The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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

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: Mapleview DR E **Unit/Apt:**

Postal Code: L9J 0C3 **Telephone Number:**

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

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

Do you wish to continue to be informed of the staff recommendations for the Preferred presented to General Committee?

☑ Yes ☐ No

Date: Sept 22/2016

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)?

The City of BARRIE

@PIC

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Please print all responses

NAME OF RESPONDENT:

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

ADDRESS (Including Postal Code & Telephone Number):

Street Address: **Unit/Apt:**

Postal Code: **Telephone Number:**

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MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☒ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, MUT, no sidewalk on north, 4m centre-left, 34m ROW

This alternative includes a 5-lane roadway, multi-use trail, no sidewalk on the north side, and a 4m centre-left within a 34m ROW.

Collector 11 to 200m west of 20th Sideroad

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, MUT, no sidewalk on north, 4m centre-left, 27m ROW

This alternative includes a 3-lane roadway, multi-use trail on the south side, no sidewalk on the north side, and a 4m centre-left within a 27m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre median, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre median, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 4 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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: Sept 22, 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:

Any other Alternative will impact greatly on our property Frontage - ALT. 3 - does not take our property Frontage!

Please submit this comment sheet by **Friday, 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

Thank you for your comments.

Alvaro Almuina

From: Alvaro Almuina
Sent: Tuesday, September 13, 2016 8:24 PM
To: Bonica Leung - Dorsay Development Corp
Subject: RE: Salem Road Secondary Plan/Hewitt's Secondary Plan Study Area/McKay Road East - Class EAs Phase 3 & 4 PIC (702619)

Categories: Blue Category

Hello Bonica

Thank you for your feedback.

Although the study area does extend to 20th Side Road, the physical improvements to Mapleview Dr. East do not extend that far, hence your understanding is correct. There is a transition section between 20 Side Road and the proposed Collector Road several metres to the west.

As you will not be able to attend the PIC, next week I will send you the proposed improvements in this section of the roadway and we can discuss the same at our convenience.

Sincerely,

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: 4471
Mobile: (416) 578 4959
Email: Alvaro.Almuina@Barrie.ca

From: Bonica Leung - Dorsay Development Corp [bleung@dorsay.ca]
Sent: 13 September 2016 16:49
To: Alvaro Almuina
Subject: FW: Salem Road Secondary Plan/Hewitt's Secondary Plan Study Area/McKay Road East - Class EAs Phase 3 & 4 PIC (702619)

Hi Alvaro,

We have received an e-mail distribution of the upcoming public info meeting for the Transportation Class EA on September 15, 2016. As I will be out-of-town on the day of the PIC, please allow me to seek clarifications on the following:

The limits of the study area has now extended along Mapleview Drive easterly to 20th Sideroad, however in reading the document, I was under the impression that there are no further recommendations /alternatives proposed for this section of Mapleview Drive... I have outlined this area in the mapping below.

Alvaro Almuina

From: Hollie Nolan <hollien@ramafirstnation.ca> on behalf of Chief Rodney Noganosh <chief@ramafirstnation.ca>
Sent: Wednesday, September 28, 2016 10:45 AM
To: Alvaro Almuina
Cc: Chief Rodney Noganosh
Subject: re: Hewitt's Secondary Plan Study Area – Municipal Class Environmental Assessment Phase 3 & 4 – Public Information Centre – Presentation of Alternative Design Solutions

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Alvaro;

Thank you for your letter re: Hewitt's Secondary Plan Study Area – Municipal Class Environmental Assessment Phase 3 & 4 – Public Information Centre – Presentation of Alternative Design Solutions.

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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By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

Please consider the environment before printing this e-mail.

The City of BARRIE

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MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

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☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

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Country Lane to Madelaine Drive

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☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

Hewitt's Secondary Plan Transportation Improvements

☑ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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

_____

_____

_____

_____

_____

_____

Hewitt's Secondary Plan Transportation Improvements

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: Sept 28/16

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\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:

Was not able to attend but was sent the link to look at options. Able to make a good decision from the diagrams.

Please submit this comment sheet by **Friday, 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

Thank you for your comments.

CITY HALL
70 COLLIER STREET
TEL. (705) 739-4207
FAX. (705) 739-4247

The City of
BARRIE

P.O. BOX 400
BARRIE, ONTARIO
L4M 4T5

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

September 9, 2016

File: T05-HE

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

Re: Hewitt's Secondary Plan Study Area (Assignment #3)
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 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 concern with members of the public. The following alternatives will be presented at the PIC:

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☑ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comments, 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 requested 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 has been 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 Almuina, P. Eng., PMP
Program Coordinator
Growth Management Projects

AA/sm

Alvaro Almuina

From: Ralph Scheunemann
Sent: Tuesday, September 27, 2016 10:40 AM
To: Alvaro Almuina
Cc: Bala Araniyasundaran; Brett Gratrix
Subject: RE: Proposed Noise Fence 873 Yonge

Alvaro - suggest saying that it was forwarded to the City of Barrie Planning and Building Services Department (zoning is part of this department).

Ralph Scheunemann, P.Eng.
Sr. Infrastructure Planning Engineer
The City of Barrie
X4782

Central Ontario's Premier Waterfront Community
Please consider the environment before printing this email.

From: Alvaro Almuina
Sent: Tuesday, September 27, 2016 10:31 AM
To: Ralph Scheunemann
Cc: Bala Araniyasundaran; Brett Gratrix
Subject: RE: Proposed Noise Fence 873 Yonge

For the purposes of the EA process, we will note in the response table that this matter was forwarded to Operations for action.
Alvaro

From:
Sent: Monday, September 26, 2016 9:42 AM
To: Andrew Gameiro; Ralph Scheunemann; Steve Rose
Cc: Alvaro Almuina; Bala Araniyasundaran; Sherry Diemert; Bill McGregor
Subject: RE: Proposed Noise Fence 873 Yonge

Thank you for explaining the variance application process. Would I be able to ask for a fence height equal to the current limit for side/back lots? Is there a limit to the variance that can be requested, or do I just make a proposal and see if it gets approved?

Thanks to all for the timely responses and detailed information; it is greatly appreciated!

From: Andrew Gameiro [mailto:Andrew.Gameiro@barrie.ca]
Sent: September 26, 2016 8:58 AM
To: Ralph Scheunemann; Steve Rose;
Cc: Alvaro Almuina; Bala Araniyasundaran; Sherry Diemert; Bill McGregor
Subject: RE: Proposed Noise Fence 873 Yonge

Hi Ralph,

Unfortunately, we cannot grant an exemption to the By-law.

However, there is the option of submitting a Minor Variance Application to the Committee of Adjustment to seek relief from the By-law requirement.

A minor variance application costs $1,855.00 and it is a public process. The applicant will be required to erect a public notification sign on the property at least 14 days before the public hearing. The City will also mail out notices to all land owners within 60 m of the subject property. Members of the public are able to submitted written or oral comments to the Committee. The application is also circulated to a variety of City Departments and externals agencies for their review and comment.

The Committee of Adjustment will review all comments and make a decision to grant or deny the minor variance. Following the Committee's decision, there is a 20-day appeal period in which you, the City, or a member of the public may appeal the decision to the Ontario Municipal Board (OMB) at a cost of $300.00.

You may wish to review the application form, guidelines and hearing schedule online on our website:
http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Pages/CommitteeofAdjustment.aspx

I hope this helps.

If you have additional questions or concerns, please do not hesitate to contact me.

Regards,

Andrew Gameiro, B.E.S.
Planner
(705)-739-4220
Ext. 5038

From: Ralph Scheunemann
Sent: Monday, September 26, 2016 7:34 AM
To: Andrew Gameiro; Steve Ros
Cc: Alvaro Almuina; Bala Araniyasundaran; Sherry Diemert; Bill McGregor
Subject: FW: Proposed Noise Fenc

I've forwarded your email to the following people for a response because they are in a better position to respond to your concerns:

1) Steve Rose (Manager of Traffic & Parking) – could you please respond to the speeding concern?
2) Andrew Gameiro (Zoning Administrative Officer)– could you please respond to the by-law exemption inquiry?

Suggest considering planting some large (spaded) conifer trees between your home and your front property line. The trees would provide some sound attenuation and also provide some screening from the headlights on vehicles at night.

Ralph Scheunemann, P.Eng.
Sr. Infrastructure Planning Engineer
The City of Barrie
Central Ontario's Premier Waterfront Community

Engineering Department
6th Floor

Mailing Address:
P.O. Box 400, Barrie ON, L4M 4T5
Tel: 705-739-4220 ext. 4782
Fax: 705-739-4247

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Please consider the environment before printing this email.

To: Ralph Scheunemann
Cc: Bill McGregor; Andrew Gameiro; Dave Read; Alvaro Almuina; Bala Araniyasundaran; Sherry Diemert
Subject: RE: Proposed Noise Fence

Hi Ralph,

Could an exemption be granted in terms of the fencing by-law? I have no “backyard”, and as such, the 1.0m limit leaves me with very limited privacy and/or soundproofing options for my property. With plans to expand the roadway in front of my home, I am concerned that I will soon be unable to enjoy my property at all.

Please let me know if I have any options to reduce the noise-levels I am experiencing. On a side note, if the speed limit were enforced, it might help with the issue. I think that most noise-nuisance is actually due to motorcycles with intentionally modified exhaust systems and vehicles that are travelling at speeds higher than the posted limit.

Any assistance or advice would be appreciated!

From: Ralph Scheunemann [mailto:Ralph.Scheunemann@barrie.ca]
Sent: September 23, 2016 4:37 PM
T
Cc: Bill McGregor; Andrew Gameiro; Dave Read; Alvaro Almuina; Bala Araniyasundaran; Sherry Diemert
Subject: Proposed Noise Fence 873 Yonge

At yesterday's open house you inquired about the potential of installing your own acoustic fence across the frontage of your property abutting Yonge Street. I have had the opportunity to speak with staff members who specifically deal with fencing and zoning and I offer the following:

i. The Barrie Zoning By-Law prohibits the installation of fencing over 1.0m in height within the front yard of any residence. This includes also the side yard extending from the front building face to the property line. The zoning bylaw also applies to the installation of walls and hedges in this scenario. Please find the following link if you wish to review the bylaw for yourself. << Zoning Bylaw >>. Given that your property is in the annexation area the Innisfil Zoning Bylaw may still apply but it is similar.

ii. In addition to the Zoning By-Law, I would direct you to the quick reference guide for construction projects in which the By-Law requirements for fencing are laid out on Page 3. << Planning a Summer Project Guide >>

Based on this information, I would also like to add that a one metre fence would be too low to provide any sound attenuation benefit for your residence. In addition, the cost for a proper noise attenuation fence can be prohibitive as it costs between $370 to $400 per metre to construct. We would suggest that a more viable option may be to plant some large (spaded) conifer trees between your home and your front property line. Please note that the trees should be planted so they don't overhang the road right-of-away or future widening.

If you require additional information regarding zoning, please give Andrew Gameiro call at Ext 5038 who is a Zoning Administrative Officer at the City of Barre.

Ralph Scheunemann, P.Eng.
Sr. Infrastructure Planning Engineer
The City of Barrie
Central Ontario's Premier Waterfront Community

Engineering Department
6th Floor

Mailing Address:
P.O. Box 400, Barrie ON, L4M 4T5
Tel: 705-739-4220 ext. 4782
Fax: 705-739-4247

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The City of
BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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

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.): Property Owner

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:

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☒ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☒ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☒ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☒ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☒ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☒ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☒ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

[3] **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

[2] **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

[1] **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

[3] **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

[2] **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

[1] **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

[3] **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

[4] **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

[4] **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

[1] **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

[2] **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

[1] **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

[3] **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

[3] **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

[1] **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

[2] **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

[3] **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

[2] **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

[1] **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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

In some places they say sidewalk, others they side side walk on north or south side or both sides. If it doesn't specify which side it's on, where will it be?

Hewitt's Secondary Plan Transportation Improvements

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: Sept. 28/16

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\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:

An explanation of terms like LID, what a multi use trail is and where collector 11 is.

Please submit this comment sheet by **Friday, 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

Thank you for your comments.

Alvaro Almuina

From:
Sent: Saturday, September 24, 2016 12:13 PM
To: Alvaro Almuina
Subject: MAPLEVIEW DR E

Good Day Alvaro
As per our conversation on Sept 22 2016, lots of information and lots to learn. Concerns regarding the widen of the MAPLEVIEW DR.
While the widen continues over the next few years, how will this affect us that live on mapleview dr, getting to and from our homes.

Could work be done on off hours, knowing that nights may be a bit tricky, the hum of the noise my actually help ppl sleep. Weekend work would be better not as much traffic, or closing the road for the time to have all work done and not having to worry about traffic.

Could you confirm that property will/will not be taken from NORTH side on Mapleview? When will work begin from Country lane to Madeline?

Not sure on what improvements are best, I believe that the best solution is what is best for the growing community.

The City of BARRIE

@PIC

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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

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.): Property Owner

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:

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

3 **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

2 **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

1 **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

3 **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

2 **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

1 **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

2 **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

3 **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

2 **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

3 **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

1 **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

1 **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

2 **Alternative 2:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

3 **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

2 **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

3 **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

1 **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

2 **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

3 **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

1 **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

2 **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

3 **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

1 **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

1 **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

2 **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

3 **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

4 **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

1 **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

2 **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

1 **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

2 **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

3 **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

1 #NOTE BELOW.

1 **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

3 **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

2 **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

1 **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

2 **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

3 **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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

LOCKHART/METROLINX CROSSING IMPROVEMENTS

ALTHOUGH WE SHOWED ALTERNATIVE 1 AS OUR FIRST CHOICE WE REALLY PREFER AN OPTION OF AN OVERPASS ON LOCKHART IN ORDER TO MINIMIZE THE IMPACT OF HAVING TO PUMP WATER FROM AN UNDERPASS WHICH WILL ADVERSELY AFFECT WATER SUPPLIES TO OUR WELLS ON THE SOUTH SIDE OF LOCKHART

Hewitt's Secondary Plan Transportation Improvements

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: Sept 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:

Please submit this comment sheet by **Friday, 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

Thank you for your comments.

The City of BARRIE

@ PIC

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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: **Unit/Apt:**

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

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

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☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34rn ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☑ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, MUT, no sidewalk on north, 4m centre-left, 34m ROW

This alternative includes a 5-lane roadway, multi-use trail, no sidewalk on the north side, and a 4m centre-left within a 34m ROW.

Collector 11 to 200m west of 20th Sideroad

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, MUT, no sidewalk on north, 4m centre-left, 27m ROW

This alternative includes a 3-lane roadway, multi-use trail on the south side, no sidewalk on the north side, and a 4m centre-left within a 27m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre median, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre median, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 4 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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

_____

Alternative #3 on Lockhart Rd between Huronia + Yonge is the best alternative. The other two you are either at my front door or in my living room. There is only 1 house on the other side of the road + it is Barrie. We have 5 houses on our side + we are Innisfil.

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: Sept 22/16

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\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:

I think you needed City of Barrie + Town of Innisfil representatives there to answer questions about boarder lines like Lockhart Rd.

Please submit this comment sheet by **Friday, 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

Thank you for your comments.

The City of BARRIE

RECEIVED
OCT 24 2016
THE CITY OF BARRIE
ENGINEERING DEPARTMENT

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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

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:

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☒ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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

Sign Date: October 16 - 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:

Please submit this comment sheet by **Friday, 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

Thank you for your comments.

Alvaro. A.

The City of
BARRIE

RECEIVED
OCT 24 2016
THE CITY OF BARRIE
ENGINEERING DEPARTMENT

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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: **Unit/Apt:**

Postal Code: **Telephone Number:**

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

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

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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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☑ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☑ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☑ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☑ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☑ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☑ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

Hewitt's Secondary Plan Transportation Improvements

☑ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☑ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☑ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☑ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☑ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☑ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☑ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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: Oct 20/16

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\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:

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

Thank you for your comments.

The City of BARRIE

RECEIVED
OCT 18 2016
THE CITY OF BARRIE
ENGINEERING DEPARTMENT

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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

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:

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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:

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

Thank you for your comments.

1. DO NOT LIKE TO SEE ALL EXPANSION TO THE SOUTH OF BARRIE. IT MAKES THE CITY LOPSIDED. HOW ABOUT EXPANSION IN ORO-MEDONTE - SPRINGWATER.

CITY HALL
70 COLLIER STREET
TEL. (705) 739-4207
FAX. (705) 739-4247

The City of BARRIE

P.O. BOX 400
BARRIE, ONTARIO
L4M 4T5

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

September 9, 2016

File: T05-HE

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

Re: Hewitt's Secondary Plan Study Area (Assignment #3)
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 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 concern with members of the public. The following alternatives will be presented at the PIC:

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☒ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☒ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☒ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☒ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☒ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☒ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☒ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☒ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☒ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW
This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW
This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW
This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW
This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☒ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW
This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW
This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☒ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW
This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW
This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comments, 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 requested 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 has been 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 Almuina, P. Eng., PMP
Program Coordinator
Growth Management Projects

AA/sm

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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

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.): Property owner

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:

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

[2] **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

[1] **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

[3] **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

[ ] **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

[1] **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

[ ] **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

[ ] **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

[1] **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

[ ] **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

[ ] **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☒1 **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☒1 **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☒1 **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

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☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

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☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

[1] **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

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This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

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This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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: Oct 19, 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:

_____

_____

_____

Please submit this comment sheet by **Friday, 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

Thank you for your comments.

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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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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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

Hewitt's Secondary Plan Transportation Improvements

☑ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

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Madelaine Drive to Yonge Street

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☐ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

Hewitt's Secondary Plan Transportation Improvements

☑ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

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☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

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This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

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☑ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

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Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

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☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

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Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

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☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☑ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☑ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☑ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☑ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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: OCT. 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:

Please submit this comment sheet by **Friday, 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

Thank you for your comments.

The City of BARRIE

RECEIVED
SEP 22 2016
THE CITY OF BARRIE
ENGINEERING DEPARTMENT

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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

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:

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

The notice of this information centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☑ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☑ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☐ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☑ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☑ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☐ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☑ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☑ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

Hewitt's Secondary Plan Transportation Improvements

☑ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☑ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☐ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☑ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☑ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☐ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☑ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☑ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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

_____

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_____

_____

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: Sept 15/16

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\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:

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

Thank you for your comments.

Alvaro Almuina

From: Susan.SUN@HydroOne.com
Sent: Monday, September 19, 2016 2:39 PM
To: Alvaro Almuina
Cc: zone5scheduling@hydroOne.com; rossella.fazio@HydroOne.com; Gian.Minichini@HydroOne.com
Subject: Hewitt's Secondary Plan Study Area Transportation Improvements EA

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Alvaro Almuina,

In our initial review, we can confirm that there are no Hydro One Transmission (above 115 kV) Facilities in the subject area. Please note there may also be Hydro One Distribution facilities in your study area (ie. Distribution wires operating below 115 kV). In order to cover off the impact to all Hydro One assests, please also forward your EA to the following email address:

zone5scheduling@hydroOne.com (Hydro One DS Zone)

Please be advised that this is only a preliminary assessment based on current information. No further consultation with Hydro One Networks Inc. is required if no changes are made to the current information.

If you have any further questions or concerns, please feel free to contact me.

Regards,

Susan Sun
Tel: 416-345-6629

On behalf of

Secondary Land Use
Transmission Asset Management
Hydro One Networks

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
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.): PROPERTY OWNER

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:

> "The City of Barrie population is expected to reach 210,000 and employment for 101,000 by 2031 making it one of the fastest growing Cities in Canada. To provide for this growth, the City of Barrie is expanding the City to the south and east of its existing border. The anticipated population and employment increase will create additional demand on the City's transportation network that cannot be accommodated by existing infrastructure. To align with the federal, provincial and municipal planning principles, there is an opportunity to improve the existing transportation network and incorporate multi-modal transportation opportunities for existing and future populations."

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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.

MAPLEVIEW ROAD IMPROVEMENTS

Huronia Road to County Lane

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m right-of-way (ROW)

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 2m LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☒ **Alternative 3:** 7 lanes, multi-use trail (MUT), 4.2m median (or centre left turn lane), 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Country Lane to Madelaine Drive

☐ **Alternative 1:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, 41m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a widening to 7 lanes, including HOV lanes, 2m buffered bike lanes, sidewalk on both sides, 4.2m median within a 41m ROW.

☐ **Alternative 2:** 7 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 45m ROW

This alternative is the same as Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides within a 45m ROW.

☒ **Alternative 3:** 7 lanes, 4.2m median, 3m multi-use trail (MUT), sidewalk, 41m ROW

This alternative is based on widening the 5 lane cross-section presently being constructed to 7 lanes, including HOV lanes, a multi-use trail on the north side, a sidewalk on the south side, 4.2m median (or centre left turn lane) within a 41m ROW.

Madelaine Drive to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2**: 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☒ **Alternative 3:** 5 lanes, 4m centre-left, 3m multi-use trail (MUT), sidewalk, 34m ROW

This alternative is based on the 2031 ultimate 5-lane cross section with a 4m centre-left turning lane, 3m multi-use trail on the north side and a sidewalk on the south side, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane), within a 34m right-of-way.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☒ **Alternative 3:** 4 lanes, 3m multi-use trail (MUT), sidewalk, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross-section, a multi-use trail on the north side, a sidewalk on the south side, turning lanes at intersections, within a 34m ROW.

Prince William Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lanes, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2**: 3 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the ROW, within a 31m ROW.

☒ **Alternative 3:** 3 lanes, multi-use trail (MUT), sidewalk, 4m centre left turn lane, 27m ROW

This alternative is based on the 2031 ultimate 3-lane cross-section with a multi-use trail on the north side, sidewalk on the south side, a 4m median (or centre-left turn lane) within a 27m ROW.

LOCKHART ROAD IMPROVEMENTS

Huronia Road to 600m east of Huronia Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, and 4.2m median (or centre turn lane) in a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, with 2m LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides, within a 38m ROW.

☒ **Alternative 3:** 4 lanes, multi-use trail (MUT), south side ditch, turning lanes at intersections, 34m ROW

This alternative includes a 4-lane cross section with a multi-use trail on the north side, a ditch on the south side, turning lanes at intersections, within a 34m ROW.

600m east of Huronia Road to Yonge Street

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2 median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☑ **Alternative 3:** 4 lanes, multi-use trail (MUT), south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Yonge Street to Prince William Way

☐ **Alternative 1:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☑ **Alternative 3:** 4 lanes,multi-use trail (MUT), no sidewalk south side, south ditch, turning lanes at intersection, 34m ROW

This alternative includes a 4-lane cross-section within a multi-use trail on the north side, a ditch on the south side and turning lanes at intersections, within a 34m ROW.

Prince Williams Way to just east of Collector 11

☐ **Alternative 1:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, 27m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 3 lane roadway, 2m buffered bike lanes, sidewalk and 4.2 median (or centre left turn lane) within a 27m ROW.

☐ **Alternative 2:** 3 lanes, 2m bike lane, sidewalk, 4.2m median, LID feature, 31m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 31m ROW.

☑ **Alternative 3:** 3 lanes, multi-use trail (MUT) south side, sidewalk, 4m centre left turn lane, 27m ROW

This alternative includes a 3-lane cross-section with a multi-use trail on the south side, a sidewalk on the north side, a 4m centre-left turn lane within a 27m ROW.

☐ **Alternative 4:** 2 lane, 2m bike lanes, sidewalk, turning lanes at intersection, 27m ROW

This alternative includes a 2-lane urban cross-section with 2m buffered bike lanes, sidewalk on the north side and additional turning lanes at intersections within a 27m ROW.

YONGE STREET IMPROVEMENTS

Mapleview Drive to Lockhart Road

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk and 4.2m median (or centre left turn lane), within a 34m ROW.

☑ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternatives builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 34m ROW.

BIG BAY POINT ROAD IMPROVEMENTS

City Boundary to east of Collector 11

☐ **Alternative 1:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, 34m ROW

This alternative incorporates the recommended improvements based on the MMATMP with a 5 lane roadway, 2m buffered bike lanes, sidewalk, 4.2m median (or centre left turn lane) within a 34m ROW.

☐ **Alternative 2:** 5 lanes, 2m bike lanes, sidewalk, 4.2m median, LID feature, 38m ROW

This alternative builds on Alternative 1, however also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features, within a 38m ROW.

☒ **Alternative 3:** 2 lanes, 2 bike lanes, sidewalk south side, 34m ROW

This alternative includes a 2-lane urban cross-section with bike lanes and a sidewalk on the south side within a 34m ROW.

Lockhart/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 2:** This alternative includes an underpass with 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

✓ ☒ **Alternative 3:** This alternative includes an underpass with 4 lanes, centre pier, sidewalks, side clearance and 2m bike lakes.

Mapleview/Metrolinx Crossing Improvements

☐ **Alternative 1:** This alternative includes an overpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☒ **Alternative 2:** This alternative includes an underpass with an alignment shift to the north including 5 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

☐ **Alternative 3:** This alternative includes an underpass with an alignment shift to the north including 7 lanes, centre pier, sidewalks, side clearance and 2m bike lanes.

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

_____

_____

_____

_____

_____

_____

Hewitt's Secondary Plan Transportation Improvements

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: 18 Oct 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\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:

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

Thank you for your comments.

Alvaro Almuina

From:
Sent: Friday, October 21, 2016 12:08 PM
To: Alvaro Almuina
Cc: Frank Palka; Nancy Freckleton
Subject: FW: DRAFT FOR COMMENT Municipal Class EA - Transportation Improvements for the Hewitt Secondary Plan Area
Attachments: Mapleview Dr East - Grade Separation - Option 2.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Alvaro.

I am writing on behalf of 1701390 Ontario Limited, 1701391 Ontario Limited, and 2144176 Ontario Limited (214 Lands), collectively being the ownership of vacant lands at the north-west corner of Yonge Street and Mapleview Drive.

I learned from the City of Barrie website of a Public Information Centre meeting that took place on September 22, 2016, and have reviewed materials posted on this website (see below) regarding the above Class EA being undertaken for the Hewitt Secondary Plan Area. Two design options for improvements to Mapleview Drive are posted on the website.

The 214 Lands are within the 'old' City of Barrie boundary, are contained within a registered plan of subdivision as a block intended for commercial use, are designated and zoned for commercial use by City planning documents, and are located at a key intersection in the south end of Barrie.

The 214 Lands are **NOT** within the Hewitt Secondary Plan area.

Accordingly I was very surprised to see that "Option 2" proposed a traffic solution to Hewitt Secondary Plan Area traffic issues on lands outside the study area, and on land where the City of Barrie has already assigned intended land use based on approvals issued by way of Draft Plan of Subdivision, Registered Plan of Subdivision, the Official Plan, and the Zoning Bylaw.

The ownership of 214 Lands is strongly opposed to any impact occurring on its holdings that would alter already in place approvals it has obtained from the City of Barrie, and is categorically opposed to the future Mapleview Drive design alternative suggested in Option 2 (attached).

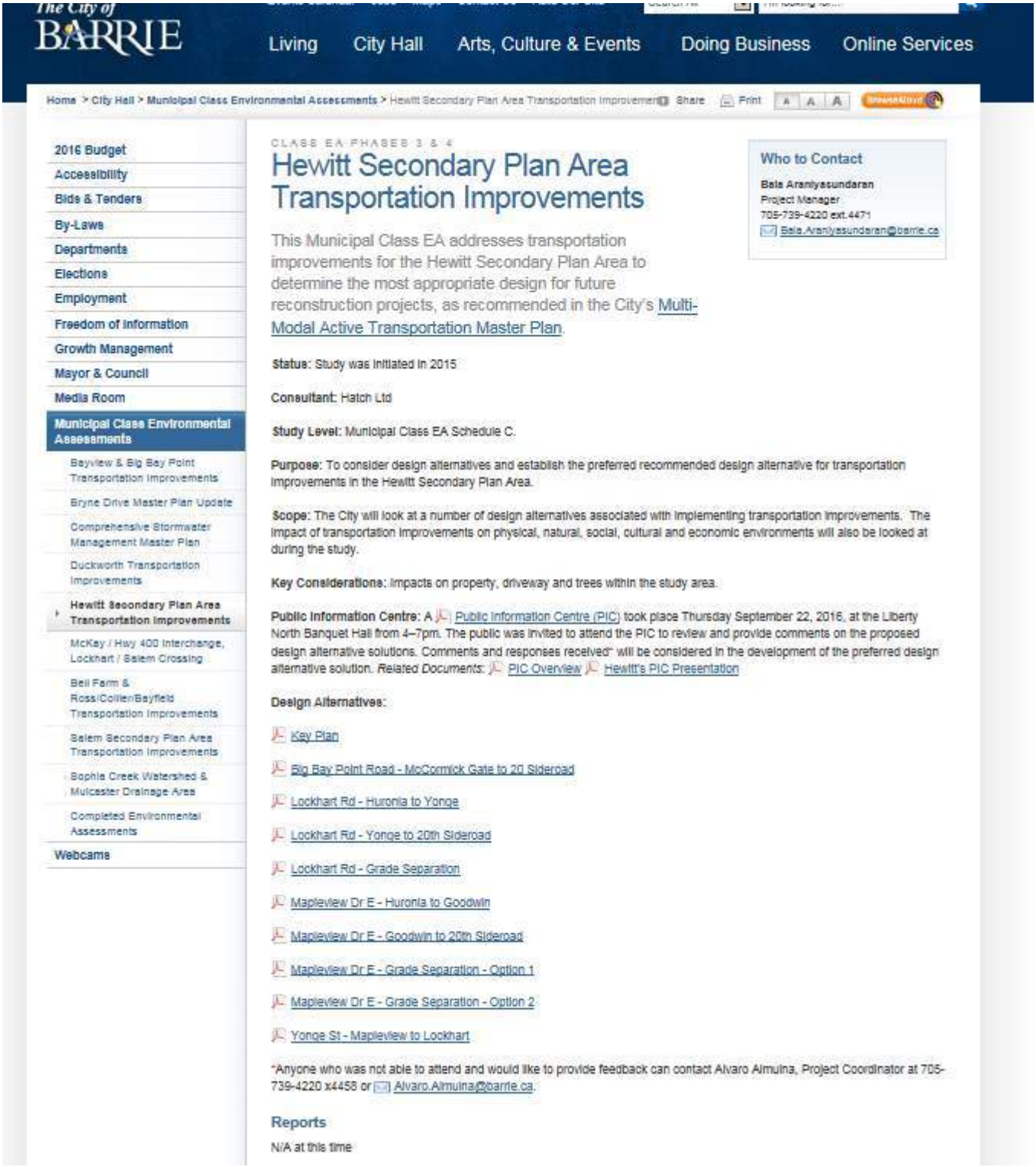
Please ensure that direct notice is provided to myself regarding any future meetings associated with this EA, and please ensure that copies of all study materials (existing and future) are forwarded to the writer by return email in pdf format.

Please confirm receipt of this email and ensure that this correspondence forms part of the record for this EA.

Thank you.

Chris Corosky

Chris Corosky
Chris@Armel.ca
Commerce Court West • 199 Bay Street • Suite 2900
P.O. Box 459 • Toronto • Ontario • M5L 1G4



The City of BARRIE

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Home > City Hall > Municipal Class Environmental Assessments > Hewitt Secondary Plan Area Transportation Improvement | Share | Print | A A A

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  - Bayview & Big Bay Point Transportation Improvements
  - Bryne Drive Master Plan Update
  - Comprehensive Stormwater Management Master Plan
  - Duckworth Transportation Improvements
  - Hewitt Secondary Plan Area Transportation Improvements
  - McKay / Hwy 400 Interchange, Lockhart / Salem Crossing
  - Bell Farm & Ross/Collier/Bayfield Transportation Improvements
  - Salem Secondary Plan Area Transportation Improvements
  - Sophia Creek Watershed & Mulcaster Drainage Area
  - Completed Environmental Assessments
- Webcams

CLASS EA PHASES 3 & 4

Hewitt Secondary Plan Area Transportation Improvements

This Municipal Class EA addresses transportation improvements for the Hewitt Secondary Plan Area to determine the most appropriate design for future reconstruction projects, as recommended in the City's Multi-Modal Active Transportation Master Plan.

Who to Contact
Bala Aranlyasundaran
Project Manager
705-739-4220 ext.4471
Bala.Aranlyasundaran@barrie.ca

Status: Study was initiated in 2015

Consultant: Hatch Ltd

Study Level: Municipal Class EA Schedule C.

Purpose: To consider design alternatives and establish the preferred recommended design alternative for transportation improvements in the Hewitt Secondary Plan Area.

Scope: The City will look at a number of design alternatives associated with implementing transportation improvements. The impact of transportation improvements on physical, natural, social, cultural and economic environments will also be looked at during the study.

Key Considerations: Impacts on property, driveway and trees within the study area.

Public Information Centre: A Public Information Centre (PIC) took place Thursday September 22, 2016, at the Liberty North Banquet Hall from 4–7pm. The public was invited to attend the PIC to review and provide comments on the proposed design alternative solutions. Comments and responses received* will be considered in the development of the preferred design alternative solution. *Related Documents:* PIC Overview | Hewitt's PIC Presentation

Design Alternatives:

- Key Plan
- Big Bay Point Road - McCormick Gate to 20 Sideroad
- Lockhart Rd - Huronia to Yonge
- Lockhart Rd - Yonge to 20th Sideroad
- Lockhart Rd - Grade Separation
- Mapleview Dr E - Huronia to Goodwin
- Mapleview Dr E - Goodwin to 20th Sideroad
- Mapleview Dr E - Grade Separation - Option 1
- Mapleview Dr E - Grade Separation - Option 2
- Yonge St - Mapleview to Lockhart

*Anyone who was not able to attend and would like to provide feedback can contact Alvaro Almuina, Project Coordinator at 705-739-4220 x4458 or Alvaro.Almuina@barrie.ca.

Reports

N/A at this time

http://www.barrie.ca/City%20Hall/environmental-assessment-studies/Pages/Hewitt-Secondary-Plan-Area-Transportation-Improvements.aspx

This message (including any attachments) is intended only for the use of the individual or entity to which it is addressed and may contain information that is non-public, proprietary, privileged, confidential, and exempt

County of Simcoe
Transportation and Engineering
1110 Highway 26,
Midhurst, Ontario L9X 1N6

Main Line (705) 726 9300
Toll Free 1 866 893 9300
Fax (705) 727 7984
Web: simcoe.ca

TRANSPORTATION AND ENGINEERING

October 19th, 2016

File No.: T05

Email Transmission – hard copy to follow

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

Dear Mr. Almuina:

RE: City of Barrie Annexed Lands
Transportation Improvements

This is in response to the public information centre held September 22, 2016, identifying alternatives under consideration for transportation improvements within the secondary plan areas of the City of Barrie annexed lands.

Hewitt Plan Area

Comments from the County of Simcoe Transportation & Engineering department would be limited to the intersection of Yonge St. and Lockhart Rd and how Yonge St. transitions into County Road 4 at the City of Barrie boundary. Currently, as recommended in the County of Simcoe Transportation Master Plan, County Road 4 is scheduled to be widened to 4 lanes up to the City of Barrie limit by 2031. The County would favour any alternative that provides a seamless transition for 2 lanes of traffic in each direction at this location.

County Road 4 has also been identified to include a future off road active transportation facility. We would also want to ensure a proper transition to any active transportation infrastructure being considered by the City of Barrie.

Salem Plan Area

Similar to the Hewitt plan Area, comments here would be limited to locations where road infrastructure transitions from the City of Barrie into the County of Simcoe. These locations can be identified as; Huronia Road transitioning into County Road 54, Veterans Drive transitions into County Road 53 and, McKay Road/Essa Road intersection with County Road 27.

All of the County facilities identified here are being planned for future widening to 4 lanes and will require coordination with the City of Barrie to provide appropriate transitions depending on construction timing regardless of the alternative selected. With the exception of County Road 27 which is being planned for widening to 4 lanes beginning in the 2022/2023 time frame. The County would be in favour of a preferred alternative for the intersection of County Road 27 with McKay/Essa Road which includes a 2-lane roundabout to accommodate the planned widening of County Road 27. Active Transportation facilities should also provide appropriate transitions as County Road 53 is the only County of Simcoe roadway to be considered for future on road facilities.

Thank you for providing the opportunity to provide comment. Should you have any questions please contact the undersigned.

Sincerely,

Christian Meile, P. Eng.
Director, Transportation & Engineering
Engineering, Planning and Environment Division
County of Simcoe

cc Ralph Scheunemann, City of Barrie

LOOPSTRA NIXON LLP
BARRISTERS AND SOLICITORS

Quinto M. Annibale*
***Quinto M. Annibale Professional Corporation**
Direct Tel.: (416) 748-4757
Email: qannibale@loonix.com

VIA E-MAIL (Bala.Araniyasundaran@barrie.ca)

October 31, 2016

Project Manager
The Corporation of the City of Barrie
70 Collier Street, P.O. Box 400
Barrie, ON L4M 4T5

Attention: Bala Araniyasundaran, Project Manager

Dear Mr. Araniyasundaran,

Re: Hewitt's Secondary Plan Municipal Class Environmental Assessment
Mapleview Drive East Reconstruction
Our File No.: NPDC001

We are the solicitors for North-Point Development Corp., who is the owner of lands municipally known as 688 Mapleview Drive East ("Subject Lands").

Please accept this letter as a formal request for notice of the completion of the Municipal Class Environmental Assessment ("Class EA") currently underway for the Hewitt's Secondary Plan Study Area. Depending on the conclusions of the Class EA, we may request a Part II order pursuant to section 16(5) of the *Environmental Assessment Act*, RSO 1990, c E 18 on behalf of our client.

Please do not hesitate to contact the undersigned should you have any questions or concerns.

Yours truly,

LOOPSTRA NIXON LLP

Per:

Quinto M. Annibale

Apposed Residents of Country Club Estates adjacent to Proposed Salem and Hewitts Secondary Plans

April 12, 2017

Stephen Naylor, Director
Planning and Building Services
City of Barrie
P.O. Box 400
Barrie, Ontario L4M 4T5

Stephen Naylor:

We the Residents of the Country Club Estates attached are apposed to the expansion of the Salem and Hewitt's Secondary Plan in general, we received this letter on short notice, not enough time for all residents to review the plans, one petition is enclosed and another peitition is still circulating to the rest of the residents and will be forwarded when completed.

We understand a Class Environmental Assessment Study was completed and not communicated to this subdivision to review prior to sending your Notice of Statutory Public Meeting to Consider this Zoning By-Law Amendment and find this information influences this zoning in all ways in their Assessment detrimental to the Environment, Archeological Sites, Heritage Sites, MOECC Noise levels, Traffic congestion to and from this area, and contributing to the subsequent congestion on the 400 Highway which is now out of control, giving stress to our residents in everyday life commuting to the GTA in the summer months when cottage traffic dominates in the Barrie area and disrupting this community.

Wildlife present now and observed daily which are not in the above report are turkey families, flocks of geese, rabbits, possum, deer, dens of coyotes exist in the wetlands, all will be harmed by this expansion.

The Expansion will create more commuter traffic south on the 400 Corridor, with the rising cost of Residential ownership in the GTA and surrounding areas, this will attract more commuters to this area, the Urban Plan is not condusive to this big picture. Widening of the arterial roads will not attribute to the new commuting traffic on the 400 South Hwy, this will only create more commuter traffic, accidents, more snow removal costs, road maintenance costs and on and on….

We object to this plan it is too preliminary until the 400 Highway is 4-6 lanes on each side, all major routes to the 400, are widened to 4 lanes on each side, Lockhart Road, 10th Sideroad, Innisfil Beach Road, the on ramps and exits to the 400 are all upgraded Innisfil Beach Road, Hwy 89, Hwy 88, due to many accidents already every year the statistics are out of control, we are requesting a full study of the traffic including accidents in this corridor. Proper lighting on all these arteries is mandatory and needed badly.

Mapleview Drive with the Expansion of the Park Place shopping district up to Bryne Drive areas is at gridlock all day now, when it is cottage country traffic it is even worse, a 1 kilometre stretch can take up to 45 minutes or more in most cases, the exit off the 400 into the South Barrie Shopping corridor is consistently backed up and needs expansion, residents are currently putting up with the closure of McKay Ave a backroute which has caused even more congestion, if this expansion is put forth massive wait times and congestion is extremely apposed and a study presented to the residents is to be approved before any road expansion is considered.

Commuters now leave at 5 am to drive into their jobs south to avoid heavy traffic, due to the lack of well paying employment within the City of Barrie, it is now a commuter city because of this, with this plan 4

am will become the norm, snowplows do not come out to clean roads at that time now, it will cause major accidents and Barrie will become a higher Auto Insurance category for residents, we will all feel the increases. The sleep deprivation this creates on residents is proven to be detrimental to overall health and well-being of residents, this will create more uneasiness, stress and not contribute to a happy and healthy standard of living in this area as our residents currently are happy with, even with the small expansions now in Innisfil with their residential expansion, traffic is becoming unbearable.

We see no reason to upset the current peaceful living environment in this subdivision, harming the Naturalization environments by building on this land and adding stress to residents with the traffic and congestion concerns, we ask to leave this subdivision and surrounding areas as is, by adding this expansion the City of Barrie is contributing a large emission to the Carbon footprint of Ontario and is counterproductive to the Federal and Provincial plans to cut emissions, the residents want to see a study in this regard.

For the Residents of Fenchurch and Thicketwood Ave, an extension of this street east into another subdivision is apposed due to the Naturalization areas, off Thicketwood and farmland, treed areas off Fenchurch, Thicketwood being so close to the proposed Northern road highlighted on the attached Appendix 9B on the Masterplan. This will only create traffic congestion in both areas, Fenchurch is currently not patrolled, speed bumps have been applied in some areas to stop it, but without resolve, for Thicketwood on a small narrow street where backing into the street is the only way for residents to exit their properties and the risk will be increased for accidents if a through street is a result and it is adamantly apposed.

This area is also infested with Giant Hogweed, existing for 15-20 years which the City of Barrie is aware of and never alerted the residents here of the danger involved with this vegetation. The planned road is located on this Giant Hogweed area located in and beyond the designated Naturalization areas and is spreading, this causes permanent skin lesions and blindness and harms human populations, see highlighted area of the drawing off Thicketwood Ave and information references enclosed on the harmful Heracleum mantegazzianum (Hogweed).

The residents of Country Club estates experienced high water table issues on Bartor Blvd, Fenchurch Manor and most residents backing onto the Naturalization Wetlands north on Thicketwood Ave, in which the City of Barrie and the Builder/Developer did not rectify in most cases, the residents have had added costs to find remedies to the water collecting in their yards with minimal help from the City of Barrie. The area as per your drawings show and online is surrounded by Wetlands and residents need to be protected from any water draining toward their existing properties and detailed plans need to be provided to residents with clear explanations of how these systems will be impacted on their properties, again this is a procedure needing approval from residents for this expansion.

The initial extension from Thicketwood as outlined on the map, would not serve any purpose as housing could not be approved due to the closeness to the Naturalization area up to the proposed Storm Management, this part of the road is particularly not needed and would upset the dynamic of Naturalization land and its purpose as well as the residents on that street for undue thoroughfare congestion of unnecessary traffic passing through a quiet area. Residents were sold these properties on their purchase and sale agreements have no clauses showing expansion in this area, nor were ever officially updated as to the plans by the City of Barrie until this recent letter.

Please see the attached petition of these residents and take the above input as apposition to this Zone By Law Proposal for the Hewitt Secondary Plan.

The residents of Country Club Estates and Thicketwood Ave are requesting to be advised of every action taken that effects the Zone By Law Proposal by written mail for their records and be involved in the expansion of their street and area and request any changes to be addressed prior to any decision taken forthwith to prepare for other actions by residents including legal and appeal processes.

Other feedback on the current Country Club Estates subdivision is the park that was built after much petitioning is not usable for all the residents, the playground is only for small children. Other children in this area need a safe place to ride bikes,skateboards, scooters etc, soccer, baseball and football and we request this park be updated to accommodate the activities and more, we expect feedback on this request and proposals communicated to us.

Residents of Country Club Estates

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

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

COMMENT FORM

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.): PROPERTY OWNER

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?

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

Please provide your feedback on the preliminary preferred design concepts presented.

(1) NOT OPPOSED TO WIDENING OF ROADWAY

(2) I AM OPPOSED TO OVERPASS AT RR TRACKS, METRO LINK IS UNDECIDED AS TO THEIR EXPANSION THERE WILL BE MULTIPLE LEVEL CROSSINGS IN CORRIDOR TO TORONTO.

(3) THE OVER PASS WILL RESULT IN GRADE SEPARATION RESULTING IN 5M (EMBANKMENT-WALL) IN FRONT OF PROPERTY. PROPOSED ACCESS ROAD WILL REMOVE A LARGE PORTION OF PROPERTY FROM FRONT OF HOUSE. RESULTING IN DIMINISHED PARKING AND DEPRECIATION OF PROPERTY VALUE FURTHER REMOVING FROM RESALE VALUE FOR MULTI VEHICLE FAMILIES.

(4) THE PROPOSED ACCESS ROAD WILL INTESECT WITH THE WATER SUPPLY WELL AND CONCENED THE WELL WILL BE VOID OF WATER DURING CONSTRUCTION OF OVERPASS DUE TO DEWATERING OF AREA DURING OVERPASS CONSTRUCTION. FURTHER CONCERNED WELL WILL SUFFER DAMAGE DURING CONSTRUCTION DUE TO PROXIMITY TO ~~ROAD~~ PROPOSED ACCESS ROAD, ALSO CONTAMINATION FROM SNOW REMOVAL MATERIALS (SALT + BRINE)

Would you like a written response to your comments?

☑ Yes ☐ No

Please submit this comment form by **Thursday, April 20, 2017** 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

Thank you for your comments.

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
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Poor (Much Improvement Required)	**Marginal** (Some Improvement Required)	**Good**	Very Good	Excellent

Please provide your feedback on the preliminary preferred design concepts presented.

TRAIN BRIDGE FOR BARRIE - COLINA WOOD REALWAY ON LOCK HART - START ASAP

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
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☐	☐	☐	☐	☐
Poor (Much Improvement Required)	**Marginal** (Some Improvement Required)	**Good**	Very Good	Excellent

Please provide your feedback on the preliminary preferred design concepts presented.

CONCRETE DRIVE HAS HYDRONIC HEATING

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
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Poor (Much Improvement Required)	**Marginal** (Some Improvement Required)	**Good**	Very Good	Excellent

Please provide your feedback on the preliminary preferred design concepts presented.

CORNER OF LOCKHART & 20 NEEDS IMPROVEMENT FOR MORE TRAFIC

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
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NAME OF RESPONDENT:

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ADDRESS (Including 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 preliminary preferred design concepts presented.

WE HAVE 3 ~~THE~~ MATURE TREES THAT ~~WE~~ ARE 4-5' BELOW THE ROAD (EXISTING). FROM DRAWINGS IT LOOKS LIKE THE NEW ROAD WILL BE AT LEAST AS HIGH. ~~WE~~ WE WANT TO ENSURE THAT CONSTRUCTION PROVIDES PROTECTION FOR THE BASE OF THESE TREES DURING & AFTER CONSTRUCTION

OVER.

Hewitt's Secondary Plan Transportation Improvements

WE'D LIKE TO CONFIRM THERE ARE NO CORRENT PLAN TO INCLUDE SEWERS & WATER TO LOCKHART RD.

Would you like a written response to your comments?

☑ Yes ☐ No

Please submit this comment form by **Thursday, April 20, 2017** 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

Thank you for your comments.

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
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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?

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

Please provide your feedback on the preliminary preferred design concepts presented.

Lots of detailed work
staff were knowledgable & approachable

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

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

COMMENT FORM

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.):

OWNER.

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 preliminary preferred design concepts presented.

Concerned with lack of information on how the road widening will affect drainage on my property.

The City of BARRIE

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

Please provide your feedback on the preliminary preferred design concepts presented.

MY CONCERN IS THAT THE CURRENT PROPOSAL TO WIDEN LOCKHAT ROAD WILL IMPACT THE THREE MATURE MAPLE & ONE HORSE CHESTNUT TREE ON THE ROADSIDE EDGE OF MY PROPERTY. I WOULD WELCOME A VISIT BY A CITY REPRESENTATIVE TO DETERMINE HOW THEY WILL BE IMPACTED. ANY EFFORT TO FURTHER NARROW THE ROAD WOULD BE GREATLY APPRECIATED.
PLEASE SEND SCREEN SHOTS OF THE PLAN TO .

The City of BARRIE

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

Please provide your feedback on the preliminary preferred design concepts presented.

The City of BARRIE

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Please print all responses

NAME OF RESPONDENT:

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

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 preliminary preferred design concepts presented.

Bike lanes should be designed to minimize the impact on traffic and to ensure safety of riders, drivers and pedestrians. Shared roads is a really bad idea. Studies have shown this is one of the biggest barriers to cycling usage. It is also foolhardy to eliminate road capacity to please a small user group.

In addition, it would be useful to know if the City's expansion of bike lanes in the rest of the city has reduced safety through creating more driver/cyclist accidents. Increased congestion on the city's roads is inevitable when infrastructure is removed without ~~p~~ creating actions to reduce demand.

Would you like a written response to your comments?

☑ Yes ☐ No

Please submit this comment form by **Thursday, April 20, 2017** 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

Thank you for your comments.

The City of BARRIE

HEWITT'S SECONDARY PLAN (ASSIGNMENT #3)
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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.): Allandale 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 preliminary preferred design concepts presented.

I am really disappointed that MUTCs ~~planned~~ preferred for Big Bay Point, Maplewoods and Lockhart. They may be safer (slightly) than bike lanes, but they are certainly less efficient for cyclist commuting. It is difficult to maintain travelling speed in the presence of pedestrians, many of whom are unaware of blocking passing cyclists,

Technical Memorandum

To:	Alvero Almuina, P.Eng. – City of Barrie	From:	John Northcote, P.Eng.
Date:	April 28th, 2017	Project #:	1302
Project Name:	Hewitt's Landowner Group		
Subject:	Hewitt's Secondary Plan Area Transportation Improvements		
Distribution:	Hewitt's Landowner Group		

On behalf of the Hewitt's Landowner Group [HLOG], we have reviewed the Hewitt's Secondary Plan Transportation Improvements [Hewitt's EA] and we offer the following comments for your consideration. These comments have been compiled with input from the following individuals, also acting on behalf of the Hewitt's Landowner Group:

Bryan Richardson – R.J. Burnside & Associates Ltd.
John Tjeerdsma – R.J. Burnside & Associates Ltd.
Ray Duhamel – The Jones Consulting Group Ltd.
Duncan Richardson – The Jones Consulting Group Ltd.[1]
John Northcote – JD Engineering

GENERAL COMMENTS	
1.	It is not clear from the information to date the extent to which the arterial roads are intending to utilize development SWM facilities. At the March working group meeting, it was discussed to have a meeting with the EA stormwater team to gain a better understanding. To date we have received limited SWM information related to quality and quantity controls, LIDs, and phosphorus. We reference our memo of May 18, 2016 that outlines our assumptions for arterial road SWM. Please provide additional details on the proposed stormwater controls.
2.	We request clarification on the daylight triangle dimension requirements. There appears to be inconsistencies throughout.
3.	We note that there appears to be some minor inconsistencies in the legal boundaries and intersection locations when we overlay the received CAD file with our development plans. Although this won't impact the overall EA concepts, we point this out to ensure that the intersection alignments and existing legal boundary's utilized by the EA consultants have been or will be coordinated with the individual draft plan's and OLS's to ensure the exact location of the intersections and widened ROW is known.

[1] Acting on behalf of a number of the landowners within the Hewitt's Landowner Group.

LID Alternative	
4.	Based on the alternatives presented, it is our understanding that the LID features proposed at the 2031 works would be eliminated in 2051 for all roads requiring road widenings. Consequently, the HLOG does not support LID features provided in a temporary capacity. LID options should be explored which wouldn't require and/or minimize the extent of future removals.
5.	The information provided at the PIC appeared to schematically show centralized LID facilities within development lands. Please provide additional information and justification for this requirement. This is not supported by the HLOG at this time. a.
6.	It is noted that there appears to be an inconsistency in the design for the LID between the Salem and Hewitt's EA.
BIG BAY POINT ROAD	
7.	We request that the ROW within the annexed lands align with the existing ROW to the west. The alignment of the proposed road widening would need to be adjusted to the north slightly to accommodate this revision. In the event that a future road widening cannot be accommodated within the existing ROW west of the annexed lands, the logical ROW widening would be on the north side of the road. This would avoid expropriation from the many land-owners on the south side. Furthermore, the existing buildings along the south side of the road would prohibit any significant ROW widening in this direction.
8.	The transition from 5-lanes to 3-lanes east of Collector 11 should match the transition on Mapleview Drive at Prince William Way. This includes the step in the ROW and the modified road cross-section immediately east of the intersection.
YONGE STREET	
9.	A full median between Mapleview Drive East and the future Madelaine Drive is too restrictive. Ending the median half way between Mapleview Drive East and the future Madelaine Drive would allow for an unsignalized full-movement access at one location and still restrict movements near the intersection of Yonge Street / Madelaine Drive. The unsignalized full-movement access on Yonge Street would allow deliveries directly into the commercial lands, without the need to travel along collector roads, flanked by residential development. The timing for the extension of Madelaine Drive is unknown, given it is located on lands of a non-participating landowner. The unsignalized full-movement access between Mapleview Drive East and the future Madelaine Drive would act as an interim full-movement connection and could be restricted in the future, once the future Madelaine Drive intersection is operational. A Conceptual Site Plan is available for the lands at the southwest corner of the intersection of Mapleview Drive East / Yonge Street. This plan can be provided (upon request), for coordination of entrances.
MAPLEVIEW DRIVE EAST – Country Lane to Madelaine Drive	
10.	A modified cross-section has been used from just west of Country Lane to just east of Seline Crescent. The HLOG requests that the City provide cross-sections at locations where the cross section varies from the typical sections provided. It is unclear why the modified section cannot be applied elsewhere along Mapleview Drive.

11.	The ROW requirement east of Seline Crescent is unjustified. A scenario with a ROW widening to 41 metres west of Seline Crescent is unrealistic as it would have a significant impact on the use of land along the north side of Danielle Crescent. Furthermore, a 6-lane cross-section is provided within the 2031 ROW, consequently the requirement for the 7-lane cross-section (maximum road width recommended in the MMATMP) would only require approximately 3.5 metres of additional width. It is understood that the cross-section adjacent to the existing development has been modified to reduce the ROW requirement; however, it appears that there is approximately 5 metres of additional ROW width that would not be utilized when considering a future road widening in this area.
MAPLEVIEW DRIVE EAST – Madelaine Drive to Goodwin Drive	
12	The widening proposed west of Madelaine, appears to be much larger than necessary to accommodate the proposed road works. It's identified as a 41m ROW along Mapleview Drive East (west of Madelaine Drive extension), however the road construction is proposed to be pushed closer to the northern limit of the ROW resulting in a much larger boulevard on the south side of Mapleview Drive East than appears necessary. It appears that the 41m wide ROW is identified through the EA process as being required on the basis (1) that the Multi-Model Transportation Study identified a maximum 41m ROW, and (2) it's greenfield development.
13.	The ROW requirements between Madelaine Drive and Goodwin Drive are unjustified. The cross-section used west of Seline Crescent, with a narrow centre median and three lanes in each direction, could be applied to accommodate the 2051 traffic volumes. Providing a wide median that allows for u-turns could result in operational and traffic safety issues and defeats the purpose of constructing a centre median at Dean Avenue.
14.	The construction of a TWLTL, east of Madelaine Drive, to accommodate seven single-family detached units (which are expected to be redeveloped in the future) is not an efficient use of land or capital budget spending.
MAPLEVIEW DRIVE EAST – Goodwin Drive to Yonge Street	
15.	The HLOG would support an alternative with the alignment of Mapleview Drive East shifted further to the north, starting near Goodwin Avenue. This would avoid the impact of the expropriation on the lots south of Mapleview Drive East. It is noted that there was some movement to the north since our previous review of the design.
16.	Based on our review of the future traffic volume projections on Yonge Street and Mapleview Drive East, further justification is requested to demonstrate the warrant for the 8-lane cross-section for the 2051 horizon year, which appears to be driving the ROW requirements in this area.
17.	It is our understanding that the proposed south curb on Mapleview Drive East, between Yonge Street and the rail crossing, will not be moved any further south, as a result of the proximity to the existing cemetery and the rail crossing structure. Consequently, the additional ROW on Mapleview Drive East, just west of Yonge Street is unjustified. The maximum foreseeable road widening to the south would be a single right turn lane.
MAPLEVIEW DRIVE EAST – Yonge Street to Prince William Way	
18.	Based on our review of the future traffic volume projections on Mapleview Drive East, further justification is requested to demonstrate the 2051 warrant for the 7-lane cross-section alternative, which appears to be driving the ROW requirements in this area.

19.	There appears to be a discrepancy between the drawing provided by the City to the HLOG and the drawing presented at the April 6th PIC. Based on the drawings provided by the City, there is a centre median proposed at Royal Jubilee Drive. It is our understanding that this median is intended to limit the traffic on Royal Jubilee Drive; however, the median will also limit access to the minor collector road to the south, which will result in more traffic at the intersection of Mapleview Drive East / Prince William Way. Closing Royal Jubilee Drive and eliminating the median at this location would provide a more efficient use of the ROW and improve the flow of traffic in the area.
MAPLEVIEW DRIVE EAST – Collector 11 to 20th Sideroad	
20.	Grading details related to the roundabout at Mapleview Drive East and 20th Sideroad were not included. The HLOG would like to confirm that the creek crossing elevation and the culvert draining the northwest corner of the existing intersection has been considered in the land acquisition requirements.
LOCKHART ROAD – General Comment	
21.	The HLOG does not support the widening to be entirely on the north side of the ROW.
22.	The ROW appears to be in accordance with the MMATMP, but the width appears to be excessive for the required cross-sections provided. Further justification is required for the 14 metre widening.
LOCKHART ROAD – Huronia Road to Railway Tracks	
23.	The HLOG supports the mitigated cross-section configuration as the final ROW requirements (from Huronia Road to Yonge Street).
24.	The HLOG request an option with the additional ROW acquired from the agricultural lands to the south, rather than developable land to the north.
LOCKHART ROAD – Railway Tracks to Prince William Way	
25.	The HLOG supports the mitigated cross-section configuration (west of the Service Road) as the final ROW requirements, without the jog to the north in the road at Prince William Way.
26.	The cross-sections appear to have space allocated within the ROW to accommodate grading on the north side of the road. This space is not required, as the developments on the north side of the road will be required to match the grades along the ROW.
LOCKHART ROAD – Prince William Way to Collector 11	
27.	The transition from 5-lanes to 3-lanes east of Prince William Way should match the transition on Mapleview Drive at Prince William Way. This includes the modified road cross-section immediately east of the intersection.
LOCKHART ROAD – Railway Crossing	
28.	The HLOG does not consider the overpass option to be feasible, based on the alignment of the service road, north of Lockhart Road and the requirement for a service road outside of the City limits. The HLOG requests additional justification to demonstrate that this alternative is financially feasible.

JD Engineering
Phone: 705.725.4035
Email: Info@JDEngineering.ca

LOCKHART ROAD – Grading	
29.	Additional plan and profile details are required to demonstrate that the stormwater drainage can be accommodated. As noted in our letter of May 18, 2016, there are areas that would require the road profile to be raised to be accommodated in development SWMFs. It does not appear that this is proposed and therefore we trust the roadway is generally taking care of its own SWM controls. As noted earlier, we require additional information on the stormwater concepts in order to provide more detailed SWM comments.
FOLLOW-UP COMMENTS	
30.	The HLOG is awaiting clarification on the major and minor collector road ROW requirements.
31.	The HLOG is awaiting clarification on the 12 metre and 8 metre public road standards.
32.	Further to our meeting on October 18, 2016 with the Hewitt's EA design team, we understand that there is more refined traffic volume data. We respectfully request that this information is provided at the earliest convenience.

Please feel free to contact JD Engineering with any questions or concerns.

Mode	Name	Review of Options	Comment	Response
Email	Ministry of Tourism, Culture and Sport		Proponent required to determine potential impact on cultural heritage resources. Need to screen to determine if Archaeological Assessment required and report should be submitted to MTCS. Determination whether cultural heritage resources may be impacted should also be undertaken. If potential or known heritage resources exist, MTCS recommends that an HIA be prepared and submitted to MTCS for review. All technical heritage studies and recommendations to be addressed and incorporated into EA project. Include screening and checklists, supporting documentation in EA report or file.	Response (April 2017) - All technical heritage studies and recommendations to be addressed and incorporated into EA project, including screening and checklists, supporting documentation in EA report or file. Both a Cultural Heritage and Stage 1 Archaeological Assessment have been undertaken to summarize the existing conditions. The Study Area was extended to include Mapleview Drive up to 20th Sideroad. The Stage 1 Archaeology Report has been updated to reflect this expansion and will be provided in a timely manner. The Cultural Heritage Resource Assessment is currently being updated based on the Preliminary Preferred Design concept and will be submitted to the MTCS.
	Hewitt's Landowner Group		(Oct. 21, 2016) - The Hewitt's EA does not include an option for a continuous centre median along Mapleview Dr E from Madelaine Dr to east of Woodwin Dr and note that the HLOG is in support of the removal of the continuous centre median. 2. There are a number of locations where there is a long section of road with a 4.2m wide median. This is inefficient use of land. In these areas, it is recommended that an alternative where the wide median is eliminated either by narrowing the road width, extending the adjacent left turn storage lanes or using the additional ROW width for LID. 3. In addition to the requested additional justification in support of the LID options, we request clarification on how storm water flood control is proposed to be handled for all roadways.	Response (March 2017) - Thank you for your comments. The Project Team has reviewed your comments and has assembled responses to each of the comments as noted below: 1. Noted. The design alternatives included painted medians, two-way centre left-turn lanes and raised medians as options subject to the adjacent land uses. 2. The project team has finalized the evaluation of the alternative design concept to identify a preferred design concept which will be presented at PIC #2 in April 2017. In a few segments along the corridor, there are reduced cross-sections to minimize the impact on the surrounding property, as well as to tie-in with the surrounding land uses. 3. Stormwater management flood control will be handled through a combination of linear LIDs and storm sewer infrastructure (for the minor system) and the implementation of end-of-pipe facilities. These facilities will be in the form of either peak dry pond facilities, developer pond tie-ins (to be coordinated) and oversized storm pipe facilities, where feasible.
			LID Alternatives 4. It is our understanding that the LID features proposed at the 2031 works would be eliminated in 2051 for all roads requiring road widenings. Consequently the HLOG does not support LID features provided in a temporary capacity. LID options should be explored which would require and/or minimize the extent of future removals 5. Additional details on the following topics are requested for the LID alternative: - Justification for the width of ROW required - How the LID will function in low areas with high groundwater table - How the LID will function in the winter 6. It is noted that there appears to be an inconsistency in the design for the LID between Salem and Hewitt's EA	4. It may be necessary during the 2051 widening that the LID features be upgraded to manage the increase in runoff. The current design horizon is 2031. 5. These details will be further reviewed following the identification of the preferred design concept and subsequently during the detailed design. 6. Each team has taken a slightly different approach to the implementation of LID's based on each team preference. The 2 teams are coordinating to ensure that each method is acceptable to the LSRCA and the City.
			BIG BAY POINT ROAD 7. No preliminary engineering drawings were provided for this widening. Although the constraints in this area are less complicated than others, we requested drawings be provided to help assess the impact of the design alternatives. 8. The option for a MUT was not recommended in the City's MMATMP or discussed in any of our previous correspondence with the City. The HLOG has no issue in principle with the use of a MUT, in lieu of bike lanes.	7. Preliminary engineering drawings were provided subsequent to the August 19, 2016 meeting with the LOG. 8. Noted. MUT is preferred over bike lanes.
			YONGE STREET 9. Based on our review of the future traffic volume projections on Yonge Street between Lockhart Road and Mapleview Drive East, further justification is requested to demonstrate the warrant for the 7-lane cross-section alternative. 10. The preliminary engineering design drawings include only one break in the median (which allows for a full-movement intersection) between Mapleview Drive East and Lockhart Road. The location of the break in the median does not appear to align with the road network in the Secondary Plan or the proposed full-movement commercial driveway provided in the conformity plans prepared by the HLOG. We request the inclusion of an alternative with a shorter median at Mapleview Drive East, which would allow for two full-movement intersections on Yonge Street between Mapleview Drive East and the east/west collector intersection on Yonge Street. 11. Based on the road layout identified in the conformity plan prepared by the HLOG, at least one or two additional breaks in the median appear to be warranted south of the one opening illustrated on the plans. 12. The long, wide median along Yonge Street is an inefficient use of land, we request the inclusion of an alternative that reduces the width of the road to minimize the width of the median and/or extends the left turn storage length at the intersections to allow for additional vehicle queuing.	9. As part of the Class EA for Hewitt's, the Study Team reviewed the future traffic volume projects to confirm the need for the 7-lane cross-section. 10. The Project Team has reviewed the requirements for turning movements and updated the preferred design concept. 11. The Project Team has reviewed the requirements for turning movements and updated the preferred design concept. 12. The cross-sections were evaluated in accordance with the recommendations in the MMTMP. The Project Team is reviewing alternatives to reduce the right-of-way in some sections to reduce the impact on property acquisition and the natural environment.

Mode	Name	Review of Options	Comment	Response
			MAPLEVIEW DRIVE EAST - HURONIA ROAD TO COUNTRY LANE 13. We request the inclusion of an alternative without a median or a reduced median width in order to reduce the ROW requirement. 14. In Alternative 3, there appears to be additional ROW width on the south side of the road. We request additional justification for this additional land. If it is required for grading, we request that an alternative is provided that includes an easement in the area to accommodate the additional grading. 15. We request additional justification for the warrant for the westbound right turn lane at Country Lane. We request the inclusion of an alternative with a through / right turn lane, two through lanes and a left turn auxiliary lane in each direction.	13. The right-of-way was defined in the MMTMP, as well as in the City of Barrie Official Plan. The Project Team is reviewing alternatives to reduce the right-of-way in some sections to reduce the impact on property acquisition and the natural environment as an exception. 14. Alternative 3 includes a shift of the alignment to the south, while holding the north property line. 15. Our traffic analysis indicated a possible need for a right turn lane at this location
			MAPLEVIEW DRIVE EAST - COUNTRY LANE TO MADELAINE DRIVE 16. The HLOG is in support of the TWLTL proposed between Seline Crescent and the driveway for 430 Mapleview Drive East, as illustrated in Alternative 3. 17. The HLOG does not support the TWLTL proposed east of Seline Crescent. There are no proposed side street connections in this area; consequently, a TWLTL does not appear to be justified. The HLOG is in support of Alternative 1; however would prefer to have the left turn lane storage length increase at Madelaine Drive, so that the left turn lane is back-to-back with the one at Seline Crescent. 18. In all options presented in the Hewitt's EA, the widening along Mapleview Drive East will have a significant impact on the 10 existing single detached residential units on Danielle Crescent, west of Seline Crescent. It is unclear what the expectation would be for the remaining lands on the north side of Danielle Crescent. We request the inclusion of an alternative with a reduced right-of-way [ROW] and a realignment of Mapleview Drive East to the north to ensure the land north of Danielle Crescent can remain in their current form or be redeveloped. 19. In Alternative 3 for Mapleview Drive East, additional ROW width is provided for boulevard snow removal. It was our understanding that the one of the benefits of the road cross-section in Alternative 3 was to allow for a reduced ROW. By maintaining the ROW width and providing more space for snow storage, a key advantage of this alternative is lost.	16. Noted. 17. For all of the cross-sections, it is either a Two-way left-turn lane, painted median or raised median depending on the corridor and the adjacent land uses. Storage lengths have been reviewed. 18. The Project Team is considering a reduced right-of-way in some sections along the corridor to reduce the impact on property acquisition and the natural environment. 19. The right-of-way was defined in the MMTMP, as well as in the City of Barrie Official Plan. The boulevard width is required as indicated for snow storage, the reduction in overall ROW width is achieved via the reduction in space behind the sidewalk and the roadway.
			MAPLEVIEW DRIVE EAST - MADELAINE DRIVE TO DEAN AVENUE 20. The HLOG does not support the TWLTL proposed east of Madelaine Drive. There are no proposed side street connections in this area; consequently, a TWLTL does not appear to be justified. We request the inclusion of an alternative where the wide median is eliminated either by narrowing the road width, extending the adjacent left turn storage lanes or using the additional ROW width for LID.	20. For all of the cross-sections, it is either a Two-way left-turn lane or a painted median depending on the corridor and the adjacent land uses.
			MAPLEVIEW DRIVE EAST - DEAN AVENUE TO GOODWIN DRIVE 21. The HLOG does not support the TWLTL proposed east of Dean Avenue. There are no proposed side street connections in this area; consequently, a TWLTL does not appear to be justified. We request the inclusion of an alternative where the wide median is eliminated either by narrowing the road width, extending the adjacent left turn storage lanes or using the additional ROW width for LID. 22. We request the inclusion of an alternative with the alignment of Mapleview Drive East shifted to the north starting near Dean Avenue, to avoid the impact of the expropriation on the lots south of Mapleview Drive East.	21. For all of the cross-sections, it is either a Two-way left-turn lane, painted median or raised median depending on the corridor and the adjacent land uses. 22. See comment #12.
			MAPLEVIEW DRIVE EAST - GOODWIN DRIVE TO YONGE STREET 23. The HLOG is in support of the five-lane cross-section with a TWLTL, east of Goodwin Drive. 24. Based on our review of the future traffic volume projections on Yonge Street and Mapleview Drive East, further justification is requested to demonstrate the warrant for the 8-lane cross-section alternative.	23. Noted. 24. The 8 lane cross-section referenced is the required lane configuration based on traffic projections to 2051. This alternative was shown strictly for context and is not part of the alternatives for the EA.
			MAPLEVIEW DRIVE EAST - YONGE ST TO PRINCE WILLIAM WAY 25. Based on our review of the future traffic volume projections on Mapleview Drive East, further justification is requested to demonstrate the warrant for the 7-lane cross-section alternative in this area. 26. We request additional justification for the warrant for the westbound right turn lane at Prince William Way.	25. The 7 lane cross-section referenced is the required lane configuration based on traffic projections to 2051. This alternative was shown for context and is not part of the alternatives for the EA. 26. Your comment is noted and the need will be reviewed based on the traffic analysis

Mode	Name	Review of Options	Comment	Response
			MAPLEVIEW DRIVE EAST - PRINCE WILLIAM WAY TO COLLECTOR 11 27. We request the inclusion of an alternative with a three-lane cross-section with a TWLTL and a MUT. Based on the number of side street connections along Mapleview Drive East in this section, the TWLTL will provide additional capacity for left turn movements on the Mapleveiw Drive East and (two-part) left turn movements from some of the side streets.	27. We have included Alternative 3 in our evaluation which includes 3 lanes, MUT, 1.6m sidewalk and centre-left.
			MAPLEVIEW DRIVE EAST - COLLECTOR 11 to 20th SIDEROAD 28. Details for the intersection of Mapleview Drive East and 20th Sideroad were not included. We request the inclusion of alternatives showing how the drainage and grading would work with the proposed roundabout. The additional engineering cost to complete this analysis has been approved by the HLOG.	28. At the time of the presentation, the scope of work had just been approved and timing did not allow for this to be included in the presentation. The preferred design concept at Mapleview Drive East and 20th Sideroad includes a roundabout.
			MAPLEVIEW DRIVE EAST - RAILWAY CROSSING 29. It does not appear that the work completed on the Sub-watershed Impact Study [SIS] has been taken into account in the proposed alternatives. 30. We request additional detail demonstrating how the proposed grading will work north and south of Mapleview Drive East, east of the railway tracks. 31. It appears that the location of the service road has not been adjusted according to the profile. It is our expectation that the underpass option would allow for the service road to connect significantly further west, compared to the overpass option. 32. We have a number of concerns with the road configuration provided in Option 2, including: • the spacing between the intersection of Goodwin Drive and the Proposed Road; • the access limitations for the properties on Mapleview Drive East, east and west of Yonge Street; • the impact of grading on the adjacent properties; and • the Proposed Road does not conform with the road layout in the Hewitt's Secondary Plan. The HLOG does not support this option.	29. The SIS work did not accommodate the increased quantity of water as a result of the proposed alternatives, however our SWM work will identify how to address the quality and quantity which will feed into the recommendations of the SIS report. 30. The proposed grading was discussed with the LOG at a subsequent meeting. 31. The preferred design concept will show the adjustments to accommodate the service road. 32. As an EA, all alternatives need to be evaluated prior to identifying a preferred design concept. The proposed road layout in the Hewitt's Secondary Plan was a proposed option, however did not undergo an EA to confirm the recommendation. Properties east of Yonge St will be accessible via Yonge St, while properties west of Yonge St will maintain their current access. Grading impacts have been reviewed as part of the preferred design concept.
			33. HLOG requests that an option be provided that incorporates the north-south roadway (southern lands) identified in the conformity plan and the draft plan approved roadway connection from the lands north of MVD. The serpentine roadway proposed in all presented options is not supported by the HLOG nor the landowner to the north (700 MVD East). 34. We request clarification as to extent of the lands required for the under and over pass bridge structure options as we understand that the municipality would likely elect to construct the railway/roadway crossing structure to accommodate projected traffic volumes past the 2031 time frame irrespective of whether or not the rest of MVD is constructed to the post 2031 traffic projections. This would likely require the railway crossing structure to be sized and constructed to the 2051 width rather than the 2031 width.	33. Comment noted. 34. Comment noted.
			35. The HLOG supports the underpass option. 36. The fiscal evaluation of the underpass vs overpass options should reflect the specific design challenges associates with the site specifics, not to be limited to, but should include stormwater management (incorporating the findings and recommendation of the SIS), and retaining walls / land acquisitions required to accommodate the proposed road platform including the grading/walls to accommodate the existing adjacent topography. 37. The HLOG request confirmation that the proposed railway crossing options have accounted for the MetroLinx track widening works also being completed by HATCH.	35. Comment noted. 36. Comment noted. 37. We have coordinated with Metrolinx regarding requirements for track widening.
			LOCKHART ROAD - HURONIA ROAD TO RAILWAY TRACKS 38. We request the inclusion of an alternative with a five-lane cross-section, with a two-way left-turn lane [TWLTL] and buffered bike lanes. Based on the number of side street connections along Lockhart Road in this section, the TWLTL will provide additional capacity for eastbound left turn movements and southbound (two-part) left turn movements.	38. We have included Alternative 3 which includes turning lanes at intersections. Simcoe County has no plans to develop the area to the south, therefore there is no need for additional turning movements in addition to those provided at intersections.
			LOCKHART ROAD - RAILWAY TRACKS TO PRINCE WILLIAM DRIVE 39. We request the inclusion of an alternative with a four-lane cross-section, with widenings at major intersections for auxiliary lanes and a MUT, with the ROW centered over the existing ROW. This option reflects a more efficient use of the ROW where there are a limited number of side street entrances.	39. That alternative has been included in our evaluation table (Alternative 3) which includes 4 lanes, MUT, south ditch and turning lanes.
			LOCKHART ROAD - PRINCE WILLIAM WAY TO COLLECTOR 11 40. We request the inclusion of an alternative with a three-lane cross-section with a TWLTL and a continuation of the MUT noted above.	40. That alternative has been included in our evaluation table (Alternative 3) which includes 3 lanes, MUT, 1.6m sidewalk and 4m centre-left

Mode	Name	Review of Options	Comment	Response
			LOCKHART ROAD - RAILWAY CROSSING 41. The HLOG supports the underpass option provided in Alternative 3. 42. The HLOG does not consider the overpass option to be feasible, based on the alignment of the service road, north of Lockhart Road and the requirement for a service road outside of the City limits. The HLOG requests additional justification to demonstrate that this alternative is financially feasible.	41. Noted 42. The Project Team has finalized the evaluation of alternative design concepts (Do Nothing, Overpass and Underpass) using the criteria identified at PIC #1 to identify the Overpass as being the preferred design concept.
			FOLLOW UP COMMENTS 43. The HLOG is awaiting clarification on the major and minor collector road ROW requirements. 44. The HLOG is awaiting clarification the 12 metre and 8 metre public road standards. 45. Further to our meeting on October 18, 2016 with the Hewitt's EA design team, we understand that there is more refined traffic volume data. We respectfully request that this information is provided at the earliest convenience.	43. This information does not form part of this EA 44. This information does not form part of this EA 45. The information was provided as requested.
Comment Sheet	Public	Mapleview (Madelaine Dr to Yonge St): Alt 3; Alt 1; Alt 2	Are sewer and water at the property line the City's expense? LID can contaminate watershed? Too many maybe's.	Response (March 2017): Typically when there is reconstruction or construction of a watermain along a corridor, to provide sewer and water to those previously on a well, the watermain would be connected up to the property line and then it is the responsibility of the homeowner to pay for the service to be connected to the house. The Low Impact Development design approach is a recent method of managing the quality and quantity of stormwater runoff through infiltration, storing, and evaporating, rather than relying on stormsewers to manage the water prior to it reaching the watercourses. The only negative impact that LIDs could have on a watershed, is if excessive salt is used during the winter months, which may get into the groundwater. In addition, LIDs are the preferred option by the Lake Simcoe Region Conservation Authority (LSRCA) for water quality and quantity treatment. By contrast however, stormsewers are less successful than LIDs at removing salt before the water from the stormsewer reaches the receiving watercourse.
Comment Sheet	Public	Lockhart Rd (Huronia to 600m East): Alt 3 pref.	Any other alternative will impact greatly on our property frontages - Alt 3 does not take our property frontage.	Response (March 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.
Email	Public		The limits of the study area have been extended along Mapleview Drive to 20th Sideroad, but under the impression that there are no further recommendations/alternatives proposed for this section.	Response (Sept 13, 2016) - Although the study area does extend to 20th Sideroad, the physical improvements do not extend that far. There is a transition section between 20th Sideroad and the Collector road to the west. We will provide you with a copy of the proposed improvements to discuss
Email	Public		We have shared your letter with Council and forwarded the information to Karry Sandy McKenzie, Williams Treaties First Nation process Co-ordinator/Negotiator, who will review the letter and necessary action if required. (k.a.sandy-mckenzie@rogers.com)	Comment noted.
Email	Public		Email (Sept 26, 2016) - Live on south side of Lockhart, east of Huronia and received notification, but unable to attend. The references of 27m ROW, is that right-of-way? What does LID stand for? Need a legend to understand the language. Will there be a road running north from 2569 Lockhart? Can you supply a plan. Is the area being developed off Mapleview and running south or is it from Lockhart North?	Email Response (Sept. 27, 2016) - Study website provided.
Comment Sheet	Public	Lockhart Road (600m East of Huronia to Yonge St): Alt 3 preferred	Was not able to attend but provided link to review options. Able to make good decision from diagrams	Response (March 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.
PIC Attendance	Public			Email (Sept. 23, 2016) - At the PIC you inquired about installing your own acoustic fence across the frontage of your property on Yonge St. The Barrie Zoning By-Law prohibits the installation of fencing over 1m within the front yard of any residents, including side yard extending from the front building fence to the property line. it also applies to the installation of walls and hedges. Attached is the link with more details on Zoning Bylaws. In addition there are requirements for fencing for construction projects. 1m fence would be too low to provide any sound attenuation benefit to your residence. A noise attenuation fence can be prohibitive as it costs $370-$400 per m to construct. Another option is to plant large conifer trees between your home and the property, but they cannot be planted to overhang the road Row or future widening.

Mode	Name	Review of Options	Comment	Response
			Email (Sept 25, 2016) - Could an exemption be granted? I have no backyard and the 1m limit leaves me with very limited privacy/soundproofing options for my yard, especially with the roadway being expanded. Please let me know the options I have to reduce the noise levels. If the speed limit were enforced, it might help the issue.	Email Response (see copy of email)
Comment Sheet	Public	Preference from Alternative 2 throughout options	In some places it says 'sidewalk', others it says sidewalk on north or south side or both sides'. If it doesn't specify which side it will be on, where will they be? An explanation like 'LID', 'Multi-use Trail' would be helpful, as well as where Collector 11 will be located.	Response (March 2017): When the option states sidewalk, it is best to look at the Roll Plans/Drawings which were presented at the PIC and are also contained on the Project website to have a better understanding of what is included in the cross-section. In most cases, when 'Sidewalk' is mentioned as part of the option, it means sidewalk on both sides of the roadway, otherwise it is specified which side of the roadway the sidewalk will be located on. LID stands for Low Impact Development. This is an engineering design approach to manage the quality and quantity of stormwater runoff through infiltration, storing, and evaporating, rather than relying on stormsewers to manage the water prior to it reaching the watercourses. Multi-Use Trail is similar to a sidewalk, but can be used by cyclists and other non-motorized vehicles for a safe means of travel. In addition, Collector 11 is identified on the Roll Plans/Drawings which were presented at the PIC and are also contained on the Project Website. Collector 11 will be located 1.1km East of Prince William Way on Mapleview Drive East.
Email	Public		(Sept 24, 2016) - Concerned regarding widening of mapleview Drive. How will this affect us that live on Mapleview Drive getting to/from our houses. Could work be done on off hours. Weekend work would be better - not as much traffic or close the road for the time to have all the work done and not have to worry about traffic. Could you confirm that the property will not be taken from north side of Mapleview. When will work begin from Country Lake to Madeleine? Best solution is what is best for growing community.	Response (Sept 27, 2016) - Hope drainage issues at complex can be addressed promptly. Comments have been forwarded to consultant who will consider them in the context of defining a preferred design for Mapleview and will provide a response to each of your questions. Response (March 2017): Access will be provided to residents along the Mapleview Drive corridor during construction. Further details regarding construction schedule will be presented during Detailed Design. Generally construction will occur during regular business hours (Monday to Friday) to minimize impacts on the public, as it relates to nuisances including dust, noise, delay, etc.
Comment Sheet	Public	Changing options (See Comment Sheet for details)	Although we showed Alternative 1 as our preferred choice for the Lockhart /Metrolinx Crossing, we really prefer an Option of an overpass to minimize the impact of having to pump water from the underpass which will adversely affect water supplies to our wells on the south side of Lockhart Road	Response (April 2017): We understand your concerns related to having an underpass at Lockhart Road. The impact on surrounding wells was considered when evaluating the alternative design concepts. During Detailed Design, hydrological work will be undertaken to have a greater understanding of groundwater within the Study Area in order to minimize impacts to existing wells. In addition, monitoring of wells will occur prior to, during and following construction and all efforts will be taken to minimize the impact on surrounding wells.
Comment Sheet	Public	Lockhart (Huronia to 600m East): Option 3	Alt 3 on Lockhart between Huronia and Yonge St is the best alternative, the other two you are either at my front door or in my living room. There is only 1 house on the other side of the road and it is Barrie. We have 5 houses on our side and we are Innisfil. I think you needed City of Barrie and Town of Innisfil representatives there to answer questions about border roads like Lockhart Road.	Response (April 2017): Representatives from the City of Barrie were in attendance at the PIC and available to answer questions. In addition, as part of the Class EA process, the Project Team met with the Town of Innisfil and the County of Simcoe prior to the PIC to present the alternative design concepts and to receive their input. The City is looking at options to acquire property equally along the corridor to share the impact for improved connectivity throughout the Study Area.
Comment Sheet	Public	Lockhart/Metrolinx Crossing - prefer Alternative 3 (underpass)		Response (March 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.
Comment Sheet	Public	Prefer last alternative for all options		Response (March 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.
Comment Sheet	Public		I do not like to see all expansion to the south of Barrie. It makes the City lopsided. How about expansions in Oro-Medonte/Springwater?	Response (April 2017): The current growth areas were defined after an exhausting planning process and consultation. This Study respect the conclusions for the planning process and works within the City's Official Plan as approved by Council to define transportation improvements to accommodate the planned growth.
Comment Sheet	Public	Prefer Alternative 2 for all options, except no preference identified for crossings.		Response (March 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.
Comment Sheet	Public	Prefer Alternative 2 for all options, except Alternative 1 for both Metrolinx Crossings		Response (March 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.

Mode	Name	Review of Options	Comment	Response
Comment Sheet	Public	Mapleview (Huronia to Country Lake) - Alt. 1 Mapleview (Country Lake to Madelaine) - Alt 1 Mapleview (Madelaine to Yonge St) - Alt 3 Mapleview (Yonge St to Prince William Way) - Alt 1 Mapleview (Prince William Way to just east of Collector 11) - Alt 1 Lockhart (Huronia to 600m East) - Alt 3 Lockhart (600m east of Huronia to Yonge St) - Alt 3 Lockhart (PWW to just east of Collector 11) - Alt 1 Yonge St - Alt 2 Big Bay Pt Rd (City Boundary to east of Collector 11) - Alt 1 Lockhart Crossing - Alt 2 Mapleview Crossing - Alt 3		Response (March 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.
Email	Hydro One Networks		Upon review, we can confirm that there are no Hydro One Transmission facilities in the subject area. There may be Hydro One Distribution facilities in your study area. To cover off the impact to Hydro One assets, please forward EA to following email address. This is only a preliminary assessment based on current information. No further consultation with Hydro One Networks is required if there are no changes.	Comment noted.
Comment Sheet	Public	Prefer Alternative 3 for all Options, except Alt 2 for Yonge St; and Alt 2 for Metrolinx Crossing		Response (March 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.
	Property Owner		Represent northwest quadrant, and concerned about 'interchange' option. 214 Lands within old City of Barrie, contained in a registered plan of subdivision as a block intended for commercial use, are designated and zoned for commercial use by City planning documents, located at a key intersection in south end of Barrie. 214 Lands not within Hewitt Secondary Plan Area. Surprised to see Option 2 proposed traffic solution on lands outside the study area and on land where City of Barrie has already assigned intended land use based on approvals issued by way of Draft Plan of Subdivision, Registered Plan of Subdivision, the Official Plan and Zoning By-Law. Owners are strongly opposed to any impact on holdings that would alter already in place approvals from the City, and are against the future Mapleview Dr alternative design (Option 2). Please ensure that direct notice is provided to myself regarding future meetings and copies of material forwarded to myself in PDF format.	Response (City - Oct. 26, 2016) - Your comments have been forwarded to our design team for consideration in the overall evaluation of the grade separation options for Mapleview Dr E and the Barrie Go Line corridor. You have also been added to the mailing list. Response (March 2017): Following the review of alternative design concepts and the identification of the preferred design concept, the preferred design concept does not include the collector road through your property.
	Property Owner - NE Mapleview/ Yonge St		Proposed location of Scotiabank on NE corner of Mapleview and Yonge St to be impacted by improvements along Mapleview Drive	Response (March 2017): The Project Team has had many conversations with the developer for the Scotiabank at the Northeast corner of Mapleview and Yonge Street. The Project Team has adjusted the design to remove the impact to the proposed development of the Scotiabank building.
Survey for Substation for PowerStream	Property Owner		Email (May 2014) - CIMA has been retained by PowerStream to Design a bungalow type Municipal Substation just north of Mapleview at 43/45 St. Paul's Crescent. Ted Handy & Associates retained to carry out architectural work. Advised by City that Site Plan Control not required. Understand that the City has a plan for underpass/overpass at railway crossing, which is south east corner of subject property. PowerStream has a tight schedule, therefore anxious to get started with soil test and other design tasks. We want to make sure we accommodate the City's future plans for setbacks. Attached survey of two properties (Station site) and proposed Station footprint. Please advise of requirements that Planning and Engineering Group have.	City Response (May 2014) - Owner will need to incorporate potential road widening requirements identified in MMATMP in design and demonstrate/confirm constraints that exist, including building set backs. Detours may be required over a portion of the lands in question, pending detailed design. Access to the property will be from St. Paul's crescent. A demolition permit will be required and submitted accordingly.
	County of Simcoe		Comments limited to intersection of Yonge St and Lockhart Road and how Yonge St transition into County Road 4 at the boundary. As recommended in County of Simcoe TMP, County Road is scheduled to be widened to 4 lanes up to City of Barrie limit by 2031. The County would favour any alternative that provides a seamless transition for 2 lanes of traffic in each direction at this location. County Road 4 has alsobeen identified to include a future off-road active transportation facility. We would also want to ensure a proper transition to any active transportation infrastructure being considered by the City.	Response (April 2017): The two alternatives being evaluated for Yonge Street include a 5-lane cross section. The decision is whether to include LID features within the ROW, or outside of the ROW. Both Alternatives include a 2m bike lane on either side of the roadway. Given the anticipated AADT and the Design Speed, according to Book 18 consideration could be for a separated bike lane or a buffered paved shoulder. This could tie into the transportation facility being recommended south of Lockhart Road connecting into the County of Simcoe's recommendation. This will be further considered during detailed design.
	North Point Development Corp		Letter (Oct. 31, 2016) - we are solicitors for the North Point Development Corp who is the owner of lands municipally known as 688 Mapleview Drive East. Please accept this letter as a formal request for the Notice of Study Completion of the Class EA for the Hewitt's Secondary Plan. Depending on the conclusion of the plan, we may request a Part II Order pursuant to section 16(5) of the EA Act on behalf of our client.	Response (March 2017): You have been added to the Project Contact list and you will be updated regarding upcoming consultation activities in advance of when they occur. Should you wish to have an in person discussion regarding the development of the subject lands and how they may impact or be impacted by this EA, please contact us.

Mode	Name	Review of Options	Comment	Response
	Collins Barrow Toronto			Response (City - Oct. 20, 2016) - Thank you for your comments regarding the presentation material on the alternative designs for the various transportation iimprovements for the Hewitt's Secondary Plan Area. The City has had ongoing dialogue with participating developers of the subject growth area. The presentation material included a 'serpentine' roadway, as suggested as this applies to both an overpass and underpass grade separation of Mapleview Drive East with the Barrie Go Rail corridor. This does not preclude an option with the right-of-way access to Mapleview Dr E, however this option is conditional on the grade separation being an underpass. The EA should have a recommendation by 2017. We will keep you informed as the preferred alternative designs are developed.
	Property Owner		Comment Sheet (Jan. 25, 2017) - Preference of Alternative 3 (for Mapleview and Lockhart Road). Recommend looking at the transport design in the outskirts of Lima, Peru. Their bike lane designs are safer and more efficient. Recommend using more designs for quicker understanding.	Response (April 2017): The Project Team has reviewed and evaluated the alternative design concepts which were presented at PIC #1 and will be presenting the preferred design concept, based on the input received from the public, review agencies and local municipalities, in preparation for the second Public Information Centre (PIC) which is scheduled for April 6, 2017.
	Property Owner		Comment Sheet (April 6, 2017) - 1) Not opposed to widening of roadway 2) Opposed to overpass at Railway Tracks, Metrolinx is undecided as a to their expansion there will be multiple level crossings along the corridor to Toronto 3) The overpass will result in grade separation resulting in 5m (embankment-wall) in front of property. Proposed access road will remove large portion of property in front of house resulting in loss of parking and depreciation of property value further removing resale value for multi-vehicle families 4) Proposed access road will intersect with water supply well and concerned well will be void of water during construction of overpass due to dewatering of area during overpass construction. Well will suffer damage during construction due to proximity of access road, contamination from snow removal (salt and brine). Map of property and impact provided. Conversation with MOECC Barrie District - Provincial Officer included: Regarding concern of Lockhart Road closer to your (Brian's) dug well, don't believe that there are regulations specific to setbacks from a property. There is more change of road salt impacts closer to the roadway. Recommend speaking with Township Roads department regarding setbacks that may not have been considered by contractor. Recommend consulting with Merrilu Brown - Drinking Water Inspector at our offices.	Response (June 2017): Exposure Index is used to determine whether a grade separation is warranted at a railway crossing. The Exposure Index takes into consideration the number of trains that travel through the Study Area each day, as well as the amount of traffic crossing the tracks. The Exposure Index at the Lockhart Crossing was revisited in light of comments received from the public through the study consultation process. As a result, the study is recommending the postponment of the grade separation until more information is received from Metrolinx. However, the project team is recommending the City protect the property around the crossing for its future needs. The impact on surrounding wells was considered when evaluating the alternative design concepts. During Detailed Design, hydrological work will be undertaken to have a greater understanding of groundwater within the Study Area in order to minimize impacts to existing wells. In addition, monitoring of wells will occur prior to, during and following construction and all efforts will be taken to minimize the impact on surrounding wells. As a follow up to the letter from the MOECC, there are no requirements for setbacks to existing wells.
	Property Owner		Train Bridge for Barrie - Start ASAP Concrete driveway has hydronic heating Corner of Lockhart & 20th Sideroad needs improvement for more traffic.	Response (June 2017): During Detailed Design, the City will be meeting with residents along the corridor regarding property impacts and plans. We will include the comment that your driveway is heated, to help estimate the amount of compensation required during Detailed Design. This Study Area does not extend to 20th Sideroad.
	Property Owner		We have 3 mature trees that are 4-5' below road (existing). Drawings show that new road will be at least as high. We want to ensure that construction provides protection for the base of these trees during and after construction. We'd like to confirm that there are no current plans to include sewers and water to Lockhart Road.	Response (June 2017): Following the completion of this Class EA, the City will move forward to Detailed Design of the recommended alternative design. During Detailed Design a Tree Survey and Planting Plan will be prepared to document the trees that may be impacted and to identify which trees should be protected during construction. The City will then consider and evaluate options to narrow cross-sections to minimize the impact to adjacent trees depending on their health and the feasibility of removing the impact. There are no current plans to include sewers or water to Lockhart Road.
	Property Owner		Lots of detailed work. Staff were knowledgeable and approachable.	No response requested.
	Property Owner		Concerned with lack of information on how the road widening will affect drainage on my property.	Response (June 2017): At the PIC, there were a few boards explaining how the City plans to address drainage within the Study Area. In addition, on the roadway plans there were locations where the City will consider either a centralized or decentralized Low Impact Development plan to address drainage within the Study Area. The EA process requires a high level overview and as a result it is difficult to identify drainage impacts on individual properties. Your comment however has been noted and will be identified for review during detailed design. The City has met with the Lake Simcoe and Region Conservation Authority to receive their comments and approval of the proposed plan to address drainage within the Study Area. The LSRCA agrees with the City's approach.

Mode	Name	Review of Options	Comment	Response
	Property Owner		Current proposal to widen Lockhart Road will impact three maple and one horse chestnut tree on the roadside edge of my property. I would welcome a visit by a City representative to determine how they will be impacted. Any effort to further narrow road would be greatly appreciated. Please send screen shots of plan.	DRAFT - Following the completion of this Class EA, the City will move forward to Detailed Design of the recommended preferred design alternative. During Detailed Design a Tree Survey and Planting Plan will be prepared to document the trees that may be impacted and to identify which trees should be protected during construction. The City will then consider and evaluate options to narrow cross-sections to minimize the impact to adjacent trees depending on their health and the feasibility of removing the impact. It should be noted that after PIC 2, the Project Team is recommending to the City that the grade separation at Lockhart Road be delayed until warranted and an interim 3 lane cross-section be implemented.
	Property Owner		No comment.	
	N/A		Bike lanes should be designed to minimize impact on traffic and ensure safety of riders, drivers and pedestrians. Shared roads ia a really bad idea. Studies show that is one of the biggest barriers to cycling usage. It is also foolish to eliminate road capacity to please a small group. It would be useful to know if the City's expansion of bike lanes in the rest of the City has reduced safety creating more driver/cyclist accidents. Increased congestion on the City's roads is inevitable when infrastructure is removed without actions to reduce demand.	Response (June 2017): The provision of bike lanes has not taken away from roadway capacity. It provides additional capacity to encourage residents to consider alternative modes of travel. One of the City's guidelines as detailed in the Multi-Modal Active Transportation Master Plan (MMATMP) is to promote alternative forms of travel and to encourage single-occupant vehicle drivers to consider those alternative modes. Throughout the Study Area, there are two facilities provided to cyclists, including on-road protected bike lanes and multi-use trails. These alternative provisions for active transportation are based on the speed limit and the anticipated volumes of traffic, to determine what type of facility would work best for the roadway. None of the recommendations include a shared lane for cars and bikes.
	Allandale Neighbourhood Association		Am really disappointed that MUT are preferred for Big Bay Point, Mapleview and Lockhart. They may be safer (slightly) than bike lanes, but they are less efficient for cyclist commuting. It is difficult to maintain travelling speed in the presence of pedestrians, many of whom are blocking passing cyclists.	Response (June 2017): Cyclists can always use the roadway, as they are considered to be a vehicle, however given the volume of traffic anticipated on Big Bay Point, Mapleview and Lockhart Road, it is recommended in industry design manuals (i.e., OTC Book 18), that an off-road facility be provided for improved safety. In addition, given the location of these roads, the MUT will be primarily used for recreational users to encourage them to consider an alternative mode of travel, instead of the single-occupant vehicle.
			Email (April 12, 2017) - Have been to all PICs, however most concerned with impacts to my property. Some of concerns relate more to detailed design comments, it would be helpful to acknolwedge what the final concept may be.	No response required.
	Hewitt's Landowner Group		GENERAL COMMENTS (April 28, 2017) 1. It is not clear from the information to date the extent to which the arterial roads are intending to utilize development SWM facilities. At the March working group meeting, it was discussed to have a meeting with the EA stormwater team to gain a better understanding. To date we have received limited SWM information related to quality and quantity controls, LIDs, and phosphorus. We reference our memo of May 18, 2016 that outlines our assumptions for arterial road SWM. Please provide additional details on the proposed stormwater controls. 2. We request clarification on the daylight triangle dimension requirements. There appears to be inconsistencies throughout. 3. We note that there appears to be some minor inconsistencies in the legal boundaries and intersection locations when we overlay the received CAD file with our development plans. Although this won't impact the overall EA concepts, we point this out to ensure that the intersection alignments and existing legal boundary's utilized by the EA consultants have been or will be coordinated with the individual draft plan's and OLS's to ensure the exact location of the intersections and widened ROW is known.	Response (June 2017): 1. The draft SWM and Drainage strategy has been circulated to the Land Owners Group. 2. The daylighting triangles are shown in accordance with City of Barrie standards. 3. The location of the intersecting roads were taken from the plans provided by the landowners group and overlaid with the property fabric provided by the City of Barrie. At this stage of the study this is not an issue of concern.
			LID Alternative 4. Based on the alternatives presented, it is our understanding that the LID features proposed at the 2031 works would be eliminated in 2051 for all roads requiring road widenings. Consequently, the HLOG does not support LID features provided in a temporary capacity. LID options should be explored which wouldn't require and/or minimize the extent of future removals. 5. The information provided at the PIC appeared to schematically show centralized LID facilities within development lands. Please provide additional information and justification for this requirement. This is not supported by the HLOG at this time. 6. It is noted that there appears to be an inconsistency in the design for the LID between the Salem and Hewitt's EA.	4. At this point in the EA, there is no recommendation for improvements to the roadway to 2051, therefore our recommendations relate only to the planning horizon of 2031, including LID recommendations. It is not the City's intention to implement LID improvements as a temporary improvement. The City is considering long-term recommendations. 5. As part of the EA, we are showing both options that could be considered to implement LID features, including centralized and linear. During Detailed Design, the City will decide which option is preferred, but for the EA, the study has assessed protection and property for both options. 6. Both EAs will have similar design recommendations as part of the ESR. As previously indicated each team has a separate preference as to the methodology for LID's being recommended, however, both teams have worked together and agree that the designs both meet the requirements of the City and LSRCA.

Mode	Name	Review of Options	Comment	Response
			BIG BAY POINT ROAD 7. We request that the ROW within the annexed lands align with the existing ROW to the west. The alignment of the proposed road widening would need to be adjusted to the north slightly to accommodate this revision. In the event that a future road widening cannot be accommodated within the existing ROW west of the annexed lands, the logical ROW widening would be on the north side of the road. This would avoid expropriation from the many land-owners on the south side. Furthermore, the existing buildings along the south side of the road would prohibit any significant ROW widening in this direction. 8. The transition from 5-lanes to 3-lanes east of Collector 11 should match the transition on Mapleview Drive at Prince William Way. This includes the step in the ROW and the modified road cross-section immediately east of the intersection.	7. The property requirements have been reviewed and mitigated to ensure the existing residences are not negatively impacted. Areas where properties have been obtained by the development community and will be undergoing redevelopment have been allocated the full required right of way as per the City of Barrie Official Plan. 8. The area will be reviewed and if adjustment of the property line is required it will be made.
			YONGE STREET 9. A full median between Mapleview Drive East and the future Madelaine Drive is too restrictive. Ending the median half way between Mapleview Drive East and the future Madelaine Drive would allow for an unsignalized full-movement access at one location and still restrict movements near the intersection of Yonge Street / Madelaine Drive. The unsignalized full-movement access on Yonge Street would allow deliveries directly into the commercial lands, without the need to travel along collector roads, flanked by residential development. The timing for the extension of Madelaine Drive is unknown, given it is located on lands of a nonparticipating landowner. The unsignalized full-movement access between Mapleview Drive East and the future Madelaine Drive would act as an interim full-movement connection and could be restricted in the future, once the future Madelaine Drive intersection is operational. A Conceptual Site Plan is available for the lands at the southwest corner of the intersection of Mapleview Drive East / Yonge Street. This plan can be provided (upon request), for coordination of entrances.	9.The locations of medians were identified and approved by City of Barrie transportation planning and operations staff.
			MAPLEVIEW DRIVE EAST - COUNTRY LANE TO MADELAINE DRIVE 10. A modified cross-section has been used from just west of Country Lane to just east of Seline Crescent. The HLOG requests that the City provide cross-sections at locations where the cross section varies from the typical sections provided. It is unclear why the modified section cannot be applied elsewhere along Mapleview Drive. 11. The ROW requirement east of Seline Crescent is unjustified. A scenario with a ROW widening to 41 metres west of Seline Crescent is unrealistic as it would have a significant impact on the use of land along the north side of Danielle Crescent. Furthermore, a 6-lane cross-section is provided within the 2031 ROW, consequently the requirement for the 7-lane cross-section (maximum road width recommended in the MMATMP) would only require approximately 3.5 metres of additional width. It is understood that the cross-section adjacent to the existing development has been modified to reduce the ROW requirement; however, it appears that there is approximately 5 metres of additional ROW width that would not be utilized when considering a future road widening in this area.	10. The Roll Plans have been updated to show where the cross-sections have a variation. The variations reflect where there is a constraint (i.e., property concern or natural heritage feature) that cannot be impacted. 11. A meeting was held May 25th to discuss this issue and it was resolved the City would review the ROW needs in this area subject to receipt of a functional plan from MVD.
			MAPLEVIEW DRIVE EAST - Madelaine Drive to GOODWIN DRIVE 12. The widening proposed west of Madelaine, appears to be much larger than necessary to accommodate the proposed road works. It's identified as a 41m ROW along Mapleview Drive East (west of Madelaine Drive extension), however the road construction is proposed to be pushed closer to the northern limit of the ROW resulting in a much larger boulevard on the south side of Mapleview Drive East than appears necessary. It appears that the 41m wide ROW is identified through the EA process as being required on the basis (1) that the Multi-Model Transportation Study identified a maximum 41m ROW, and (2) it's greenfield development. 13. The ROW requirements between Madelaine Drive and Goodwin Drive are unjustified. The crossection used west of Seline Crescent, with a narrow centre median and three lanes in each direction, could be applied to accommodate the 2051 traffic volumes. Providing a wide median that allows for U-turns could result in operational and traffic safety issues and defeats the purpose of constructing a centre median at Dean Avenue. 14. The construction of a TWLTL, east of Madelaine Drive, to accommodate seven single-family detached units (which are expected to be redeveloped in the future) is not an efficient use of land or capital budget spending.	12.The location of the road in this area was reviewed with City staff. The right of way limits are consistent with the City of Barrie Official Plan and MMATMP recommendations 13. The right of way limits are consistent with the City of Barrie Official Plan and MMATMP recommendations 14. The provision of the shared turn lane is to ensure the existing residences which are not part of the adjacent land development applications are not negatively impacted from an access standpoint by the proposed widening and is also consistent with the recommendations of the MMATMP.
			MAPLEVIEW DRIVE EAST - GOODWIN DRIVE TO YONGE STREET 15. The HLOG would support an alternative with the alignment of Mapleview Drive East shifted further to the north, starting near Goodwin Avenue. This would avoid the impact of the expropriation on the lots south of Mapleview Drive East. It is noted that there was some movement to the north since our previous review of the design. 16. Based on our review of the future traffic volume projections on Yonge Street and Mapleview Drive East, further justification is requested to demonstrate the warrant for the 8-lane cross-section for the 2051 horizon year, which appears to be driving the ROW requirements in this area. 17. It is our understanding that the proposed south curb on Mapleview Drive East, between Yonge Street and the rail crossing, will not be moved any further south, as a result of the proximity to the existing cemetery and the rail crossing structure. Consequently, the additional ROW on Mapleview Drive East, just west of Yonge Street is unjustified. The maximum foreseeable road widening to the south would be a single right turn lane.	15. There is minimal property which will be taken from the existing residential properties along the south of Mapleview Drive East, east of Goodwin Ave. The alignment has been shifted as far north as is feasible while still meeting the requirements to provide the amenities within the right of way. 16. This EA does not cover the requirements needed to accommodate the growth to the 2051 horizon year. The structure (underpass) has been designed with long-term considerations. 17. While the provision of lanes through the grade separation is projected to the 2031 time horizon, the life span of the grade separation is approximately 75 years putting it beyond the City's projected 2051 time horizon. As such the recommendation to the City is to construct the grade separation to the 2051 time horizon property requirements so that future road widenings within the area would not require additional property to widen the structure. The location of the structure is constrained by the cemetery.

Mode	Name	Review of Options	Comment	Response
			MAPLEVIEW DRIVE EAST - YONGE STREET TO PRINCE WILLIAM WAY 18. Based on our review of the future traffic volume projections on Mapleview Drive East, further justification is requested to demonstrate the 2051 warrant for the 7-lane cross-section alternative, which appears to be driving the ROW requirements in this area. 19. There appears to be a discrepancy between the drawing provided by the City to the HLOG and the drawing presented at the April 6th PIC. Based on the drawings provided by the City, there is a centre median proposed at Royal Jubilee Drive. It is our understanding that this median is intended to limit the traffic on Royal Jubilee Drive; however, the median will also limit access to the minor collector road to the south, which will result in more traffic at the intersection of Mapleview Drive East / Prince William Way. Closing Royal Jubilee Drive and eliminating the median at this location would provide a more efficient use of the ROW and improve the flow of traffic in the area.	18. This EA does not cover the requirements needed to accommodate the growth to the 2051 horizon year. Given the hard constraint to the north, the 5-lane cross-section can only be accommodate through property requirements to the south. The need and justification for widening to 2051 will undertaken through a separate EA as the time approaches. It is not driving the ROW requirements in this area, given that there is no opportunity to expropriate existing houses on the north side of Mapleview Drive. 19. One of the recommendations for the intersection of Royal Jubilee Drive and Mapleview Drive from the perspective of traffic is to close access for eastbound traffic to turn left into Royal Jubilee, to discourage cut-through traffic. In addition, sight lines at this unsignalized intersection are not ideal for cars making a left onto Royal Jubilee.
			MAPLEVIEW DRIVE EAST - COLLECTOR 11 to 20th SIDEROAD 20. Grading details related to the roundabout at Mapleview Drive East and 20th Sideroad were not included. The HLOG would like to confirm that the creek crossing elevation and the culvert draining the northwest corner of the existing intersection has been considered in the land acquisition requirements.	20. The creek crossing and drainage have been accounted for.
			LOCKHART ROAD - GENERAL COMMENT 21. The HLOG does not support the widening to be entirely on the north side of the ROW. 22. The ROW appears to be in accordance with the MMATMP, but the width appears to be excessive for the required cross-sections provided. Further justification is required for the 14 metre widening.	21. The Town of Innisfil is not in agreement for widening to occur on both sides of the ROW, resulting in the widenings to occur entirely to the north. As the Town of Innisfil are not a proponent of this EA a recommendation to negatively impact lands within the Town is difficult to obtain agreement on. 22. Given that the Town of Innisfil is not interested in expropriating land to accommodate the City of Barrie, to limit the impact on their properties, the widening occurs primarily to the north, however with no active transportation facilities provided along the south side of the alignments. Should the Town of Innisfil in the future decide that their preference is for active transportation facilities, these can be provided along property within the Town of Innisfil.
			LOCKHART ROAD - HURONIA ROAD TO RAILWAY TRACKS 23. The HLOG supports the mitigated cross-section configuration as the final ROW requirements (from Huronia Road to Yonge Street). 24. The HLOG request an option with the additional ROW acquired from the agricultural lands to the south, rather than developable land to the north.	23. Will be considered. It should be noted that the mitigated alternative has been presented to reduce property acquisition from those lands not under development application 24. See responses above (21 and 22).
			LOCKHART ROAD - RAILWAY TRACKS TO PRINCE WILLIAM WAY 25. The HLOG supports the mitigated cross-section configuration (west of the Service Road) as the final ROW requirements, without the jog to the north in the road at Prince William Way. 26. The cross-sections appear to have space allocated within the ROW to accommodate grading on the north side of the road. This space is not required, as the developments on the north side of the road will be required to match the grades along the ROW.	25. It should be noted that the mitigated alternative has been presented to reduce property acquisition from those lands not under development application 26. Noted.
			LOCKHART ROAD - PRINCE WILLIAM WAY TO COLLECTOR 11 27. The transition from 5-lanes to 3-lanes east of Prince William Way should match the transition on Mapleview Drive at Prince William Way. This includes the modified road cross-section immediately east of the intersection.	27. The area will be reviewed and if adjustment to the property requirements are identified they will be noted.
			LOCKHART ROAD - RAILWAY CROSSING 28. The HLOG does not consider the overpass option to be feasible, based on the alignment of the service road, north of Lockhart Road and the requirement for a service road outside of the City limits. The HLOG requests additional justification to demonstrate that this alternative is financially feasible.	28. Following the PIC, including input from the public, as well as through discussions with Metrolinx, the Project Team is recommending that the lands be protected for a future crossing, however in the short-term that it be maintained as an at grade crossing.
			LOCKHART ROAD - GRADING 29. Additional plan and profile details are required to demonstrate that the stormwater drainage can be accommodated. As noted in our letter of May 18, 2016, there are areas that would require the road profile to be raised to be accommodated in development SWMFs. It does not appear that this is proposed and therefore we trust the roadway is generally taking care of its own SWM controls. As noted earlier, we require additional information on the stormwater concepts in order to provide more detailed SWM comments.	29. To be provided.
			FOLLOW UP COMMENTS 30. The HLOG is awaiting clarification on the major and minor collector road ROW requirements. 31. The HLOG is awaiting clarification on the 12 metre and 8 metre public road standards. 32. Further to our meeting on October 18, 2016 with the Hewitt's EA design team, we understand that there is more refined traffic volume data. We respectfully request that this information is provided at the earliest convenience.	30. This information can not be provided through the EA process. 31. This information can not be provided through the EA process. 32.This information was provided on November 11, 2016.