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

September 1, 2015

File: T05-HA

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

**RE: Harvie Road / Big Bay Point Road / Highway 400 Transportation Improvements
(Bryne Drive to Bayview Drive)
Municipal Class Environmental Assessment, Phases 3 and 4
Evaluation of Alternative Design Solutions**

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation issues in the south end of Barrie pursuant to the approved procedures, as defined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011). This letter is to advise you of the progress that has been made on this study and upcoming activities for this Class EA.

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

"That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner that also meets future transportation needs."

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the this Class EA which was endorsed by Council on March 5, 2012 (Council Direction Memorandum 13-G-049), recommended a seven lane Highway 400 crossing and property protection for a future interchange connecting Harvie Road to Big Bay Point Road across Highway 400.

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the Multi-Modal Active Transportation Master Plan (MMATMP) endorsed by Council on December 2, 2013 (Council Direction Memorandum 12-G-289), recommended a seven lane partial Highway 400 Interchange (no north bound on ramps) with buffered bike lanes and sidewalk improvements connecting Harvie Road to Big Bay Point Road across Highway 400.

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 Morrison Hershfield to develop and evaluate various alternative designs and to complete the Environmental Study Report (ESR).

The second Public Information Centre (PIC) was held on **Thursday, April 23, 2015**, to receive comments regarding the proposed alternative design solutions documented in the **Harvie Road / Big Bay Point Road / Highway 400 Transportation Improvements (Bryne Drive to Bayview Drive) Municipal Class Environmental Assessment, Phases 3 and 4** report. The following design alternatives were presented at the PIC.

Alternative 1 - "Do Nothing"

The "Do Nothing" alternative corresponds to the existing conditions. Under this option, no highway crossing would be constructed.

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Alternative 2a – Highway Crossing over Highway 400, Over Railway Crossing & Standard Geometrics

This alternative incorporates the recommended improvements based on the Multi-Modal Active Transportation Master Plan with seven lanes of vehicular traffic from Bryne Drive to Bayview Drive over Highway 400 and at grade separated railway crossing, with sidewalks and buffered bike lanes on both sides.

Alternative 2b – Highway Crossing Over Highway 400, Remove Railway Crossing & Reduced Geometrics

This alternative is similar to Alternative 2a except with reduced road geometrics, in certain areas, and removes the railway crossing on Big Bay Point Road within the study area.

Alternative 3a – Highway Crossing Under Highway 400, At-Grade Railway Crossing & Standard Geometrics

This alternative incorporates the recommended improvements based on the Multi-Modal Active Transportation Master Plan with seven lanes of vehicular traffic from Bryne Drive to Bayview Drive under Highway 400 and an at-grade railway crossing, with sidewalks and buffered bike lanes on both sides.

Alternative 3b – Highway Crossing Under Highway 400, At-Grade Railway Crossing & Reduced Geometrics

This alternative is similar to Alternative 3a except with reduced road geometrics in certain areas.

Alternative 3c – Highway Crossing Under Highway 400, Raising Grade of Highway 400, At-Grade Railway Crossing & Reduced Geometrics

This alternative is similar to Alternative 3a except with reduced road geometrics, in certain areas, and includes raising the profile of Highway 400.

From the comment sheets received with a preferred ranking, 17% preferred Alternative 1 "Do Nothing", 29% preferred Alternative 2a, 38% preferred Alternative 2b, 9% preferred Alternative 3a, 5% preferred Alternative 3b and 2% preferred Alternative 3c. Many of the respondents expressed concern regarding the potential increase of traffic on the residential areas and impacts on the environment. For a summary of the major concerns raised from the PIC, and the City's response to those concerns, please see Appendix "A".

A PDF version of the Final Draft Environmental Study Report (ESR) is available on the City of Barrie web page at www.barrie.ca/eastudies then clicking on the **Harvie Road / Big Bay Point Road / Hwy 400 Transportation Improvements** link.

A paper copy of the Final 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

Comments and responses received from the PIC were considered in the development of the preferred design alternative. The alternatives have been evaluated based on technical, physical, social / cultural, natural and economic environments. A modified phased implementation of Alternative 2b was recommended as the preferred design alternative.

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The preferred design alternative for the Harvie Road / Big Bay Point Road Crossing includes the following:

- Harvie Road / Big Bay Point Road bridge crossing over Hwy 400.
- Removal of the existing railway crossing on Big Bay Point Road between Bayview Drive and Fairview Road.
- In the interim (west of Bryne Drive), four lanes plus intersection improvements, reduced lane widths and reduced design speed to be considered as part of the update to the Harvie Class EA between Veteran's Drive and Bryne Drive.
- Buffered bike lanes.
- Sidewalks on both sides.
- Five lanes in the interim and seven lanes ultimate between Bryne Drive and Bayview Drive.
- Protection of land for a potential future Highway interchange.

The crossing will be designed for the ultimate seven lane configuration crossing a widened ten-lane Highway 400 and compatible with a future interchange. The construction is proposed to be phased with initial construction of a five lane Harvie Road crossing the existing six lane Highway 400. MTO and the LSRCA have both endorsed the preferred design alternative associated with the Highway crossing subject to specific details being worked out during detail design. The Highway interchange will be subject to a future separate Class EA study.

The above staff recommendations will be presented to General Committee on September 28, 2015. General Committee's recommendations may be approved by City Council on October 5, 2015. If Council endorses the preferred alternative solution, a Notice of Completion will be filed for this project. Request for deputations to Council can be made in writing to the City Clerk up to Wednesday September 23, 2015 12:00 noon.

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
135 St. Clair Avenue West, 12th Floor
Toronto, Ontario
M4V 1P5

If you have any questions and/or concerns, please feel free to contact Mr. Ralph Scheunemann at (705) 739-4220, extension 4782, or e-mail Ralph.Scheunemann@barrie.ca

Yours truly,



Ralph Scheunemann, P. Eng.
Senior Infrastructure Planning Engineer

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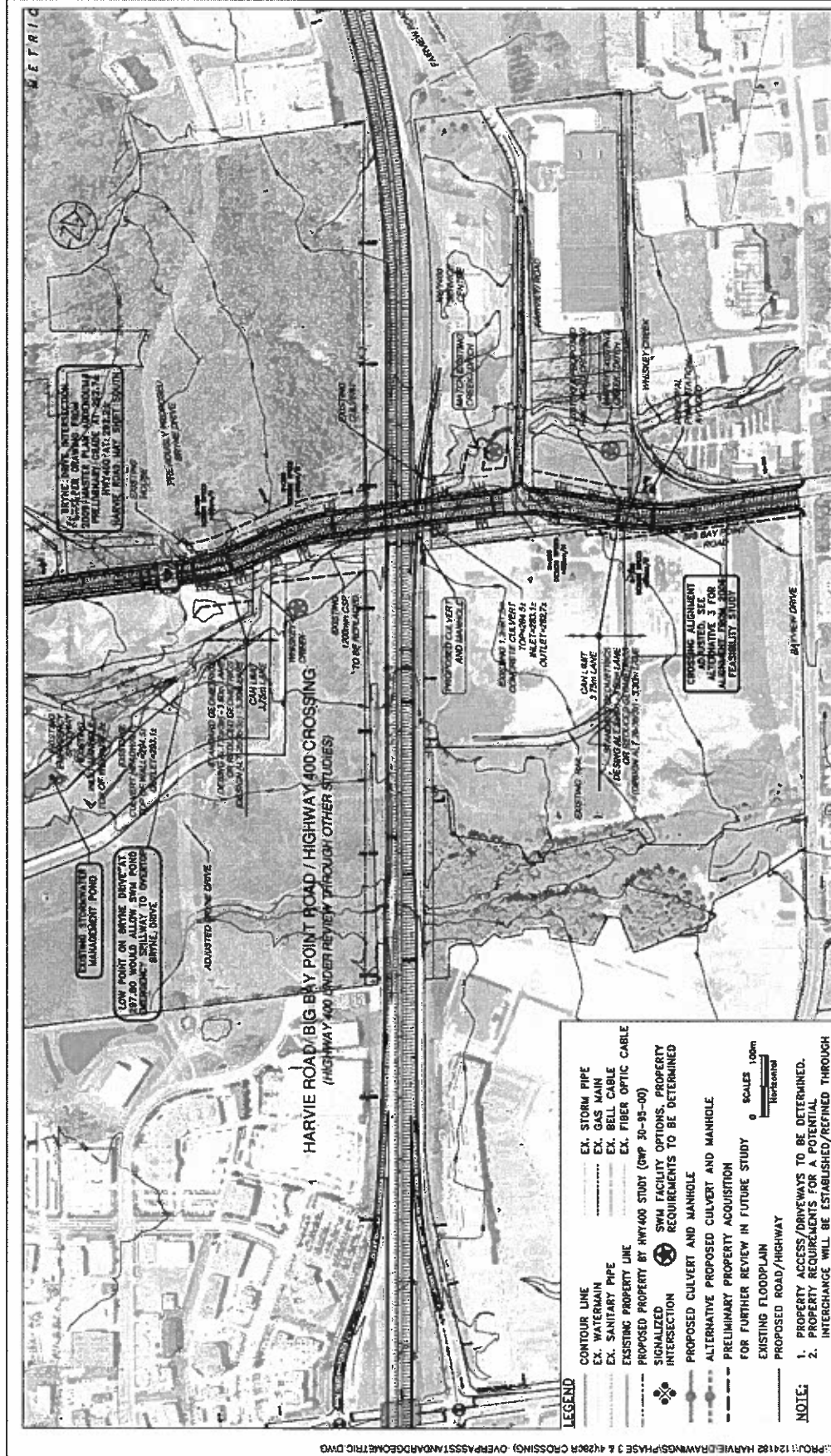
Appendix A - Summary of Major Issues Raised in PIC

<u>Major Issue</u>	<u>Response/Mitigation</u>
Access to Fairview Drive will be difficult from adjacent properties due to additional traffic volume.	Future growth in traffic volume on Fairview Road will be minimized by the new Highway crossing connecting Harvie Road and Big Bay Road. The MMATMP suggests that five lane Fairview Road may be required beyond 2031 (includes a turning lane in the centre of the road).
Railroad crossing.	The preferred design alternative proposes to remove the existing railway spur.
Increased cut through traffic on adjacent residential streets.	As part of detailed design traffic calming, measures will be considered on impacted residential streets.
Impact to Molson archaeological site.	The archaeological site has been cleared.
Bryne Drive needs to be connected.	Bryne Drive is subject to a Schedule C Class EA. Funding is being considered for inclusion in the 2016-2020 Capital Plan to connect Bryne Drive before the new Highway crossing connecting Harvie Road to Big Bay Road is opened to the public.
Bicycle paths should take the form of multi-use trails instead of on-road bike lanes in order to see higher numbers of cyclists using the infrastructure, which will in-turn bring more people by different modes of transportation to the area.	The proposed multiuse trail would conflict with driveways and pedestrians and be a potential safety issue over the Highway. Multiuse trails are also less compatible with commuter cyclists.
Concerned about impact of Crossing / Interchange on Harvie Road.	The Highway 400 crossing connecting Harvie Road to Big Bay Point Road is one of the critical elements needed to resolving the traffic issues in the south end of Barrie. The Harvie Road EA between Bryne Drive and Veteran's Drive is subject to a separate Class EA process but this Class EA recommends that reduced geometrics and four lanes be considered. Also, funding is being considered in the 2016-2020 Capital plan to connect Bryne Drive which will minimize cut through traffic on Harvie Road west of Bryne.
Impacts on Whiskey Creek, floodplain aquatic habitat, groundwater and storm water management.	The preferred design alternative includes an alignment shift to the north which will minimize the impact to the natural environment. Additional mitigation measure will be considered as part of detail design including the potential of retaining walls which will reduce the footprint of the recommended transportation improvements.

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Appendix B – Preferred Design Alternative



PREFERRED DESIGN ALTERNATIVE PLAN (280m RADIUS) - 2b
 HARVIE ROAD / BIG BAY POINT ROAD
 CROSSING OVER HIGHWAY 400
 (PHASE 3 AND 4 EA)

The City of
BARRIE

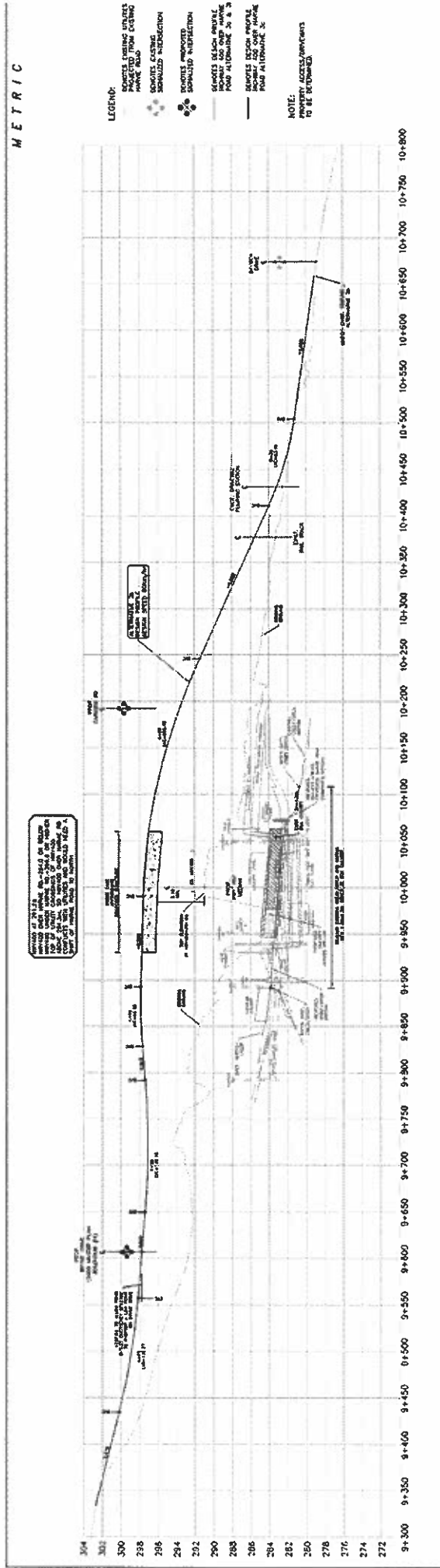


MORRISON HERSHFELD

Harvie Road / Big Bay Point Road / Highway 400 Transportation Improvements
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Preferred Design Alternative - Profile



MORRISON HERSHFIELD

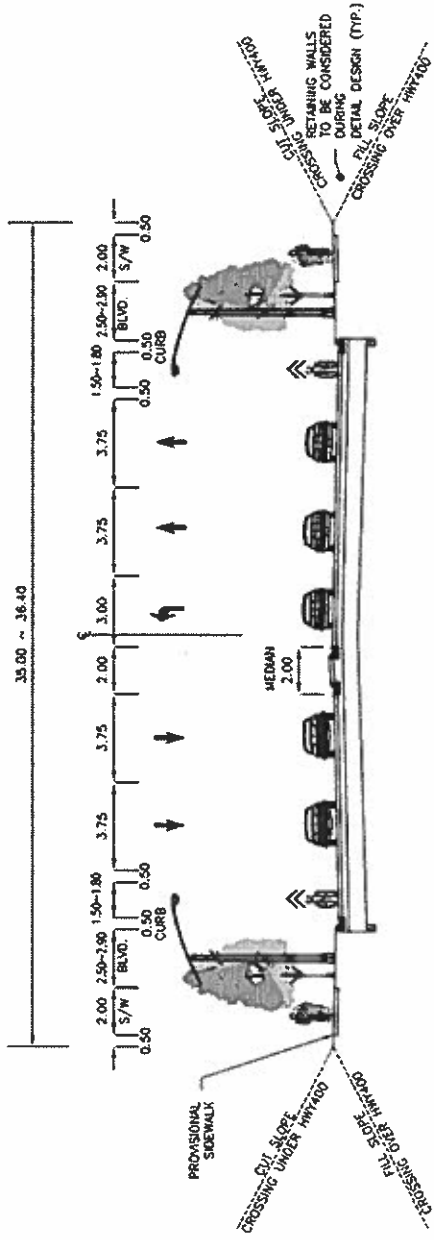
**PREFERRED DESIGN PROFILE - HARVIE ROAD / BIG BAY POINT ROAD CROSSING OVER
HWY 400 (ALTERNATIVE 2b) - PHASE 3 AND 4 EA**

K:\PROJ\1124182 HARVIE\DRAWINGS\PHASE 3 & 4\ACAD-HARVIE MASTERPROFILE APR2415 FOR 11X17 PRINT.DWG

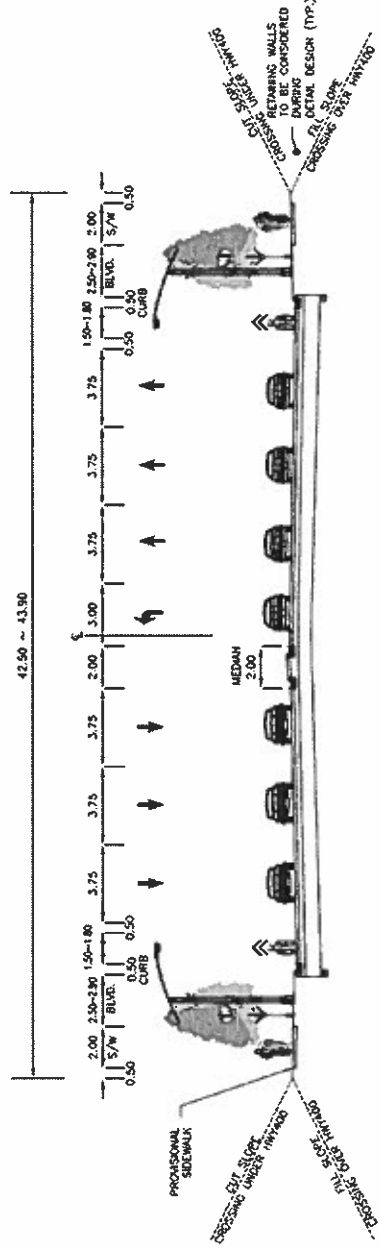
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Preferred Design Alternative – Interim and Ultimate MTO Typical Sections Over the Highway 400 Corridor



M.T.O. 3.75m LANE WIDTH
INTERIM TYPICAL SECTION – C.A.H. GEOMETRICS

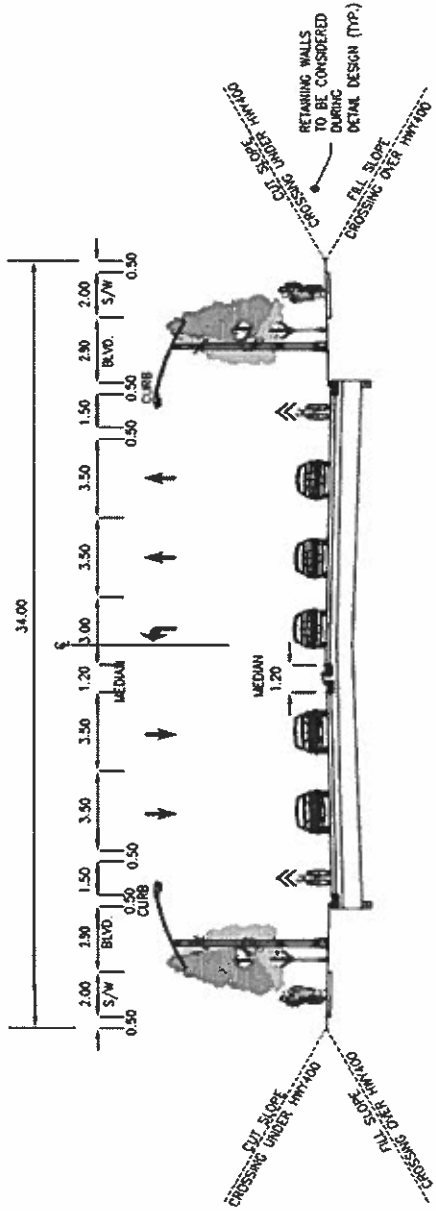


M.T.O. 3.75m LANE WIDTH
ULTIMATE TYPICAL SECTION – C.A.H. GEOMETRICS

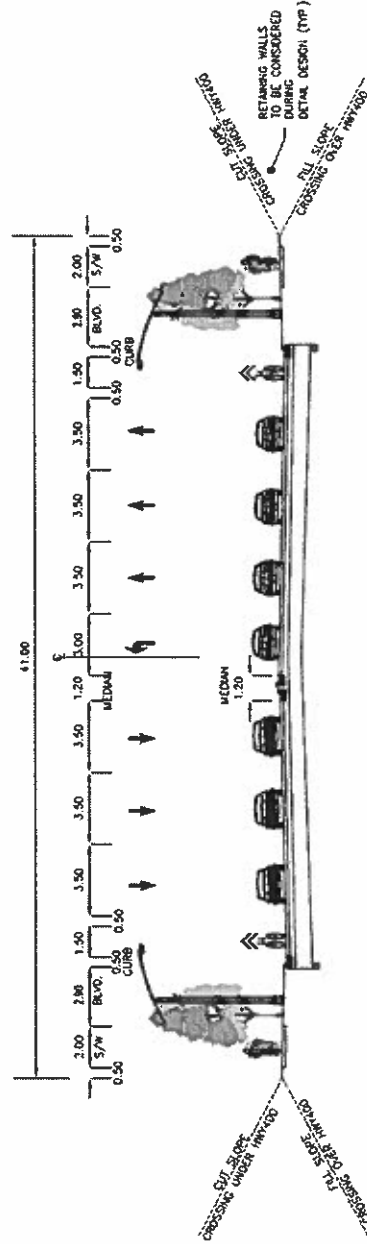
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Preferred Design Alternative – Interim and Ultimate Typical Sections Outside of the Highway 400 Corridor



CITY OF BARRIE 3.5m LANE WIDTH
INTERIM TYPICAL SECTION – STANDARD GEOMETRICS

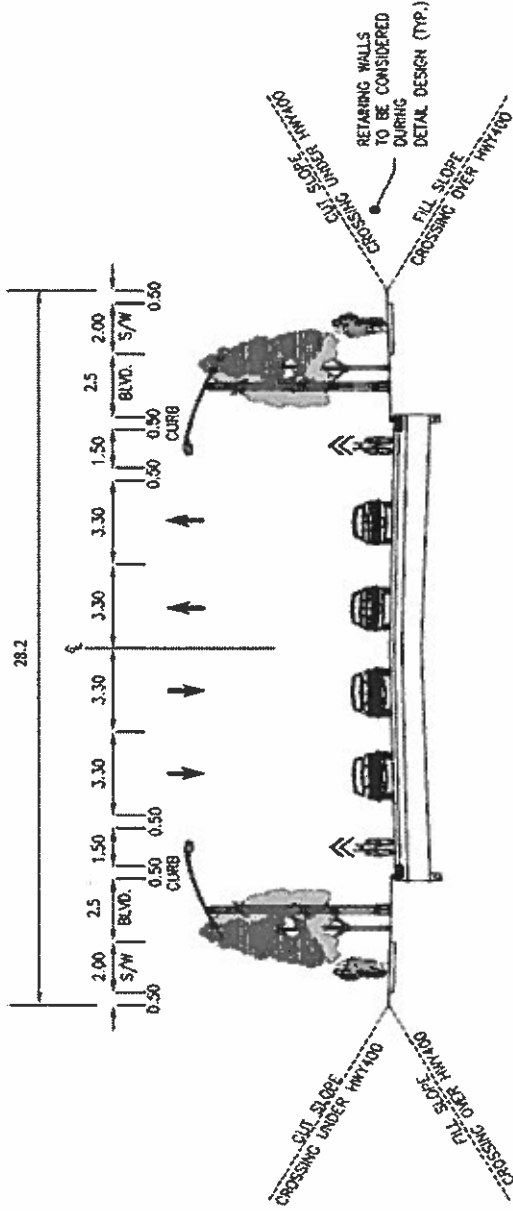


CITY OF BARRIE 3.5m LANE WIDTH
ULTIMATE TYPICAL SECTION – STANDARD GEOMETRICS

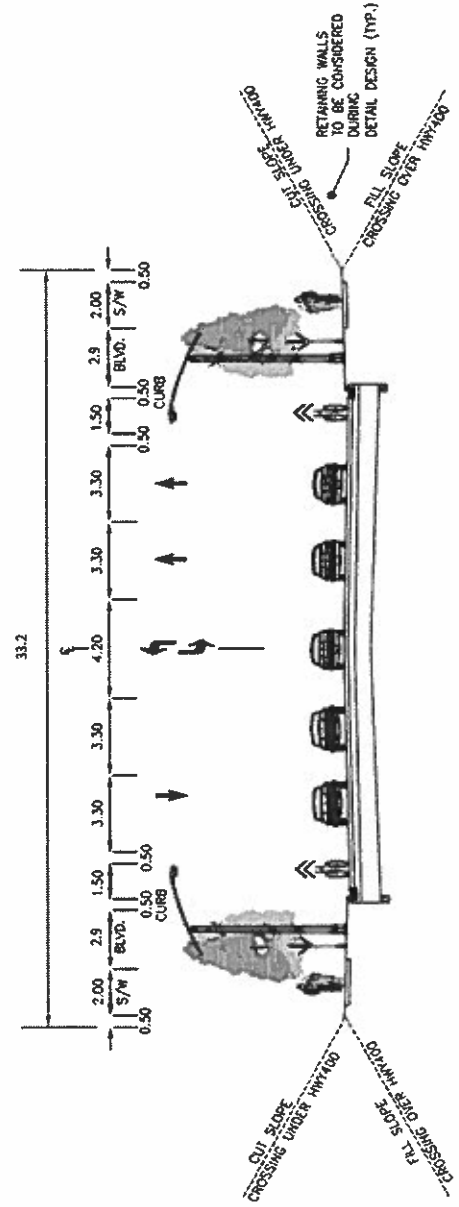
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Preferred Design Alternative – Interim and Ultimate Typical Sections West of Bryne Drive



**REDUCED LANE WIDTH 3.30m
INTERIM TYPICAL SECTION – REDUCED GEOMETRICS**



**REDUCED LANE WIDTH 3.30m
ULTIMATE TYPICAL SECTION – REDUCED GEOMETRICS**