
TO: MAYOR J. LEHMAN AND MEMBERS OF COUNCIL

FROM: S. DIEMERT, P. ENG., MANAGER OF INFRASTRUCTURE PLANNING

**NOTED: R. J. FORWARD, MBA, M.SC., P. ENG.
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT
C. LADD, CHIEF ADMINISTRATIVE OFFICER**

**RE: BELL FARM ROAD – ST. VINCENT STREET TO DUCKWORTH STREET
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT, PHASES 3 & 4 PREFERRED
DESIGN ALTERNATIVE (T05-BE)**

DATE: MAY 29, 2017

The Engineering Department is completing Phase 3 & 4 of the Municipal Class Environmental Assessment (Class EA) study for Bell Farm Road to determine transportation improvements that will be recommended in the future reconstruction project.

The public consultation process of the Class EA requires that the public, who requested to be kept informed of the Class EA process, be advised of the recommendations prior to consideration by General Committee. To advise the concerned public of the staff recommendations that will be contained in the staff report, the attached letter will be distributed. To ensure that Council has the information at the same time as the public, this memo has been provided with a copy of the letter.

The Draft Phase 3 and 4 Class EA Environmental Study Report (ESR), which contains details of the preferred design alternative, will be available in the Councillors' Lounge for review on May 25, 2017. A PDF version of the Draft ESR is available on the City of Barrie web page at www.barrie.ca/eastudies then scrolling down to the Bell Farm Road & Ross/Collier/Bayfield Streets Transportation Improvements section.

If there are any questions, please contact Brett Gratrix at extension 5117, or e-mail Brett.Gratrix@barrie.ca

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

May 29, 2017

File: T05-BE

To: Agencies and Those Who Wish To Be Informed

**RE: Bell Farm Road – St. Vincent Street to Duckworth Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative**

The Corporation of the City of Barrie is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) on Bell Farm Road from St. Vincent Street to Duckworth Street to address transportation improvements as recommended in the City's Multi-Modal Active Transportation Master Plan (MMATMP), which can be viewed at <http://www.barrie.ca/City%20Hall/growth/Pages/DocumentsResources.aspx>.

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

"Bell Farm Road is approaching the end of its service life and requires reconstruction. The existing section of the road with a rural cross-section does not have sidewalks or storm water management. To accommodate growth, the MMATMP recommends this road be widened to increase traffic capacity and provide active transportation facilities."

The City of Barrie retained BT Engineering Ltd. to undertake Phases 3 & 4 of the Schedule "C" Municipal Class EA process (Phases 1 & 2 completed as part of the MMATMP); they have since identified a preferred design alternative and prepared a draft Environmental Study Report (ESR).

On November 23, 2016, a Public Information Centre (PIC) was held at City Hall to present various alternative designs and background information. The following alternatives were presented:

Alternative 1

West Section – 26 m ROW, 3 lanes, bicycle lanes and sidewalks on both sides; minor property requirements for intersection improvements and to accommodate standard road platform.

East Section – 29 m ROW, 4 lanes, buffered bicycle lanes and sidewalks on both sides; moderate property requirements to increase ROW width from 26 m to 29 m.

Alternative 2

West Section – 26 m ROW, 3 lanes, bicycle lanes and sidewalks on both sides; moderate property requirements for intersection improvements, accommodating standard road platform and to increase the reverse-curve radii.

East Section – 29 m ROW, 4 lanes, buffered bicycle lanes and sidewalks on both sides; moderate property requirements to increase ROW width from 26 m to 29 m.

Alternative 3

West Section – 26 m ROW, 3 lanes, bicycle lanes and sidewalk on the north side; minor property requirements for intersection improvements and to accommodate standard road platform.

East Section – 26 m ROW, 3 lanes (via road diet), bicycle lanes and sidewalks on both sides with continued property protection per the Official Plan (29 m ROW).

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Comments and responses received from the PIC were considered in the development of a preliminary Preferred Design Alternative. The alternatives have been evaluated based on the physical, natural, social, cultural heritage, and economic environments. The Study Team is recommending Alternative 3 in order to minimize impacts to property, driveways and to maintain the treed buffer for residences on Cynthia Court. The following table details the preferred design alternative:

| Preferred Design Alternative | Proposed ROW (meter) | Number of Through Lanes | Lane Width (meters) | Two-Way Left Turn Lane Width (meters) | Bicycle Lane Width | Sidewalk | Median | Official Plan Property Protection (meters) |
|------------------------------|----------------------|-------------------------|---------------------|---------------------------------------|--------------------|------------|---|--|
| West Section | 26 | 2 | 3.5 | 4.2 | 1.5 | North Side | East of reverse curve for traffic calming | 26 |
| East Section | 26 | 2 | 3.5 | 4.2 | 1.5 | Both Sides | None | 29 |

Please see Appendix "A" for the preferred design alternative drawing.

On May 3, 2017, a second PIC was held to present the Preferred Design Alternative and solicit input from the public. Public comments received were supportive of the project; specifically with implementation of active transportation (sidewalks and bicycle lanes) and generally noted a desire for this project to proceed to address the current road condition and implement an urban cross-section.

For a summary of the major concerns raised from both PICs and the City's response to those concerns, please see Appendix "B".

A PDF version of the draft ESR is available on the City of Barrie web page at www.barrie.ca/eastudies then scrolling down to the Bell Farm Road & Ross/Collier/Bayfield Streets Transportation Improvements section. A paper copy of the draft ESR is available for review at the following locations during regular business hours:

City of Barrie
Clerk's Office
City Hall, 1st Floor
70 Collier Street

City of Barrie
Engineering
City Hall, 6th Floor
70 Collier Street

Barrie Public Library
Downtown
Information Desk
60 Worsley Street

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue

The above recommendations will be presented to General Committee on June 12, 2017. General Committee's recommendations may be approved by City Council on June 19, 2017. If Council endorses the Preferred Design Alternative, a Notice of Completion will be filed for this project. Request for deputations to Council can be made up to Wednesday, June 14, 2017, 12:00pm. If concerns are raised, which cannot be resolved in discussion with the Corporation of the City of Barrie, the Minister of the Environment and Climate Change may be requested, subsequent to the filing of a Notice of Completion by the City of Barrie, to make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual Environmental Assessments. A Part II Order must be filed within thirty (30) calendar days of the City of Barrie filing a Notice of Completion and must be done so, in writing, to the Minister of the Environment and Climate Change at the address below:

The Honourable Glen Murray
Minister of the Environment and Climate Change
77 Wellesley Street West
Ferguson Block, 11th Floor
Toronto, Ontario
M7A 2T5

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

Yours truly,



Brett Gratrix, P. Eng.
Infrastructure Planning Engineer

BG/sm

cc: Steve Taylor, BT Engineering
Councillor Romita

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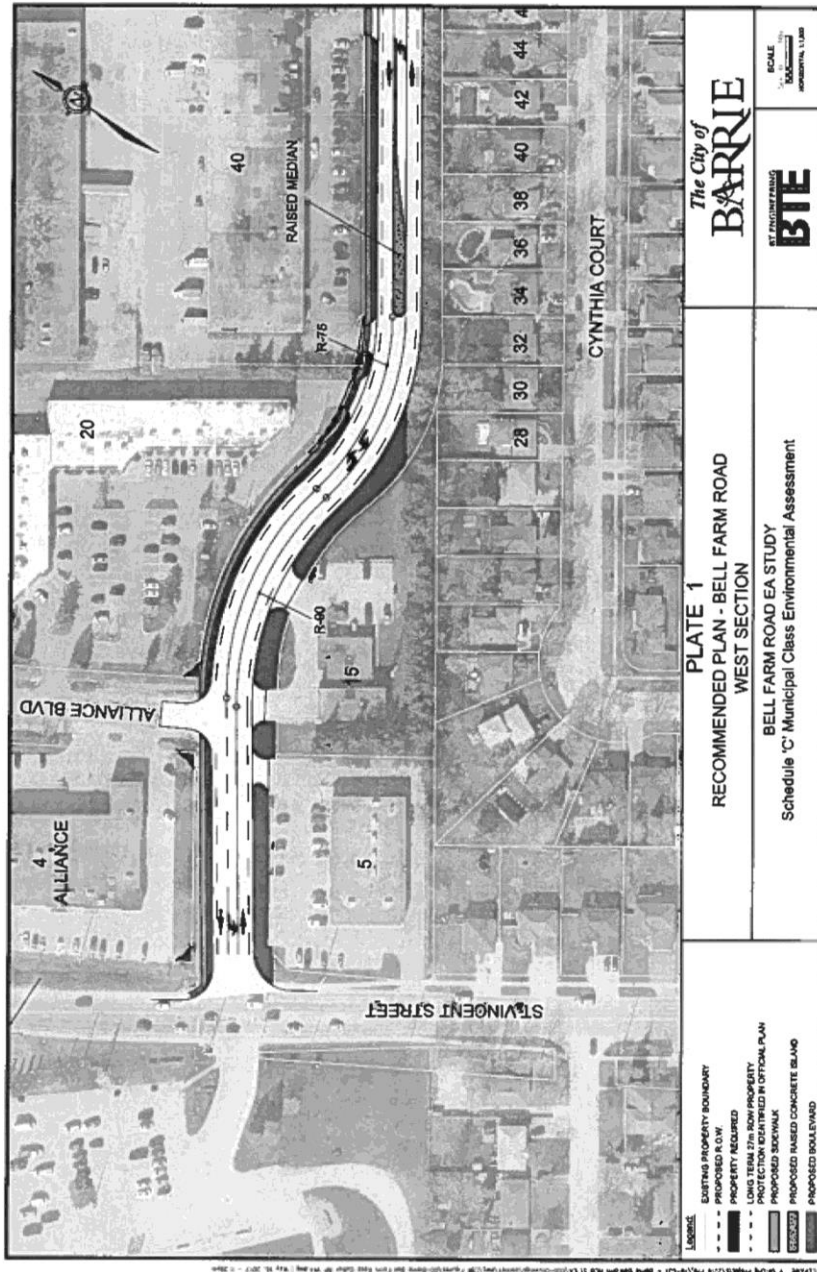
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Appendix A

Preferred Design Alternative Figures



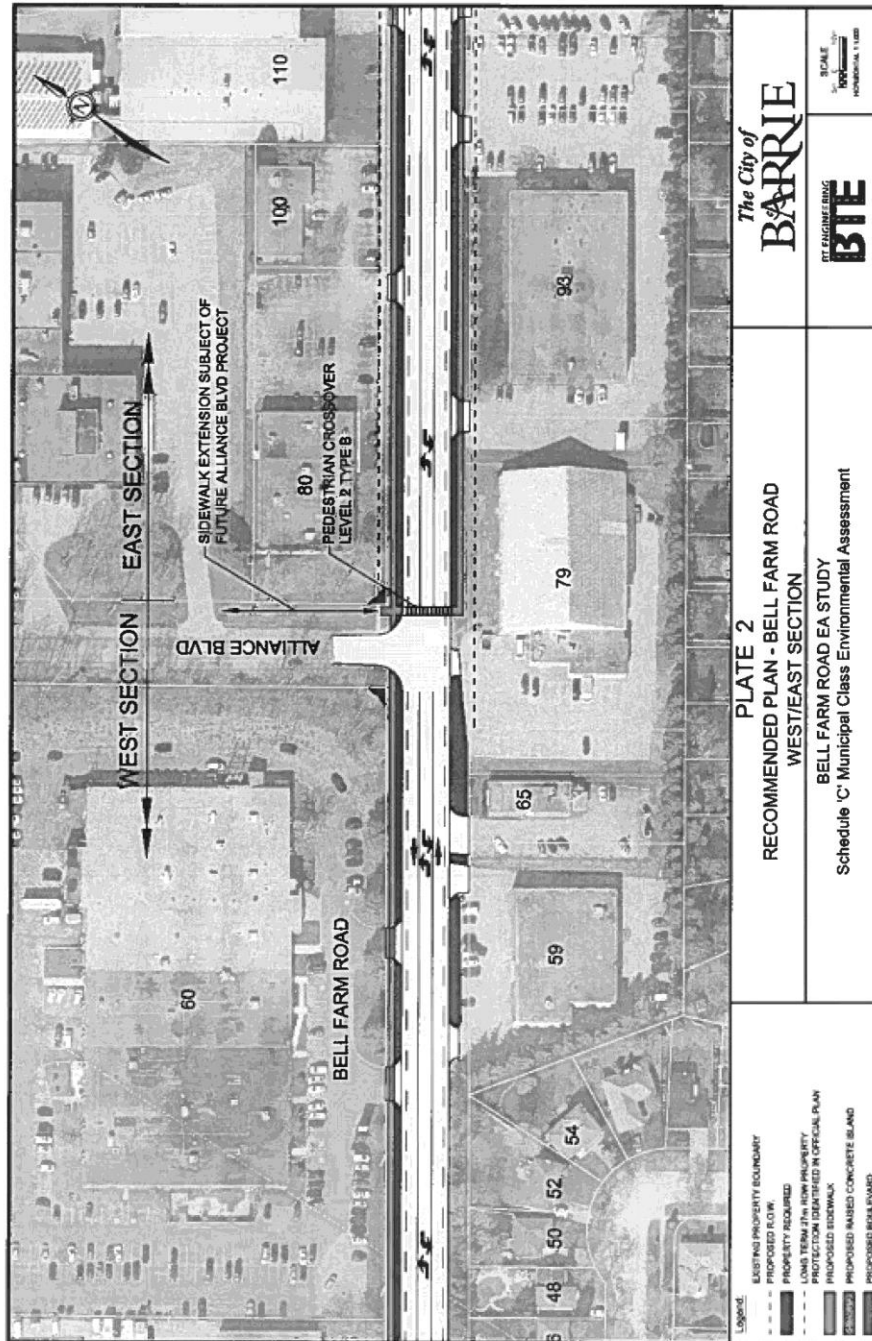
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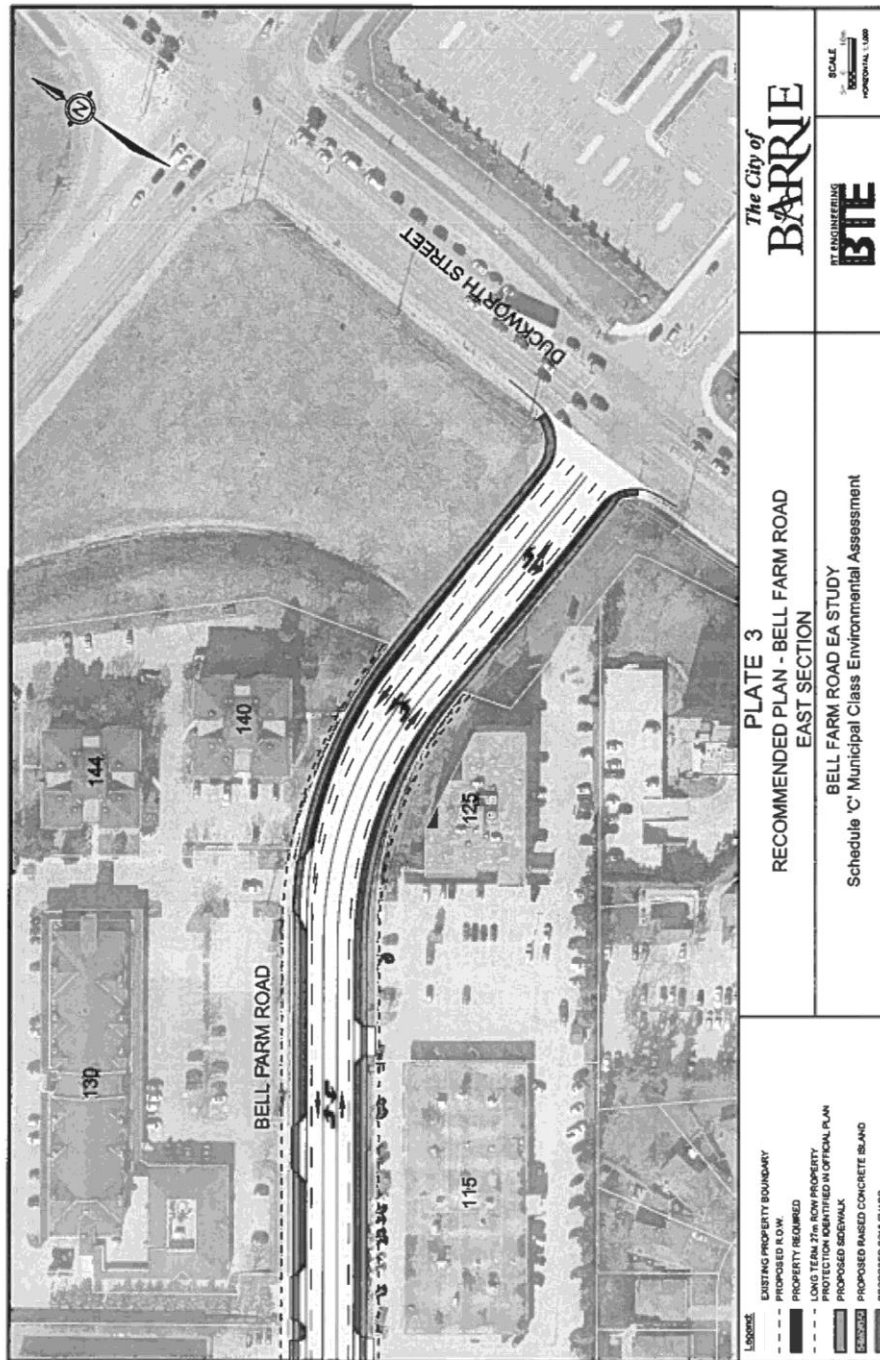
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May 29, 2017

Appendix B

Summary of Major Public and Review Agency Concerns

| Comments | Response |
|--|---|
| Concerns about business disruption and loss of business. | Communication will be provided in advance of construction including a PIC at 60% detailed design. During construction, information bulletins will be provided and the City will provide advance notice of road access restrictions. |
| Design should resolve drainage issues including spills from the roadway onto private property. | The Preferred Design Alternative consists of an urbanized road cross-section that will contain drainage generated from the roadway within the right-of-way. |
| Customers of other businesses utilizing parking of other businesses. Concerned that loss of shoulders on Bell Farm Road will exacerbate this problem. | The Preferred Design Solution will be signed as "no-parking" as per City standards. The procedure to engage City By-Law Enforcement Officers to provide enforcement on private property has been provided. |
| Minimize impacts to boulevard landscaping/signs. | The Preferred Design Alternative can be generally implemented within the existing 26 m right-of-way. Landscaping installed within the municipal right-of-way (on City property) will be removed to accommodate construction. A legal survey will be completed as part of this project to determine property boundaries. |
| Addition of sidewalks requested. | The Preferred Design Alternative includes sidewalks on the north side of Bell Farm Road from St. Vincent Street to Alliance Boulevard (east intersection) and both sides from Alliance Boulevard (east intersection) to Duckworth Street. |
| Crosswalk on Bell Farm Road at Alliance Boulevard requested (east intersection). | The Preferred Design Solution includes a pedestrian crosswalk. |