the Study is to:

- Develop alternative design concepts for the preferred solution identified in the Multi-Modal Active Transportation Master Plan and the Bryne Drive Master Plan Update (2016)
- Assess and document the existing affected environment
- Evaluate the design alternatives based on the potential environmental impacts
- Identify a preliminary preferred design
- Seek public input and comment
- Identify mitigation measures to address adverse impacts
- Document the process followed in an Environmental Study Report for 30-calendar day review period

Technical Studies

The following studies are on-going to document the existing conditions in the Study Area and to assist in the impact assessment of the design concepts



Traffic and Transportation



Drainage & Stormwater Management



Noise Impact



Natural Environment –
Terrestrial & Aquatic



Geomorphology



Structural and Culvert Assessment

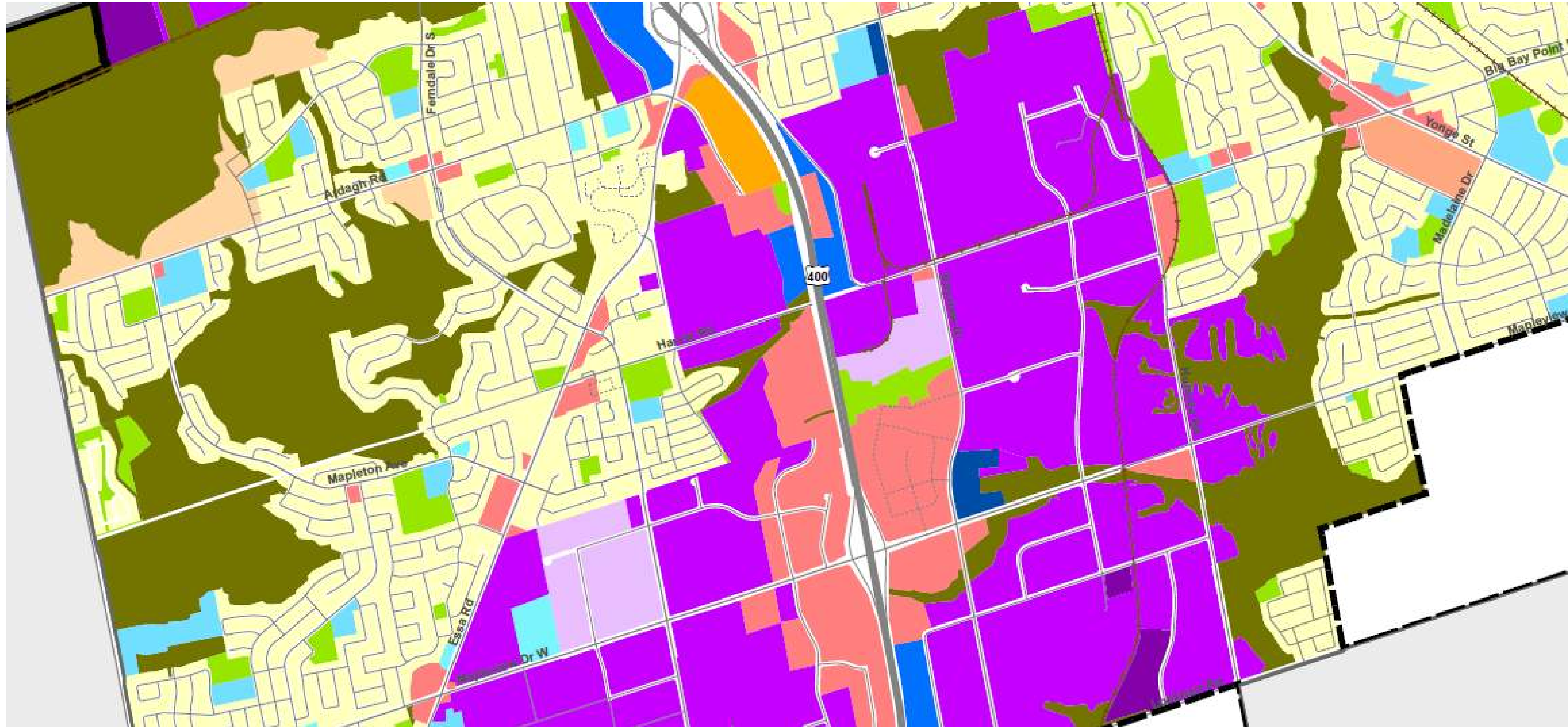


Stage 1 & 2 Archaeological Assessment



Cultural Heritage Assessment

Existing Land Use



OFFICIAL PLAN

Schedule A Land Use

March 2017



The City of
BARRIE


1:20,000



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For information please contact Service Barrie at 705-726-4242 or ServiceBarrie@barrie.ca

GIS Branch 4/5/2017

Natural Heritage

	Wildlife 	Vegetation 	Aquatic 	SAR 
Harvie Road	<ul style="list-style-type: none"> 12 bird species documented – all common in Ontario 	<ul style="list-style-type: none"> Regulated woodlot located north of Harvie Road, just west of Hwy 400 Regulated woodlot located south of Harvie Road (between Veterans Drive and Thrushwood Drive) 	<ul style="list-style-type: none"> Whiskey Creek – Harvie Road crosses main branch - identified as cold water fisheries; channel showing signs of erosion; no fish found but considered to contribute to downstream habitat which supports brook trout 	<ul style="list-style-type: none"> Eastern Wood Pewee Endangered SAR bats Butternut Bobolink Eastern Meadowlark Henslow Sparrow Golden Winged Warbler Monarch Butterfly
Essa Road	<ul style="list-style-type: none"> Few bird species documented – all common in Ontario 	<ul style="list-style-type: none"> Forests dominated by trembling aspen, white pine and/or green ash – predominantly young 	<ul style="list-style-type: none"> Bear Creek - includes wetland/cattail marsh associated with creek on both sides of Essa Road 	<ul style="list-style-type: none"> Butternut Bobolink Eastern Meadowlark Henslow Sparrow Monarch Butterfly
Bryne Drive	<ul style="list-style-type: none"> Minimal wildlife documented in previous report (2005) 69 bird species documented and protected under Migratory Bird Convention Act (2005) 	<ul style="list-style-type: none"> Forests dominated by trembling aspen, white pine and/or green ash – predominantly young Regulated Woodlot located north of Harvie Road 	<ul style="list-style-type: none"> Hotchkiss Creek Lovers Creek and Whiskey Creek – contributes to downstream habitat which supports brook trout –cold water fishery Small wetland located in northwest quadrant of future Bryne Drive/Harvie Road 	<ul style="list-style-type: none"> Eastern Wood Pewee Eastern Whip-Poor-Will Red-headed Woodpecker Endangered SAR bats Butternut

Geomorphology

Corridor	Crossing	Substrate	Creek Stability	Soil Conditions	Final Meander Belt Width
Harvie Road	Whiskey Creek	Sand/gravel	Transitional/ Stressed	Good	39m to 43m
Essa Road	Bear Creek	Muck/Sand	In Regime	Poor	11m
Bryne Drive	Whiskey Creek	Sand	In Regime	Good	51m
	Lovers Creek	Sand/gravel	Transitional / Stressed	Fair	44m to 46m

- The Lake Simcoe and Region Conservation Authority has established 15m setback requirements on both sides of the channel
- Bear Creek is a constructed drainage channel unlikely to meander out of its current alignment
- Whiskey Creek and Lovers Creek are well defined channels

Archaeology – Harvie Rd & Essa Rd

Harvie Road

- There are 11 previously registered archaeological sites within one kilometre of the Study Area, and one of which is within 50m
- Portions of the Study Area require Stage 2 assessment to further assess the impact of proposed improvements
- Five of the sites are known ancestral Huron-Wendat villages, of which ossuaries have not been located for four sites

Essa Road

- There are 14 previously registered archaeological sites within one kilometre of the Study Area, and one of which is within 50m
- The former Holly Post Office is known to have been located in the northeast quadrant of the intersection of Maplevue Drive and Essa Road. There remains potential for deeply buried archaeological deposits below the deep fill layer, requiring Stage 2 assessment
- Portions of the Study Area require Stage 2 assessment to further assess the impact of proposed improvements

Archaeology – Bryne Drive

- **A Stage 1 Archaeological Assessment was completed in 2005; the findings are as follows:**
 - 12 sites registered within one kilometer of the Study Area, including nine related to First Nations activities
 - Study Area exhibits high potential for significant archaeological resources of Native origin and high potential for those of Euro-Canadian origins
 - Stage 2 Archaeological Assessment (test pit and pedestrian survey) is required along significant portion of Study Area

Cultural Heritage

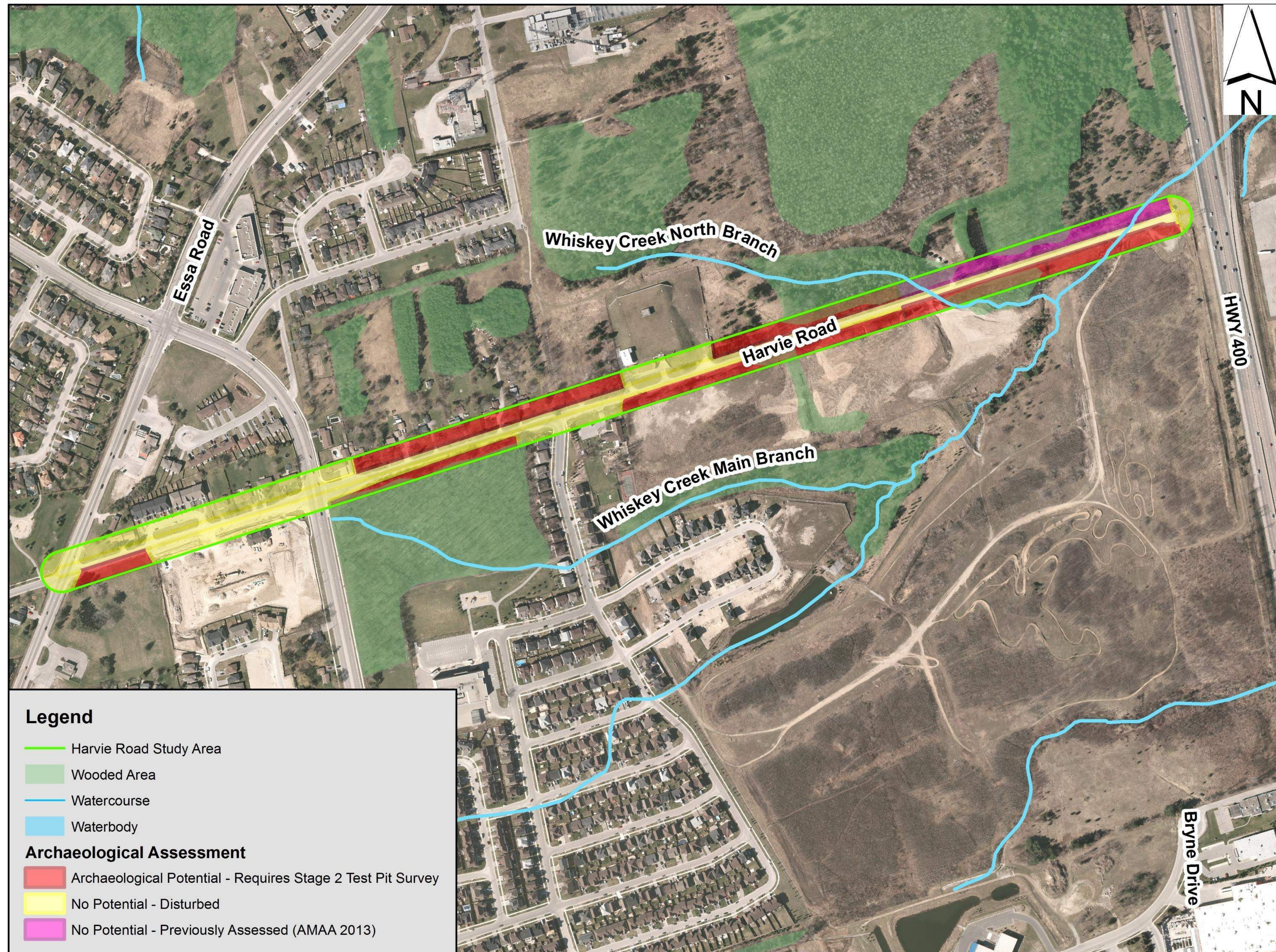
Harvie Road/Bryne Drive

- There are no properties located in or adjacent to the Study Area identified to have potential cultural heritage interest

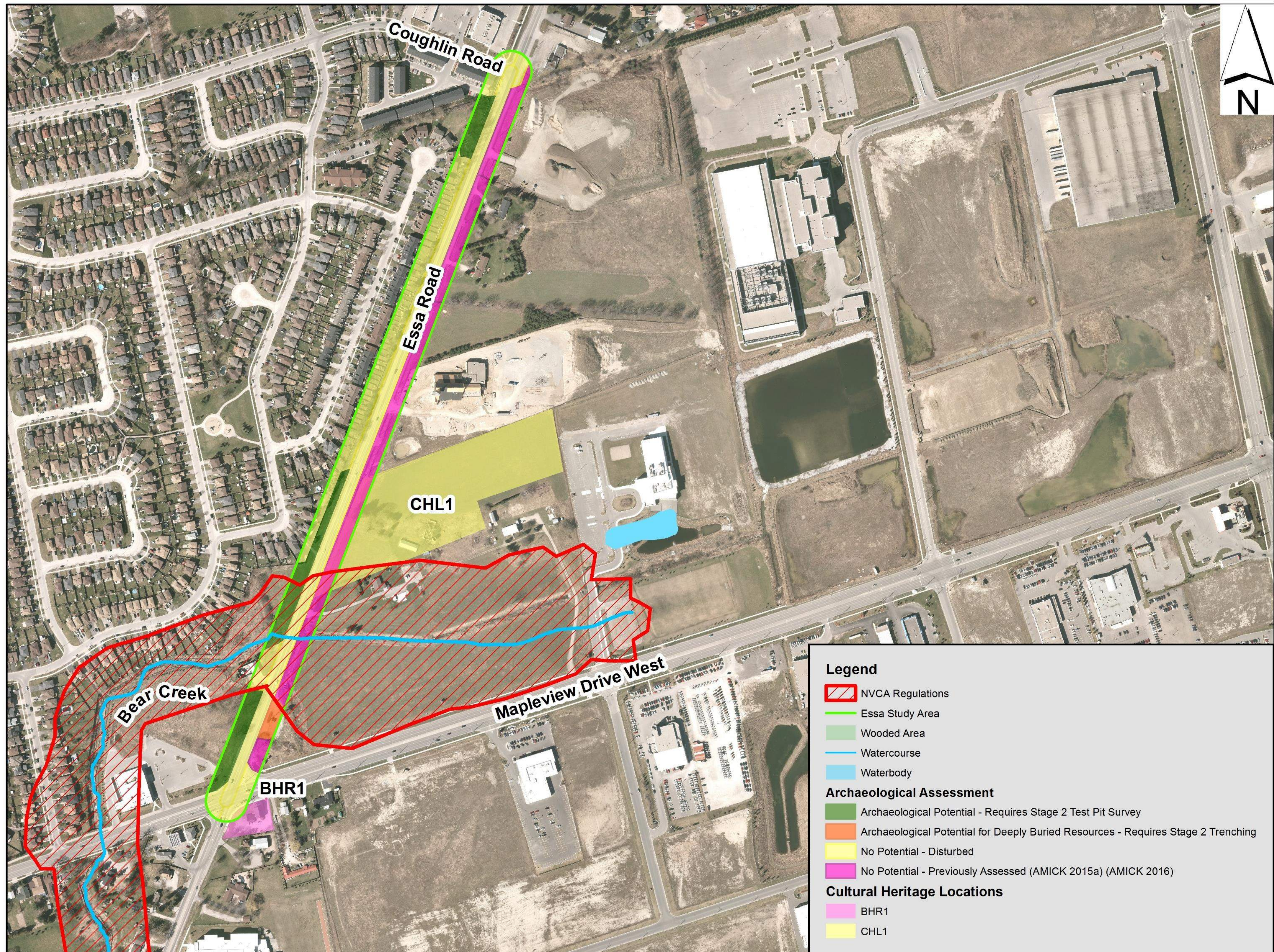
Essa Road

- Two cultural heritage resources were identified including one built heritage resources (Church) and one cultural heritage landscape (farmscape)
- Further assessment is required following the identification of the preferred design concept to confirm impacts and mitigation measures

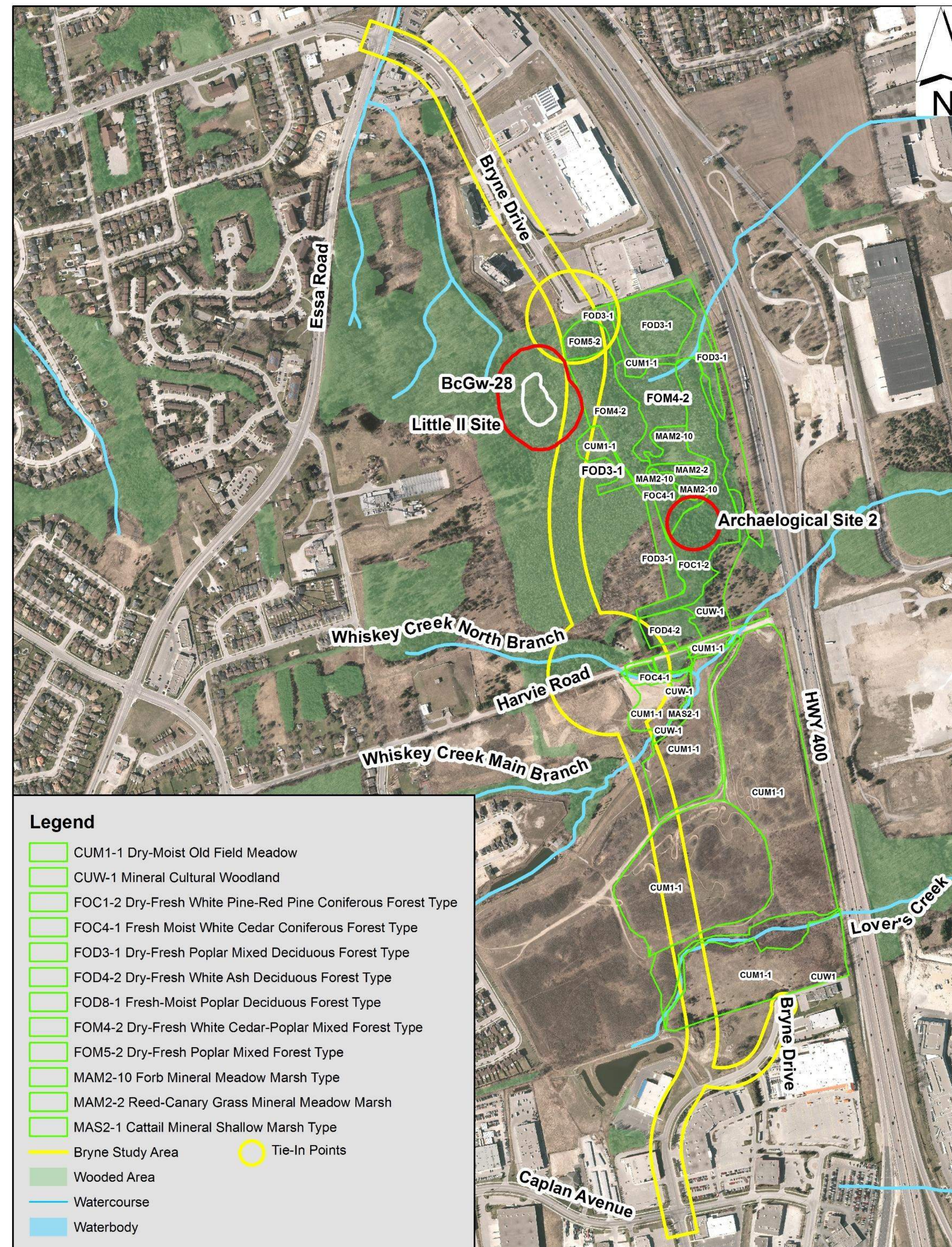
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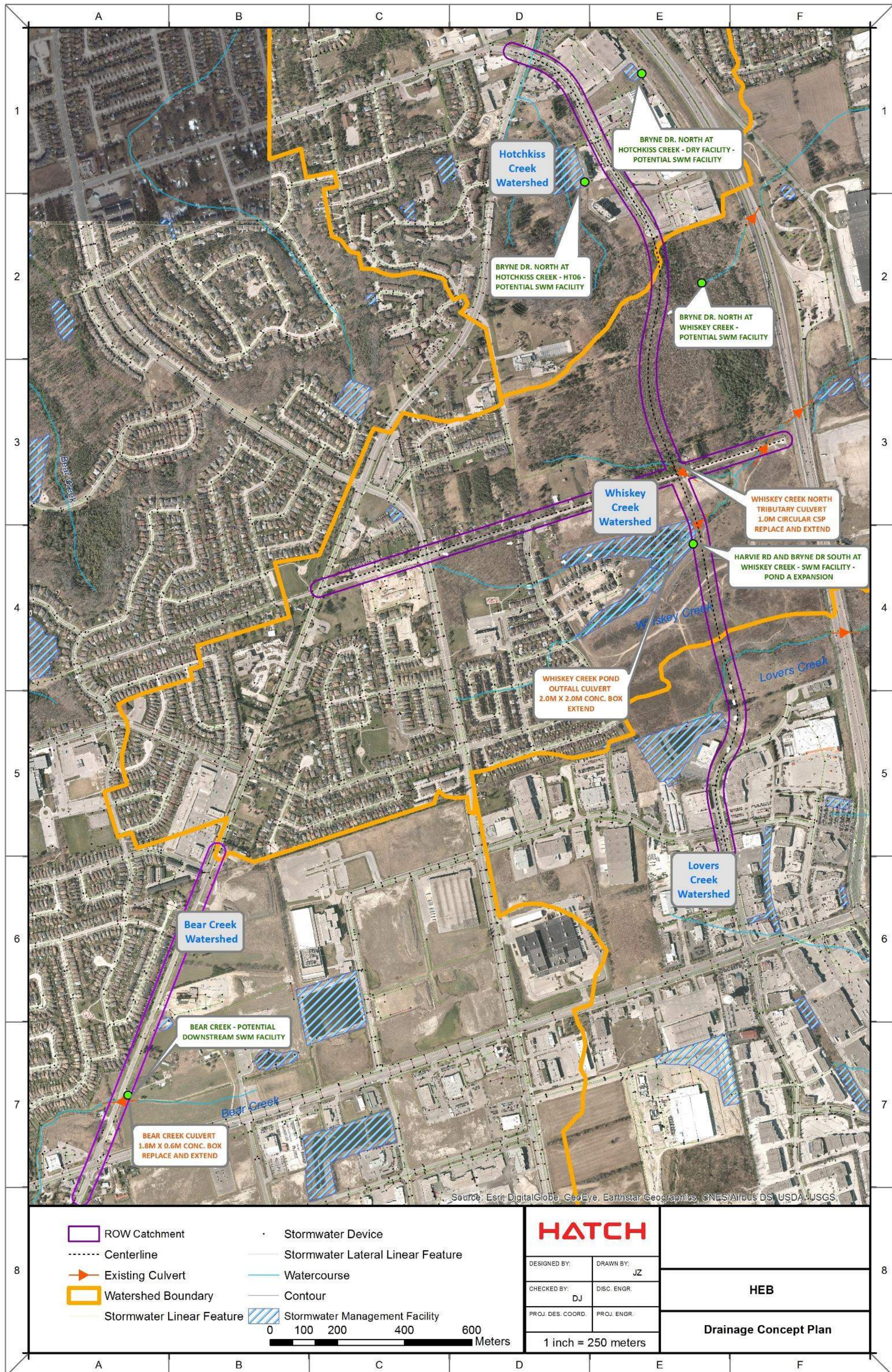
Constraints: Essa Road



Constraints: Bryne Drive



Stormwater Management Concept Plan



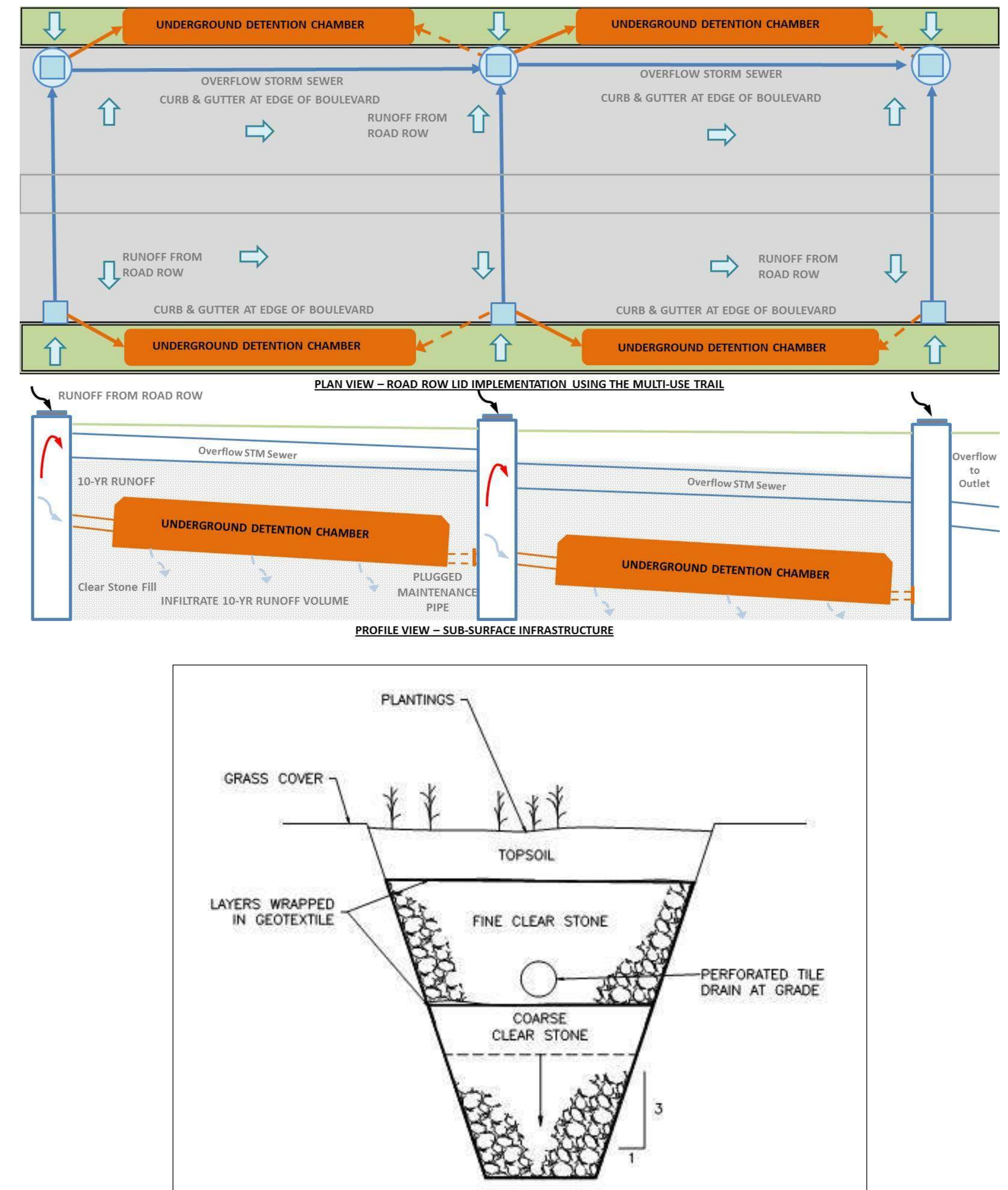
Drainage/ SWM

- Drainage and Stormwater Management (SWM) designs were developed and evaluated for:
 - Existing drainage features within the Study Area:
 - Main storm sewer network along Bryne Drive North and South
 - Conveyance ditching along Essa Road and Harvie Road
 - Three (3) major culvert watercourse crossings along Harvie Road, Essa Road and Bryne Drive at Whiskey Creek, Bear Creek and Lovers Creek
 - Existing and future proposed development drainage design can be divided into:
 - Right-of-Way (ROW) drainage catchments including drainage conveyance and SWM opportunities
 - External drainage catchments modeled on an approved hydrologic/hydraulic modeling basis for major culvert crossings
 - SWM Water Quantity and Quality control considered where feasible for post-development ROW conditions.

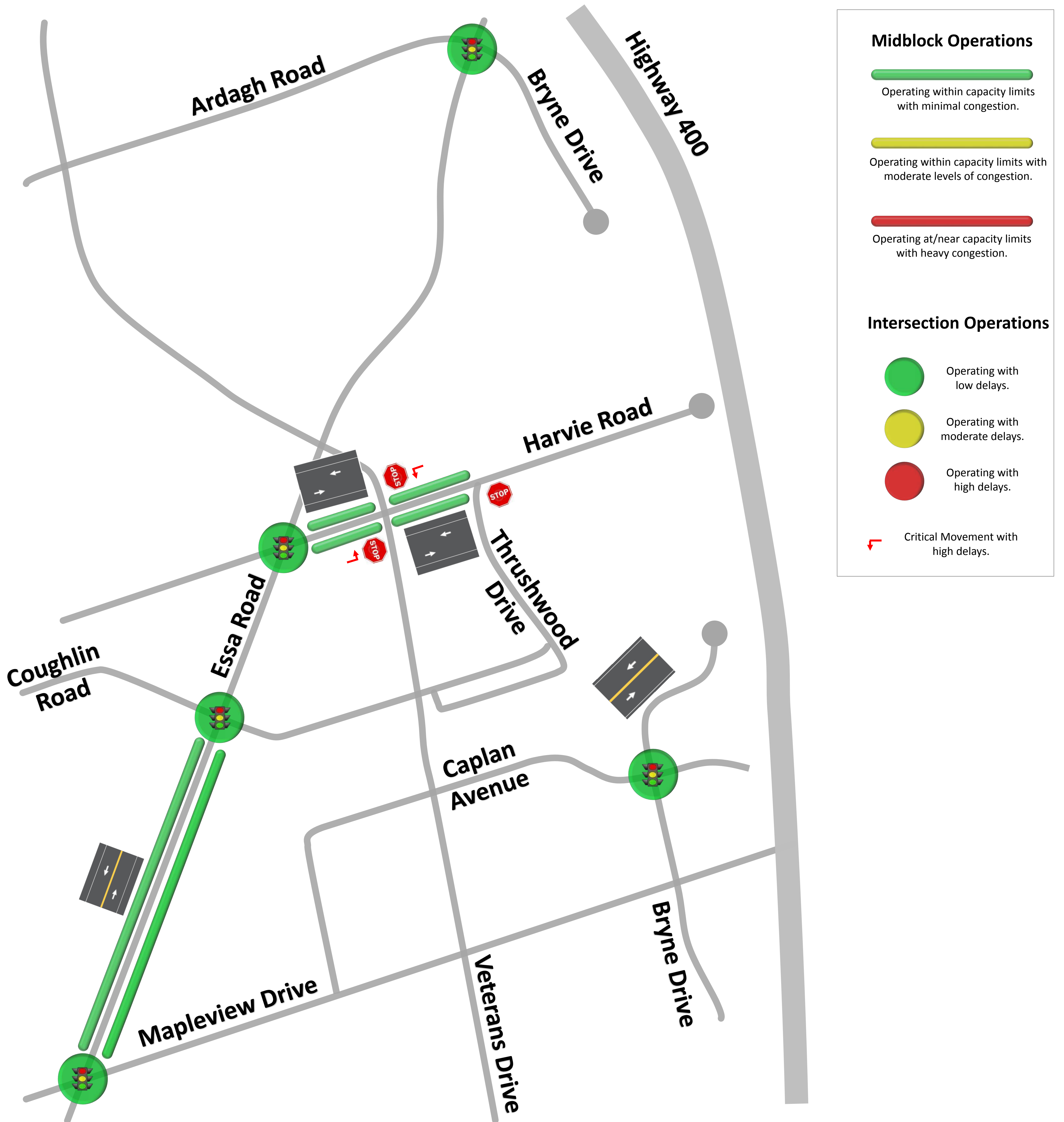


Drainage/SWM - LID

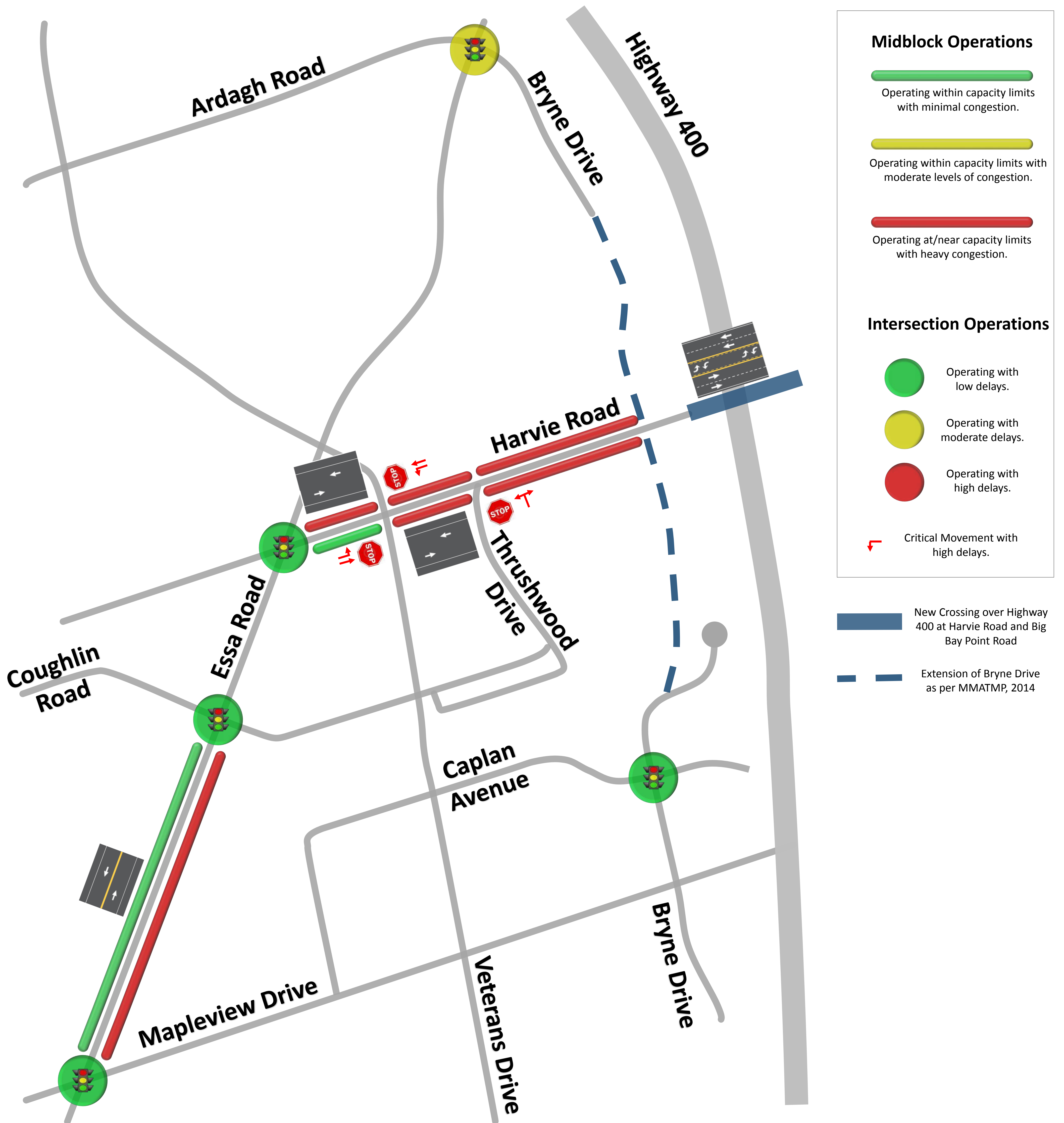
- Stormwater Management in the form of linear Low Impact Development (LID) and centralized peak flow quantity control facilities.
- LID concepts and target treatment volumes developed in consideration of the Lake Simcoe and Region Conservation Authority 2016 Guidelines (LSRCA, 2016).
- Recommended options for Centralized LID in the form of Underground Detention Chamber or Bioretention Facilities to treat required runoff where feasible.



Traffic Analysis – 2017 Existing Conditions



Traffic Analysis – Do Nothing 2031 Future Conditions



Midblock Operations

Operating within capacity limits with minimal congestion.

Operating within capacity limits with moderate levels of congestion.

Operating at/near capacity limits with heavy congestion.

Intersection Operations

Operating with low delays.

Operating with moderate delays.

Operating with high delays.

Critical Movement with high delays.

New Crossing over Highway 400 at Harvie Road and Big Bay Point Road

Extension of Bryne Drive as per MMATMP, 2014

Alternative Design Concepts

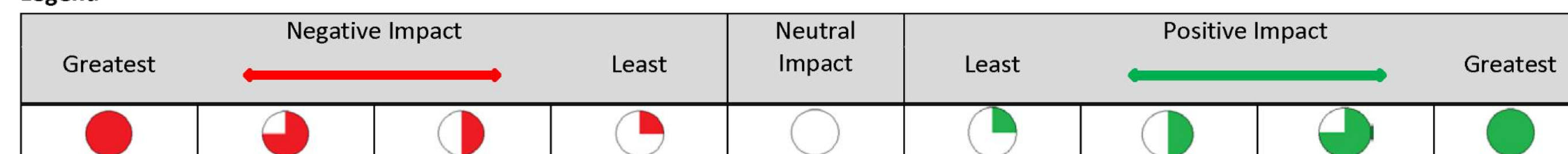
- The following Alternative Design Concepts were evaluated based on a set of criteria to identify a Recommended Preferred Alternative Design Concept

Roadway	Alternative Design Concepts
Harvie Road 3-lane profile (27m ROW) – Essa Road to Veterans Drive and 5-lane profile (34m ROW)- Veterans Drive to Bryne Drive	<ul style="list-style-type: none"> Do Nothing Widen to the north Widen to the south Widen about the centre-line
Essa Road 5-lane profile (30m ROW)	<ul style="list-style-type: none"> Do Nothing Widen to the west Widen to the east Widen about the centre-line
Bryne Drive 5-lane profile (34m ROW)	<ul style="list-style-type: none"> Extend along 3R alignment (2016 Master Plan Update) Shift to west (north of Harvie Road) Shift to east (north of Harvie Road)

Evaluation – Harvie Road

Harvie Road Essa Road to Bryne Drive Evaluation Criteria		How Criteria is Being Assessed	Do Nothing	Widen to the South	Widen along the Centre	Widen to the North		
Engineering / Operational Environment	Traffic operations (MMATMP, safety, capacity, congestion, etc.)	Impact to operations and road capacity (based on traffic operations assessment – increase capacity, reduce congestion and delays). Impact to safety.		No improvement, no connectivity; increased congestion		Opportunity for improved operations, capacity and safety		Opportunity for improved operations, capacity and safety
	Cycling operations	Adequacy to accommodate Cyclists		No improvement		Provision for bike lanes		Provision for bike lanes
	Pedestrian operations	Adequacy to accommodate Pedestrians		No improvement		Improved sidewalk connectivity		Improved sidewalk connectivity
	Driveway Impacts	Impacts on driveway accessibility and operations		No impact		Reduced driveway lengths		Reduced driveway length; may include relocating one driveway
	Municipal Services (water and sanitary sewer)	Upgrades		No improvement		Opportunity for Improvement		Opportunity for Improvement
	Stormwater management	Ability to accommodate drainage and stormwater management. Use of LIDs		No change		SWM improvements can be incorporated		SWM improvements can be incorporated
	Potential impact to surface water	Potential impact to vulnerable aquifer, wellhead and groundwater recharge areas		No impact		Potential impact (west end)		Potential impact (west end)
	Utilities	Potential impact to Hydro, Bell, Alletra, etc.		No impact		Potential impact to hydro corridor south side		Potential impact to hydro corridor (south side)
	Impacts to structures	Impact on structures and other infrastructure		No change		Lengthening of Whiskey Creek culvert (may require realignment of Creek)		Lengthening of Whiskey Creek culvert
	Emergency Services	Impact on Emergency Service movement		No improvement		Improved access		Improved access
Natural Environment	Water courses/fisheries/aquatic impacts	Potential impact on existing watercourses Impact on fish/fish habitat (Brook Trout)		No impact		Potential impact to Brook Trout – Whiskey Creek		Potential impact to Brook Trout – Whiskey Creek
	Species at risk	Potential impact on Species at Risk		No impact		Potential impact to bats located north of road		Potential impact to bats located north of road
	Vegetation Impacts	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)		No impact		Potential impact to woodlot associated with Veteran's Woods Park and Harvie Road Greenbelt		Potential impact to Significant Woodlot on north side of Harvie Road
	Impacts to Wetlands/PSW	Potential impact on locally significant wetlands and unevaluated wetlands		No impact		Minimal potential to wetland north of road		Potential impact to wetland on north side of road
	Land use	Compatibility with land use (existing and future)		No change		Potential impact to property on south near Thrushwood Drive		Moderate impact to residents on north side of Harvie Road
Social Impact	Property acquisition	Degree of Property required and households/business affected		No impact		Moderate impact to open land; one buy-out (south side)		Moderate residential property (north and south sides)
	Aesthetics	Ability to improve visual aesthetics of roadway and community		No impact		Opportunity to improve aesthetics, however will change the road use		Opportunity to improve aesthetics, however will change the road use
	Noise impacts	Number of noise walls or mitigations measured required.		No impact		Potential increase in noise, as roadway will be closer to homes		Potential increase in noise, as roadway will be closer to homes
	Accessibility and Public Safety	Compliance with AODA and elimination of conflict points, improved infrastructure for all users		No improved safety or AODA		Improved active transportation and turning movements		Improved active transportation and turning movements
	Construction impacts	Disruption to businesses; residents during construction		No impact		Nuisances during construction		Nuisances during construction
Cultural/Heritage	Archaeological impacts	Potential impact to archaeological resources (per Stage 1 Archaeological Assessment); potential impact to First Nation's interests, traditional land, etc.		No impact		Archaeological potential (Stage 2 AA required)		Archaeological potential (Stage 2 AA required)
	Cultural heritage impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes		No impact		No impact		No impact
Economic Environment	Construction Costs	Costs to construct individual alternatives		No impact		Similar cost to construct		Similar cost to construct
	Maintenance Costs	Future maintenance costs		Road will continue to deteriorate with increased traffic		No significant difference between alternatives		No significant difference between alternatives
	Land acquisition costs	Total costs for property acquisition		No costs		Moderate costs		Moderate costs

Legend



Evaluation – Essa Road

Essa Road: Mapleview Drive to Coughlin Road Evaluation Criteria		How Criteria is Being Assessed	Do Nothing		Widen to the West		Widen along the Centre		Widen to the East	
Engineering / Operational Environment	Traffic operations (MMATMP, safety, capacity, congestion, etc.)	Impact to operations and road capacity (based on traffic operations assessment – increase capacity, reduce congestion and delays). Impact to safety		No improvement		Opportunity for improved operations, capacity and safety		Improved tie-in to the north (improved operations, capacity and safety)		Opportunity for improved operations, capacity and safety
	Cycling operations	Adequacy to accommodate Cyclists		No improvement		Provision of a multi-use path		Provision of a multi-use path		Provision of a multi-use path
	Pedestrian operations	Adequacy to accommodate Pedestrians		No improvement		Improved sidewalk connectivity		Improved sidewalk connectivity		Improved sidewalk connectivity
	Driveway Impacts	Impacts on driveway accessibility and operations		No impact		No impact		Minimal impact on driveways (east side)		Minimal impact on driveways (east side)
	Municipal Services (water, and sanitary sewer)	Upgrades		No improvement		Opportunity for sanitary sewer; minimal adjustments to watermain		Opportunity for sanitary sewer; minimal adjustments to watermain		Opportunity for sanitary sewer. Not desirable for watermain connection
	Stormwater management	Ability to accommodate drainage and stormwater management. Use of LIDs		No change		SWM improvements can be incorporated; opportunity to replace Bear Creek culvert		SWM improvements can be incorporated; opportunity to replace Bear Creek culvert		SWM improvements can be incorporated; opportunity to replace Bear Creek culvert
	Potential impact to surface water	Potential impact to vulnerable aquifer, wellhead and groundwater recharge areas		No impact		Potential impact		Potential impact		Potential impact
	Utilities	Potential impact to Bell, Hydro, Allectra, etc.		No impact		No impact		Hydro corridor (east side) may require relocation		Hydro corridor (east side) will require relocation
	Impacts to structures	Impact on structures and other infrastructure		No impact		Potential lengthening of Bear Creek culvert		Potential lengthening of Bear Creek culvert		Potential lengthening of Bear Creek culvert
	Emergency Services Impact	Impact on Emergency Services during/after construction		No improvement		Improved access		Improved access		Improved access
Natural Environment	Water courses/fisheries/aquatic impacts	Potential impact on existing watercourses Impact on fish/fish habitat (Brook Trout)		No impact		Potential impact to fish habitat		Potential impact to fish habitat		Potential impact to fish habitat
	Species at risk	Potential impact on Species at Risk		No impact		No potential impact		No potential impact		No potential impact
	Vegetation Impacts	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities		No impact		Minimal impact to vegetation at Bear Creek crossing		Minimal impact to vegetation at Bear Creek crossing		Minimal impact to vegetation at Bear Creek crossing
	Impacts to Wetlands/PSW	Potential Impact on locally significant wetlands and unevaluated wetlands		No impact		Potential impact to wetland/cattail marsh associated with Bear Creek		Potential impact to wetland/cattail marsh associated with Bear Creek		Potential impact to wetland/cattail marsh associated with Bear Creek
	Land use	Impacts on surrounding land uses		No impact		Significant impact – encroaching residential property west side		Minimal impact to existing		Significant impact – roadway encroaching agricultural land/ church
Social Impact	Property acquisition	Degree of Property required and households/business affected		No impact		Significant property required (west side)		Minimal property required		Significant property required (east side)
	Aesthetics	Ability to improve visual aesthetics of roadway and community		No change		Improved continuity		Improved continuity		Improved continuity
	Noise impacts	Impacts to residents/businesses during construction and future impacts to residents/businesses following construction		No impact		Potential noise impacts to houses on west side		Moderate noise impact to houses west side		Minimal change from existing
	Accessibility and Public Safety	Compliance with AODA. Elimination of conflict points, improved infrastructure for all users		No improved safety /AODA		Improved active transportation and turning movements		Improved active transportation and turning movements		Improved active transportation and turning movements
	Construction impacts	Disruption to businesses; residents during construction		No impact		Nuisances during construction		Nuisances during construction		Nuisances during construction
Cultural/ Heritage	Archaeological impacts	Potential impact to archaeological resources (per Stage 1 Archaeological Assessment). Also potential impact to First Nation's interests, traditional land, etc.		No impact		Moderate impact - Stage 2 AA requirements north and south ends		Minimal impact – Stage 2 AA requirement west side		Potential impact (former Holly Post Office - Stage 2 AA req.)
	Cultural heritage impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes		No impact		No impact		No impact		Potential impact to Cultural Heritage Resource
Economic Environment	Construction Costs	Costs to construct individual alternatives		No impact		Similar cost to construct		Similar cost to construct		Similar cost to construct
	Maintenance Costs	Future maintenance requirements		Road/culverts will continue to deteriorate		No significant difference between alternatives		No significant difference between alternatives		No significant difference between alternatives
	Land acquisition costs	Total costs for property acquisition		No impact		Significant cost (residential land)		Moderate cost		Significant cost (agricultural land)

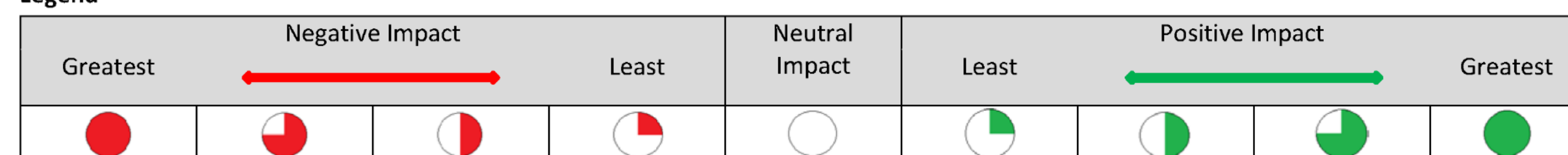
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Negative Impact			Neutral Impact	Positive Impact		
Greatest						Greatest

Evaluation – Bryne Drive

Bryne Drive Coughlin Ave to Essa Road Evaluation Criteria		How Criteria is Being Assessed	Do Nothing	Extend to the West	Widen along the Centre	Extend to the East		
Engineering / Operational Environment	Traffic operations (MMATMP, safety, capacity, congestion, etc.)	Impact to operations and road capacity (based on traffic operations assessment – increase capacity, reduce congestion and delays), impact to safety		No improvement		Opportunity for improved operations, capacity, and connectivity		Opportunity for improved operations, capacity, and connectivity
	Cycling operations	Adequacy to accommodate Cyclists		No improvement		Provision of bike lanes		Provision of bike lanes
	Pedestrian operations	Adequacy to accommodate Pedestrians		No improvement		Improved pedestrian connectivity		Improved pedestrian connectivity
	Driveway Impacts	Impacts on driveway accessibility and operations		No impact		No impact		No impact
	Municipal Services (water and sanitary sewer)	Upgrades		No improvement		Opportunity for improvement		Opportunity for improvement
	Stormwater management	Ability to accommodate drainage and stormwater management. Use of LIDs		No improvement		SWM improvements can be incorporated		SWM improvements can be incorporated
	Potential impact to surface water	Potential impact to vulnerable aquifer, wellhead and groundwater recharge areas		No impact		Potential impact		Potential impact
	Utilities	Impact to utilities		No impact		Significant impact on CTV lands		Minimal impact on CTV lands
	Impacts to structures	Impact on structures and other infrastructure		No impact		Whiskey Creek Pond outfall extension and new culvert at Lovers Creek		Whiskey Creek Pond outfall extension and new culvert at Lovers Creek
Emergency Service Impact	Impact to emergency services during and after construction		No improvement		Improved connectivity		Improved connectivity	
Natural Environment	Water courses/fisheries/aquatic impacts	Potential impact on existing watercourses Impact on fish/fish habitat (Brook Trout)		No impact		Potential impact to Brook Trout – sensitive coldwater species – recorded outside Study Area		Potential impact to Brook Trout – sensitive coldwater species – recorded outside Study Area
	Species at risk	Potential impact on Species at Risk		No impact		Potential impact to SAR (species and habitat) - bats		Potential impact to SAR (species and habitat) - bats
	Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities		No impact		Significant impact to regulated woodlot north of Harvie Rd		Significant impact to regulated woodlot north of Harvie Rd
	Impacts to Wetlands/PSW	Potential Impact on locally significant wetlands and unevaluated wetlands		No impact		Impact to wetland at Harvie/Bryne intersection		Impact to wetland at Harvie/Bryne intersection
	Land use	Impacts on surrounding land uses		No impact		Impact to existing land use (woodlot, CTV property and agricultural)		Impact to existing land use (woodlot and agricultural)
Social Impact	Property acquisition	Degree of Property required and households/business affected		No impact		Mixture of business (moderate north end), CTV lands and vacant (Bell Media)		Mixture of business (minimal north end), vacant (Bell Media)
	Aesthetics	Ability to improve visual aesthetics of roadway and community		No change		Improved connectivity for development potential		Improved connectivity for development potential
	Noise impacts	Number of noise walls or mitigations measured required.		No impact		No impact		No impact
	Accessibility and Public Safety	Compliance with AODA and elimination of conflict points, improved infrastructure for all users		No improved safety or AODA		Improved accessibility and connectivity		Improved accessibility and connectivity
	Construction impacts	Disruption to businesses, residents during construction		No impact		Minimal – new build		Minimal – new build
Cultural/Heritage	Archaeological impacts	Potential impact to archaeological resources (per Stage 1 Archaeological Assessment), also potential impact to First Nation's interests, traditional land, etc.		No impact		Significant impact (Little II Site)		Potential impact to Archaeological Site 2
	Cultural heritage impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes		No impact		No impact		No impact
Economic Environment	Construction Costs	Costs to construct individual alternatives		No impact		Similar cost to construct		Similar cost to construct
	Maintenance Costs	Future maintenance requirements		N/A		No significant difference between alternatives		No significant difference between alternatives
	Land acquisition costs	Total costs for property acquisition		No impact		Moderate property costs		Similar property costs

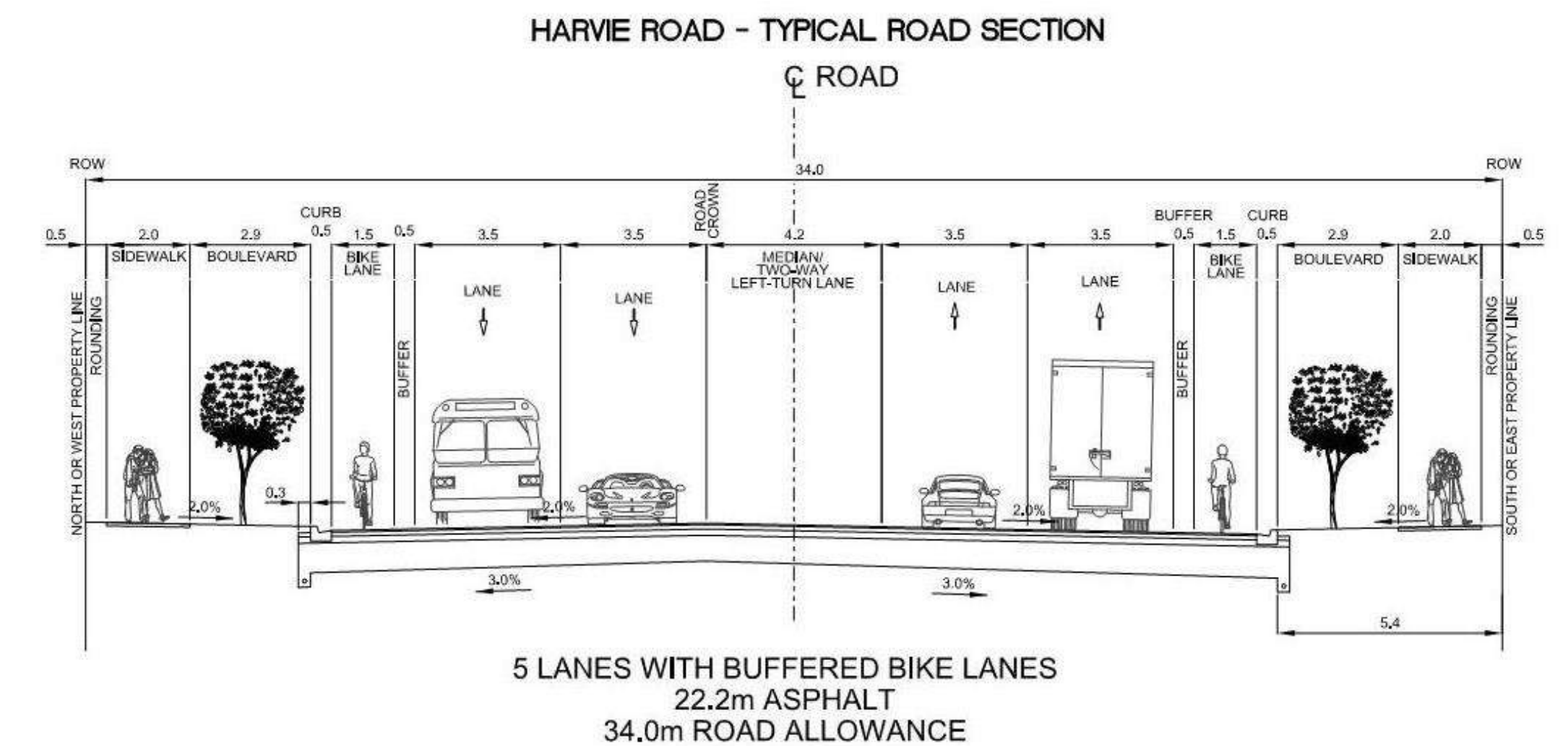
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Recommended Preliminary Preferred Design Concepts

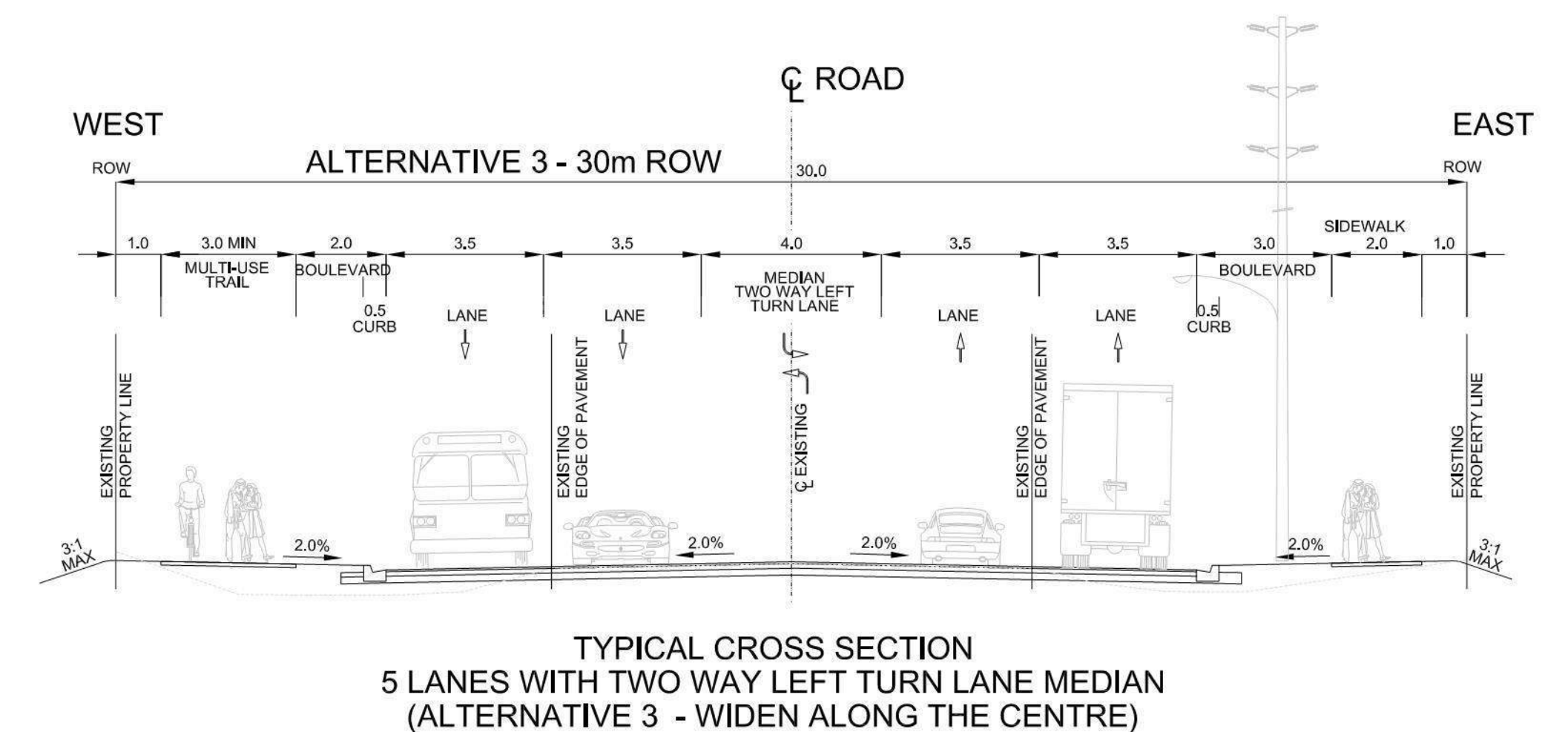
Harvie Road:

- 3-lane cross-section (from Essa Road to Veterans Drive) about the centre-line
- 5-lane cross-section (from Veterans Drive to Bryne Drive) about the centre-line
 - Buffered bike lanes
 - Sidewalks on both sides



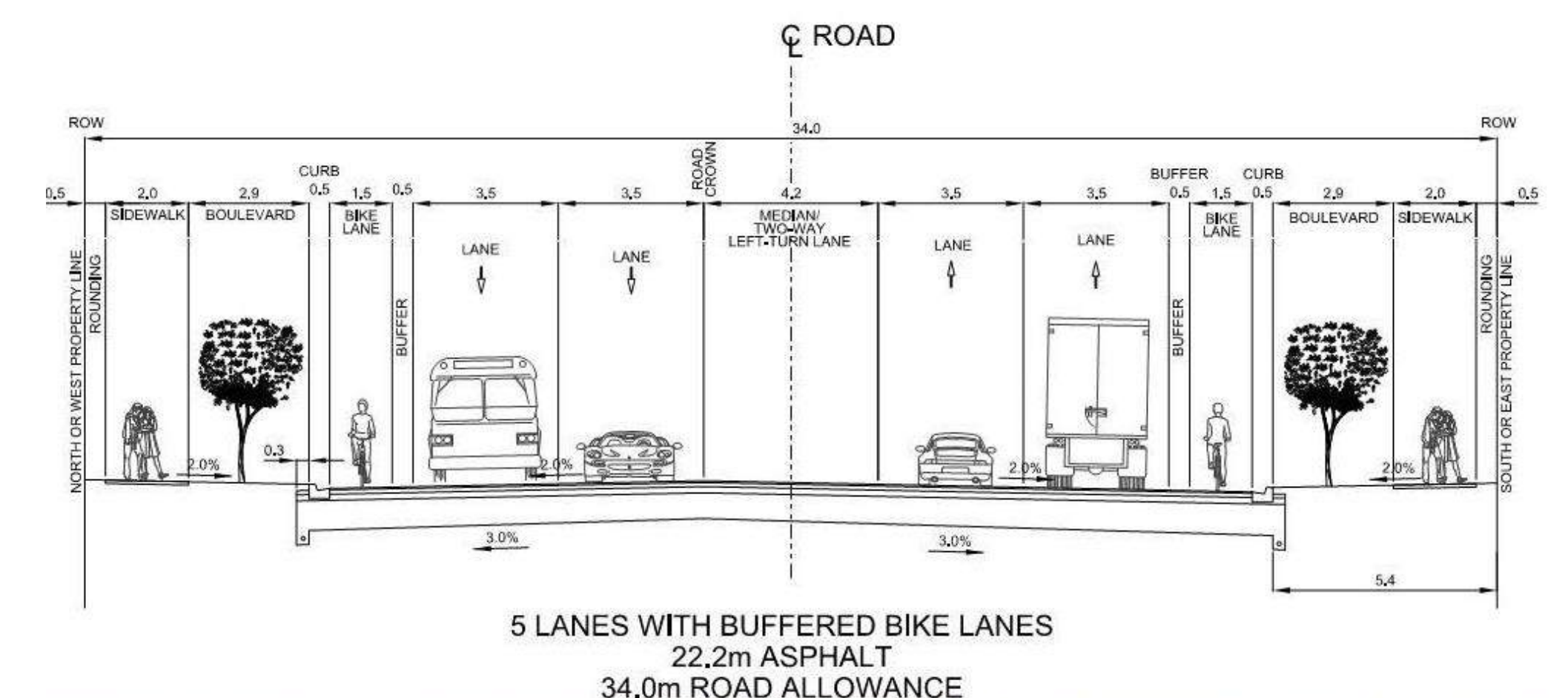
Essa Road:

- 5-lane cross-section about the centre-line
 - Multi-use trail (west)
 - Sidewalk (east)



Bryne Drive:

- 5-lane cross-section along 3R alignment (about the centre-line)
 - Buffered bike lanes
 - Sidewalks on both sides



Next Steps

- Receive public input on the Recommended Preliminary Preferred Design Concepts
- Respond to comments received from PIC
- Prepare Environmental Study Report (ESR) and issue Notice of Study Completion announcing start of 30-day public review period

Thank You for Attending

We value your input and encourage you to stay connected by:

- Visiting the Project Website at: www.barrie.ca/eastudies.
- Requesting to be added to the Project Contact list

Contact the Project Coordinator with any additional comments or questions at any time:

Alvaro Almuina, P.Eng.

City of Barrie

Phone: 705-739-4220 Ext. 4458

Email: Alvaro.Almuina@barrie.ca

Please remember to drop off your completed Comment Form in the Comment Box before you leave or send it to us before July 7th, 2017

HATCH

The City of
BARRIE



**HARVIE ROAD, ESSA ROAD, AND BRYNE DRIVE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4**

Public Information Centre
Thursday June 22nd, 2017
4:00 p.m. to 7:00 p.m.
Holly Community Centre – Multi-Purpose Room
171 Mapleton Avenue, Barrie, Ontario

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 Project Coordinator, 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.):

Harvie Road Coalition

ADDRESS (Including Postal Code & Telephone Number):

Street Address:

HB

Unit/Apt:

Postal Code:

Telephone Number:

The notice of this Public Information Centre is available on the City of Barrie website. Go to www.barrie.ca/eastudies.

Are you satisfied with the level of 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 provide your feedback on the recommended preliminary preferred design concepts presented. Please specify which road(s) your comments relate to: Harvie Road, Essa Road and/or Bryne Drive.

Great PIC. Very encouraged by efforts to advance the schedule. Property acquisition in 2017 will allow for initial tendering of clear cutting and utility locates. That work in 2018 would well establish your new schedule.

Thanks!!

Keith

Harvie Road, Essa Road and Bryne Drive

Would you like a written response to your comments?

Yes No

Please submit this comment sheet by **Friday, July 7th, 2017** to:

Mr. Alvaro Almuina, P.Eng., PMP Project Coordinator City of Barrie Engineering Department 70 Collier Street, P.O. Box 400 Barrie, ON L4M 4T5	Tel: (705) 739-4220, Ext. 4458 Fax: (705) 739-4247 E-mail: Alvaro.Almuina@barrie.ca
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Thank you for your comments.

**HARVIE ROAD, ESSA ROAD, AND BRYNE DRIVE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4**

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ADDRESS (Including Postal Code & Telephone Number):

Street Address:

Unit/Apt:

Postal Code:

Telephone Number:

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Poor
(Much Improvement
Required)

Marginal
(Some Improvement
Required)

Good

Very Good

Excellent

Please provide your feedback on the recommended preliminary preferred design concepts presented. Please specify which road(s) your comments relate to: Harvie Road, Essa Road and/or Bryne Drive.



**HARVIE ROAD, ESSA ROAD, AND BRYNE DRIVE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4**

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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: _____ **Unit/Apt:** _____

Postal Code: _____ **Telephone Number:** _____

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

- | | | | | |
|---|---|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Poor
(Much Improvement
Required) | Marginal
(Some Improvement
Required) | Good | Very Good | Excellent |

Please provide your feedback on the recommended preliminary preferred design concepts presented. Please specify which road(s) your comments relate to: Harvie Road, Essa Road and/or Bryne Drive.

We run a daycare centre (101 children daily) and are
concerned about truck traffic - safety for families dropping
off + picking up their children.

Harvie Rd is in terrible condition - crumbling, pot holes
I am concerned heavy truck traffic during construction
will make it even worse.



**HARVIE ROAD, ESSA ROAD, AND BRYNE DRIVE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4**

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Please print all responses

NAME OF RESPONDENT:

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

Allendale Neighbourhood Assoc

ADDRESS (Including Postal Code & Telephone Number):

Street Address:

Unit/Apt:

Postal Code:

Telephone Number:

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Poor
(Much Improvement
Required)

Marginal
(Some Improvement
Required)

Good

Very Good

Excellent

Please provide your feedback on the recommended preliminary preferred design concepts presented. Please specify which road(s) your comments relate to: Harvie Road, Essa Road and/or Bryne Drive.

Essa Road: For bicycle traffic, a MUT does not seem to be the best approach for commuting. For recreational riding it may be fine. However, commuting calls for predictable travel times, less achieved on MUT. I have experienced delays on the MUT from Tinnet's Point to the downtown on the south side of Keupenbelt Bay, which are frustrating if the objective is to get

Harvie Road, Essa Road and Bryne Drive

don't occur in minimum time. Buffered bike lanes are much preferable for commuting.

Essa seems to be an emphasis in bike provision.

There is a good bike lane on Vatarani Drive, but cyclists are left hanging at Essa.

Multiple horizontal lines for additional handwritten notes.

Would you like a written response to your comments?

Yes

No

Please submit this comment sheet by **Friday, July 7th, 2017** to:

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

Tel: (705) 739-4220, Ext. 4458
Fax: (705) 739-4247
E-mail: Alvaro.Almuina@barrie.ca

Thank you for your comments.

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Street Address:

Unit/Apt:

Postal Code:

Telephone Number:

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Poor
(Much Improvement
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Marginal
(Some Improvement
Required)

Good

Very Good

Excellent

Please provide your feedback on the recommended preliminary preferred design concepts presented. Please specify which road(s) your comments relate to: Harvie Road, Essa Road and/or Bryne Drive.

HARVIE ROAD OVER PASS - WHY HAS IT TAKEN SO LONG?
HOPE THAT ACCESS RAMPS TO #400 WILL BE SOONER NOT LATER!
MIDDLE OF PROPOSED BRYNE DRIVE IS BEST CHOICE,
ACCESS ROAD ON WEST SIDE OF #400 GOING SOUTH FROM ESSA
THAT TRAVEL BEHIND COMMERCIAL BUILDINGS COULD BECOME
A SERVICE ROAD TO PARALLEL #400 AND/OR A SOUTH BOUND
RAMP TO #400 FROM ESSA.

**HARVIE ROAD, ESSA ROAD, AND BRYNE DRIVE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4**

Public Information Centre
Thursday June 22nd, 2017
4:00 p.m. to 7:00 p.m.
Holly Community Centre – Multi-Purpose Room
171 Mapleton Avenue, Barrie, Ontario

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 Project Coordinator, 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 notice of this Public Information Centre is available on the City of Barrie website. Go to www.barrie.ca/eastudies.

Are you satisfied with the level of 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 provide your feedback on the recommended preliminary preferred design concepts presented. Please specify which road(s) your comments relate to: Harvie Road, Essa Road and/or Bryne Drive.

Essa Road should be at least 5 lanes to
Mapleview Drive (Coughlin southerly)

Keep up the good work & build A.S.A.P.

Alexander, Melissa

From: Alvaro Almuina <Alvaro.Almuina@barrie.ca>
Sent: Friday, September 01, 2017 10:27 AM
To: Service Barrie
Cc: Alexander, Melissa; Kelly, Terry
Subject: RE: Molson Site

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Cassandra

I offer the following response to question about archeology potential in the Bryne Drive study area.

A Stage 1 Archaeological Assessment was undertaken by AMICK (2005) during the master planning stage of the project and determined that a significant portion of the Study Area corridor contains archaeological "potential".

This information can be found here:

<http://www.barrie.ca/City%20Hall/environmental-assessment-studies/Pages/completed.aspx>

The archaeological assessment being undertaken as part of the current study is still ongoing along the Bryne Drive corridor and we do not have any further results at this time.

Details on our findings to date on the environmental, cultural and social impacts of the Bryne Drive extension can be found here (Board no.'s 12 & 13):

<http://www.barrie.ca/City%20Hall/environmental-assessment-studies/Documents/Bryne-Harvie-Essa/1.%20PIC%20No.%201%20Presentation%20Boards.pdf>

The Environmental Study Report that will be prepared for the Bryne Drive corridor will discuss the impact (if any) and remedial measures (if any) to the natural, cultural and social environment. The process followed in these types of projects is to avoid areas with significant archaeological potential, as the first step. If this cannot be done, there are procedures in place to define remedial measures, in consultation with First Nation's representatives.

I hope the above addresses concern.

Sincerely,
Alvaro

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) 648 3024
Email: Alvaro.Almuina@Barrie.ca

From: Service Barrie
Sent: August 31, 2017 3:17 PM
To: Alvaro Almuina <Alvaro.Almuina@barrie.ca>
Subject: FW: Molson Site

Good Afternoon Alvaro,

We received this email this week about a old native village(Molson site BcGw-27) that was located near the bottom of Thrushwood Dr between whiskey creek and lover's creek. Will the work being done with the Bryne/Harvie word effect this area?

Thanks

Regards,

Cassandra
Service Barrie
We're here to help
ServiceBarrie@barrie.ca

City of Barrie
70 Collier St. P.O. Box 400, Barrie ON L4M 4T5
Tel: 705-726-4242

From: _____
Sent: Wednesday, August 30, 2017 6:15 PM
To: Planning <Planning@barrie.ca>
Subject: Re: Molson Site

Hello,

My name is _____ I live in the south end of Barrie _____ I've recently learned there is an old native village buried nearby (the Molson site BcGw-27); though I do not know the exact location, I believe it's in the field at the bottom of Thrushwood Drive between Whiskey Creek and Lover's Creek. I want to know if you can give me anymore info on the site and whether or not the extension of Bryne Drive and Harvie Road will impact the site itself? Any information is greatly appreciated.

Thank you,

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**Harvie Road, Essa Road and Bryne Drive
Municipal Class Environmental Assessment Study
Master Table - Consultation Activity Tracking Table**

August 2017

Contact Information	Comment	Response
AGENCIES		
Hollie Nolan Chippewas of Rama First Nation	Email (July 5, 2017) - we have reviewed your letter and shared it with Council, as well as forwarded to Williams Treaties First Nation Process Coordinator/Negotiator who will take the necessary action if required.	Comment noted.
PUBLIC		
Public	PIC (June 22, 2017) - Satisfied with the levels of detail presented: Excellent. Feedback: "great PIC. Very encouraged by efforts to advance the schedule. Property acquisition in 2017 will allow for initial tendering of clear cutting and utility locates. That work in the 2018 would well establish your new schedule. Thanks	No response required.
public	PIC (June 22, 2017) - Satisfied with the level of detail of the information presented: very good. No further comments.	No response required.
Public	PIC (June 22, 2017) - We run a daycare centre(101 children daily) and are concerned about truck traffic-safety for families dropping off + picking up their children. Harvie Rd is in terrible condition-crumbling, pot holes I am concerned heavy truck traffic during construction will make it even worse.	No response required.
Public	PIC (June 22, 2017) - Essa Road: For bicycle traffic a MUT does not seem to be the best approach for commuting. For recreation riding it may be fine. However, commuting calls for predictable travel times, less achievable on MUT. I have experienced delays on the MUT from Mimet's point to the downtown of the south side of Kempenfelt Bay, which are frustrating if the objective is to get downtown in minimum time. Buffered bike lanes are much preferable for commuting. Essa seems to be an option bike provisions. There is a good bike lane on Veterans Drive but cyclists are left hanging at Essa.	Response (Aug. 22, 2017) - Thank you for your comments. The recommendation is to provide a multi-use trail along one side of Essa Road. This will provide continuity north of Coughlin Road. However, part of this Project also includes improvements to Harvie Road (between Essa Road and future Bryne Drive) and Bryne Drive (from existing Bryne Drive just north of Caplan Avenue connecting to existing Bryne Drive just south of Essa Road). Recommendations include buffered bike lanes along both sides of Harvie Road and Bryne Drive which will provide additional opportunities for cyclists and improved connectivity through the Study Area.
Public	PIC (June 22, 2017) - Harvie Road Over Pass- WHY has it taken so long? Hope that access ramps to #400 will be sooner not later! Middle of proposed Byrne Drive is best choice, access road on west side of #400 going south from Essa that travel behind commercial buildings could become a service road to parallel #400 and/or a south bound ramp to #400 from Essa.	No response required.
Public	PIC (June 22, 2017) - "Essa road should be at least 5 lanes to Maplevue Drive (Coughlin Southerly) Keep up the good work & build A.S. A. P"	No response required.
Public	Comment (August 30, 2017) - Recently learned that there is an old native village buried nearby the south end of the Study Area and believe it is in the field at the bottom of Thrushwood Drive between Whiskey Creek and Lovers Creek. Can more information be provided and will the the extension of Bryne Drive and Harvie Road impact the site?	Response (Sept. 1, 2017) - A Stage 1 Archaeological Assessment was undertaken by AMICK (2005) during the master planning stage of the project and determined that a significant portion of the Study Area corridor contains archaeological 'potential'. Website link provided. The archaeological assessment being undertaken as part of the current study is still ongoing for the Bryne Drive corridor and we do not have results at this time. The Environmental Study Report for Bryne Drive corridor will discuss the impact (if any) and remedial measures (if any) to the natural, cultural and social environment. The process followed in these types of projects is to avoid areas with significant archaeological potential. This cannot be done, there are procedures in place to define remedial measures in consultation with First Nation's representatives.