APPENDIX A

Stakeholders and Technical Agency List
Station Manager
A Channel Barrie
3 Beacon Road
Barrie, ON L4N 9J9

Surinder Singh Gill
Policy Advisor
Aboriginal Affairs - Policy and
Relationships Branch
720 Bay Street
Toronto, ON M5G 2K1

Dawn McAlpine
Secretary c/o City Clerk's Office
ACDC

Geoff Mitchinson
ACDC
70 Collier Street, P.O. Box 400
Barrie, ON L4M 4T5

Mike Nugent
4th Floor
City of Barrie

Doug Allingham
Executive Vice-President Central
Region
AECOM
300 Water Street
Whitby, ON L1N 9J2

Craig Hebert
Aecorn Canada Ltd.
10 Checkley Street
Barrie, ON L4N 1W1

Garry Pappin
AECOM Transportation Canada
300 Water Street
Whitby, ON L1N 9J2

Mr. Kerry Judges
Barrie Land Developer's Association
57 Highland Avenue
Barrie, ON L4M 1N2

The Chief
Beausoleil First Nation
General Delivery
Cedar Point, ON L0K 1C0

Brett Shaw
Manager, Access Network Facilities
Bell Canada
136 Bayfield Street
2nd Floor
Barrie, ON L4M 3B1

Robert McKay
Network Manager
Bell Canada
136 Bayfield Street
Barrie, ON L4M 3B1

The Chief
Chippewas of Georgina Island First
Nation
RR2, PO Box N13
Sutton West, ON L0E 1R0

The Chief
Chippewas of Rama First Nation
5884 Rama Road
Suite 200
Rama, ON L0K 1T0

Walter Fischer
Supervisor of Parks Planning &
Development
City of Barrie
7th Floor

Craig Morton
Manager of Roads and Parks
Operations

David Quenneville
Manager of Waste Water Operations
Operations

Barb Roth
Director
Leisure Transit & Facilities
3rd Floor

George Kaveckas
Manager of Transit
3rd Floor

Jim Taylor
Director of Planning Services
9th Floor

Merwan Kalyaniwalla
Manager of Planning Policy
9th Floor

John Lynn
Fire Chief
Barrie Fire and Emergency Service
Station 1

Sue Dawson
Communication Manager (Ambulance)
Barrie Fire and Emergency Service
Station 1

Kathleen Short
Manager of Accounting
Finance – 1st Floor

Karry Sandy McKenzie
Barrister & Solicitor
Coordinator for William Treaties First
Nation
8 Creswick Court
Barrie, ON L4M 2J7

Sue Dawson
Communication Manager (Ambulance)
Barrie Fire and Emergency Service
Station 1

Kerry Sandy McKenzie
Barrister & Solicitor
Coordinator for William Treaties First
Nation
8 Creswick Court
Barrie, ON L4M 2J7

Stacey Zubczyk
Administrator
Downtown Barrie BIA
4 Simcoe Street East
Barrie, ON L4M 1A1

Jimmie Hunter
Transportation Construction Manager
County of Simcoe
Roads and Engineering Dept.
1110 Hwy #26
Midhurst, ON L0L1X0

Edwin Mackinga
EHS Specialist
Enbridge Gas Distribution Inc.
500 Consumers Road
Toronto, ON M2J 1P8

Kerry Sandy McKenzie
Barrister & Solicitor
Coordinator for William Treaties First
Nation
8 Creswick Court
Barrie, ON L4M 2J7

The Chief
Curved Lake First Nation
General Delivery
Curved Lake, ON K0L 1R0

Randy Wilton
Mgr. Network Analysis
Enbridge Gas Distribution Inc.
P.O. Box 650
Scarborough, ON M1K 5E3
Carmelo Tancoco  
Mgr, Special Projects  
Enbridge Gas Distribution Inc.  
500 Consumers Road  
North York, ON M2J 1P8

Lothar Dahlke  
EA Major Project Coordinator  
Fisheries and Oceans Canada  
Burlington - District Office  
3027 Harvester Road, Unit 304  
Burlington, ON L7R 4K3

The Chief  
Hiawatha First Nation  
123 Paudash Street  
Hiawatha, ON K0L 2G0

Glenn Gilbert  
Manager  
Indian and Northern Affairs - Environment and Natural Resources  
25 St. Clair Avenue East, 8th Floor  
Toronto, ON M4T 1M2

Don Boswell  
Senior Claims Analyst  
Indian and Northern Affairs - Specific Claims Branch Department  
10 Wellington Street, Room 1310  
Gatineau, QC K1A 0H4

Lorne Properties Ltd.  
41 Commerce Park Drive  
Unit 6  
Barrie, ON L4N 8X1

Ray Vilaitis  
Rural Planner  
Ministry of Agriculture and Food  
95 Dundas Street  
R.R. #3  
Brighton, ON K0K 1H0

Winston Wong  
Heritage Planner  
Ministry of Culture  
Heritage Operations Unit  
400 University Avenue, 4th Floor  
Toronto, ON M7A 2R9

Bruce Singbush  
Mgr. of Planning Projects  
Ministry of Municipal Affairs & Housing  
777 Bay Street  
14th Floor  
Toronto, ON M5G 2E5

Central Regional Office  
Ministry of Natural Resources  
50 Bloomington Road West  
R.R. #2  
Aurora, ON L4G 3G8

Environmental Assessment Branch  
Environment Canada  
Regional Headquarters  
4905 Dufferin Ave.  
Downsview, ON M3H 5T4

Caroline Lan  
Assistant Director  
Greyhound Canada  
180 Dundas Street West  
Suite 300  
Toronto, ON M5G 1Z8

Hydro One Network  
45 Sarjeant Drive  
P.O. Box 6700  
Barrie, ON L4M 5N5

Shawn Green  
Environmental Officer  
Indian and Northern Affairs - Environment and Natural Resources  
25 St. Clair Avenue East, 5th Floor  
Toronto, ON M4T 1M2

Daniel Johnson  
Environmental Officer, Environment Unit Environmental Assessment Coordinator  
Indian and Northern Affairs Canada  
25 St. Clair Avenue East  
Suite 7  
Vair Gartners (Kelly Powless - Acting) Executive Assistant to the Director  
Ministry of Aboriginal Affairs  
720 Bay Street  
4th Floor  
Toronto, ON M5G 2K1

Rural Secretariat  
Ministry of Agriculture, Food and Rural Affairs  
1 Stone Road West  
3 NW  
Guelph, ON N1G 4Y2

Ministry of Economic Development & Trade  
449 Dunlop Street West  
Cedar Hill Plaza  
Barrie, ON L4N 1C3

Kathryn Woeller  
District Planner  
Ministry of Natural Resources  
Midhurst District  
2284 Nursery Road  
Midhurst, ON L0L 1X0

Grant Wedge  
Council, Crown Law Office - Civil  
Ministry of the Attorney General  
720 Bay Street  
11th Floor  
Toronto, ON M5G 2K1

Melanie Boivin  
Fish Habitat Biologist  
Fisheries & Oceans Canada  
501 Tower Hill Road  
Unit 102  
Peterborough, ON K9H 7S3

Eric Hodgins  
Policy Planner  
Heritage Barrie Development Inc.  
c/o City of Barrie Planning Services  
70 Collier Street, P.O. Box 400  
Barrie, ON L4M 4T5

Louise Trepanier  
Director  
Indian and Northern Affairs  
10 Wellington Street  
Room 1310  
Gatineau, QC K1A 0H4

Franklin Roy  
Director  
Indian and Northern Affairs - Litigation Management and Resolution Branch  
10 Wellington Street, 25 Eddie 1430  
Gatineau, QC K1A 0H4

Tom Hogenbirk  
Manager of Engineering & Technical Services, Lake Simcoe Region Conservation Authority  
120 Bayview Parkway P.O. Box 282  
Newmarket, ON L3Y 4X1

Ms. Pam Wheaton  
Director  
Ministry of Aboriginal Affairs - Policy and Relations Branch Ontario  
720 Bay Street, 4th Floor  
Toronto, ON M5G 2K1

District Office  
Ministry of Citizenship & Culture  
34 Simcoe Street  
P.O. Box 910  
Barrie, ON L4M 1A1

Secretary  
Ministry of Health & Long-Term Care  
5700 Yonge Street  
8th Floor  
North York, ON M2M 4K5

Cindy Hood  
Barrie District Manager  
Ministry of the Environment  
54 Cedar Pointe Drive  
Unit 1203  
Barrie, ON L4N 5R7
APPENDIX B

Notice of Study Commencement
NOTICE OF STUDY COMMENCEMENT

The Corporation of the City of Barrie hereby notifies all interested individuals and parties, that a Municipal Class Environmental Assessment (Class EA) has been initiated for improvements to Harvie Road/Big Bay Point Road and Highway 400, as per the key map below. The purpose of this Study is to identify deficiencies of the existing transportation system and identify the location, extent and sensitivity of the existing natural, social and economic environment in the study area. Mitigation measures, for any adverse impacts to property and the surrounding environment resulting from proposed transportation improvements, will be established as well as conceptual designs of proposed alternative solutions. This Class EA will assess the need for a new highway crossing and/or interchange in the general location of Harvie Road/Big Bay Point Road/Highway 400.

In accordance with the requirements for Schedule ‘C’ projects, the City of Barrie is updating Phase 2 of the Municipal Class EA (October 2000, as amended in 2007) associated with the proposed transportation improvements at Harvie Road/Big Bay Point Road/Highway 400. The Corporation has retained the consulting firm Morrison Hershfield Limited to develop/evaluate alternative solutions, recommend a Preferred Alternative Solution and document the entire Class EA planning process in a report. The alternatives under consideration include the potential for a new highway crossing or highway interchange at Harvie Road/Big Bay Point Road/Highway 400.

Opportunity for public input and comment will be provided at a Public Information Centre (open house) to be held on November 17, 2010, during which time the various alternative solutions and assessment of each will be presented.

Should additional information be required, please contact:

Mr. John Grebenc, P.Eng.
Director of Municipal Transportation
Morrison Hershfield Limited
235 Yorkland Boulevard, Suite 600
Toronto, ON
M2J 1T1
Tel: (416) 499-3110 Ext. 1810
Fax: (416) 499-9658
Email: jgrebenc@morrisonhershfield.com

Mr. Ralph Scheunemann, P.Eng.
Infrastructure Planning Engineer
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON
L4M 4T5
Tel: (705) 739-4220 Ext. 4782
Fax: (705) 739-4247
Email: rscheunemann@barrie.ca

Dawn McAlpine
City Clerk

R. W. McArthure, P. Eng.
Director of Engineering

Notice Issued on November 5th and 6th, 2010.
APPENDIX C

Predicted Sound Noise Impact and Receptor Locations
TABLE 1
PREDICTED SOUND EXPOSURES AND NOISE IMPACT

<table>
<thead>
<tr>
<th>Receptor</th>
<th>Crossing</th>
<th>Existing $L_{eq}$ 24-Hour (dBA)</th>
<th>Future $L_{eq}$ 24-Hour (dBA)</th>
<th>Noise Impact (dBA)</th>
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</thead>
<tbody>
<tr>
<td>R1A</td>
<td>Duckworth Street</td>
<td>59</td>
<td>61</td>
<td>1.8</td>
</tr>
<tr>
<td>R2A</td>
<td>Duckworth Street</td>
<td>65</td>
<td>68</td>
<td>3.3</td>
</tr>
<tr>
<td>R1B</td>
<td>St. Vincent Street</td>
<td>63</td>
<td>65</td>
<td>2.8</td>
</tr>
<tr>
<td>R2B</td>
<td>St. Vincent Street</td>
<td>56</td>
<td>58</td>
<td>2.3</td>
</tr>
<tr>
<td>R3B</td>
<td>St. Vincent Street</td>
<td>63</td>
<td>66</td>
<td>2.7</td>
</tr>
<tr>
<td>R1C</td>
<td>Bayfield Street</td>
<td>69</td>
<td>71</td>
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<tr>
<td>R2C</td>
<td>Bayfield Street</td>
<td>58</td>
<td>60</td>
<td>2.1</td>
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<tr>
<td>R1D</td>
<td>Sunnidale Road</td>
<td>71</td>
<td>72</td>
<td>1.7</td>
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<td>R2D</td>
<td>Sunnidale Road</td>
<td>61</td>
<td>63</td>
<td>1.7</td>
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<tr>
<td>R1E</td>
<td>Anne Street</td>
<td>60</td>
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<td>R2E</td>
<td>Anne Street</td>
<td>69</td>
<td>71</td>
<td>1.8</td>
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<td>R1F</td>
<td>Dunlop Street</td>
<td>58</td>
<td>60</td>
<td>1.8</td>
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<tr>
<td>R1G</td>
<td>Tiffin Street</td>
<td>58</td>
<td>60</td>
<td>2.1</td>
</tr>
<tr>
<td>R2G</td>
<td>Tiffin Street</td>
<td>68</td>
<td>69</td>
<td>1.6</td>
</tr>
<tr>
<td>R3G</td>
<td>Tiffin Street</td>
<td>70</td>
<td>72</td>
<td>2.1</td>
</tr>
<tr>
<td>R4G</td>
<td>Tiffin Street</td>
<td>55</td>
<td>57</td>
<td>2.0</td>
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<tr>
<td>R2H</td>
<td>Essa Road</td>
<td>56</td>
<td>58</td>
<td>1.7</td>
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<tr>
<td>R1I</td>
<td>Harvie Road/Big Bay Point Road</td>
<td>50</td>
<td>63</td>
<td>13.6</td>
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<tr>
<td>R2I</td>
<td>Harvie Road/Big Bay Point Road</td>
<td>50</td>
<td>56</td>
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<tr>
<td>R1J</td>
<td>Molson Park Drive</td>
<td>61</td>
<td>62</td>
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<tr>
<td>R2J</td>
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<td>68</td>
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<tr>
<td>R1K</td>
<td>Salem Road/Lockhart Road</td>
<td>50</td>
<td>57</td>
<td>7.3</td>
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</table>
### TABLE B-9

**HARVIE ROAD/BIG BAY POINT ROAD CROSSING**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Existing Volume</th>
<th>Future Volume</th>
<th>Sound Generation Increase(1) (dBA)</th>
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<tbody>
<tr>
<td>Byrne Drive North</td>
<td>–</td>
<td>20 000</td>
<td>–</td>
</tr>
<tr>
<td>Byrne Drive South</td>
<td>–</td>
<td>22 000</td>
<td>–</td>
</tr>
<tr>
<td>Fairview Road</td>
<td>11 000</td>
<td>24 000</td>
<td>3.4</td>
</tr>
<tr>
<td>Bayview Drive North</td>
<td>10 000</td>
<td>22 000</td>
<td>3.4</td>
</tr>
<tr>
<td>Bayview Drive South</td>
<td>14 000</td>
<td>28 000</td>
<td>3.0</td>
</tr>
<tr>
<td>Harvie Road</td>
<td>West of Byrne Drive</td>
<td>–</td>
<td>3.0</td>
</tr>
<tr>
<td>Big Bay Point Road</td>
<td>Fairview Road to Byrne Drive</td>
<td>–</td>
<td>3.0</td>
</tr>
<tr>
<td></td>
<td>Bayview Drive to Fairview Road</td>
<td>11 000</td>
<td>42 000</td>
</tr>
<tr>
<td></td>
<td>East of Bayview Drive</td>
<td>15 000</td>
<td>38 000</td>
</tr>
</tbody>
</table>

**Note:**

(1) Sound generation increase due to increase in traffic volume on the roadway.
APPENDIX D

Borehole Plan and Profile
APPENDIX E

Delcan Traffic Modelling Results
1.) Hwy 400 Speed (km/h) and Volume (veh/h) – 8 lane option

<table>
<thead>
<tr>
<th>No fly-over</th>
<th>Fly-over</th>
<th>Interchange</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hvy. 400</td>
<td>Hvy. 400</td>
<td>Hvy. 400</td>
</tr>
<tr>
<td>5313</td>
<td>5608</td>
<td>5810</td>
</tr>
<tr>
<td>5219</td>
<td>526</td>
<td>5230</td>
</tr>
<tr>
<td>5056</td>
<td>4368</td>
<td>6021</td>
</tr>
<tr>
<td>5412</td>
<td>5579</td>
<td>5196</td>
</tr>
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<td>5219</td>
<td>3414</td>
<td>5917</td>
</tr>
<tr>
<td>5056</td>
<td>5716</td>
<td></td>
</tr>
<tr>
<td>Essa Road</td>
<td>Essa Road</td>
<td>Mapleview Ave.</td>
</tr>
<tr>
<td>5926</td>
<td>5679</td>
<td>5671</td>
</tr>
<tr>
<td>5475</td>
<td>5716</td>
<td>5671</td>
</tr>
<tr>
<td>Harvie Rd</td>
<td>Harvie Rd</td>
<td>Mapleview Ave.</td>
</tr>
<tr>
<td>5452</td>
<td>5680</td>
<td>5230</td>
</tr>
<tr>
<td>5680</td>
<td>6541</td>
<td>6663</td>
</tr>
<tr>
<td>Mapleview Ave.</td>
<td></td>
<td>3538</td>
</tr>
</tbody>
</table>

Mean Speed (km/h):
- <30
- 30 - 99
- 60 - 99
- > 90
2.) Harvie Road Interchange (IC) Volume – 8 lane option

<table>
<thead>
<tr>
<th>No fly-over</th>
<th>Fly-over</th>
<th>Interchange</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Diagram" /></td>
<td><img src="image2" alt="Diagram" /></td>
<td><img src="image3" alt="Diagram" /></td>
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</table>

3.) Overall Network Performance

<table>
<thead>
<tr>
<th></th>
<th>8 Lane</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Without fly-over</td>
<td>With fly-over</td>
<td>Interchange</td>
</tr>
<tr>
<td>Total Throughput (veh)</td>
<td>37861</td>
<td>40148</td>
<td>41006</td>
</tr>
<tr>
<td>Avg. Travel Time per Veh (min)</td>
<td>18.5</td>
<td>18.2</td>
<td>17.9</td>
</tr>
<tr>
<td>Avg. Speed per Veh (km/h)</td>
<td>21</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>Time Saved (min)</td>
<td>-</td>
<td>12044</td>
<td>24604</td>
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</table>
4.) Corridor Travel Time and Delay

<table>
<thead>
<tr>
<th></th>
<th>8 Lane</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Without fly-over</td>
<td>With fly-over</td>
<td>With IC</td>
<td>With fly-over</td>
<td>With IC</td>
</tr>
<tr>
<td></td>
<td>Travel Time (min)</td>
<td>Ave Speed (km/h)</td>
<td>Ave Delay (min)</td>
<td>Travel Time (min)</td>
<td>Ave Speed (km/h)</td>
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<tr>
<td>400 NB</td>
<td>13</td>
<td>57.5</td>
<td>8.1</td>
<td>12.9</td>
<td>55.6</td>
</tr>
<tr>
<td>400 SB</td>
<td>16.6</td>
<td>38.5</td>
<td>11.7</td>
<td>17.9</td>
<td>37.5</td>
</tr>
<tr>
<td>ESSA RD EB</td>
<td>11.4</td>
<td>6.4</td>
<td>10.2</td>
<td>9.1</td>
<td>7.9</td>
</tr>
<tr>
<td>ESSA RD WB</td>
<td>4</td>
<td>18.2</td>
<td>2.8</td>
<td>4.5</td>
<td>16.9</td>
</tr>
<tr>
<td>HARVIE RD EB</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>4.7</td>
<td>15.7</td>
</tr>
<tr>
<td>HARVIE RD WB</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>3</td>
<td>22.5</td>
</tr>
<tr>
<td>MAPLEVIEW DR EB</td>
<td>8.7</td>
<td>7</td>
<td>7.6</td>
<td>9.6</td>
<td>6.5</td>
</tr>
<tr>
<td>MAPLEVIEW DR WB</td>
<td>4.8</td>
<td>12.4</td>
<td>3.9</td>
<td>4.6</td>
<td>13.5</td>
</tr>
<tr>
<td>BAYVIEW DR NB</td>
<td>15.1</td>
<td>12.5</td>
<td>11.6</td>
<td>14.1</td>
<td>14.9</td>
</tr>
<tr>
<td>BAYVIEW DR SB</td>
<td>11.3</td>
<td>16.2</td>
<td>7.8</td>
<td>14</td>
<td>12.5</td>
</tr>
<tr>
<td>BRYNE DR NB</td>
<td>11.3</td>
<td>16.2</td>
<td>7.8</td>
<td>14</td>
<td>12.5</td>
</tr>
<tr>
<td>BRYNE DR SB</td>
<td>19.6</td>
<td>13.6</td>
<td>16</td>
<td>8</td>
<td>25.3</td>
</tr>
</tbody>
</table>

- Bayview Drive
- Byrne Drive
- Mapleview Drive
- Harvie Road
- Essa Road
### 5.) Highway 400 Ramp Queues (m)

<table>
<thead>
<tr>
<th>Location</th>
<th>Ramp Storage Length (m)</th>
<th>8 Lane Without fly-over</th>
<th>With Harvie fly-over</th>
<th>With Harvie IC</th>
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</thead>
<tbody>
<tr>
<td><strong>HWY 400 On-ramps</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Dunlop to HWY 400 NB</td>
<td>300</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Dunlop to HWY 400 SB</td>
<td>340</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Essa EB to HWY 400 NB</td>
<td>375</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Essa EB to HWY 400 SB</td>
<td>210</td>
<td>20</td>
<td>200</td>
<td>170</td>
</tr>
<tr>
<td>Essa WB to HWY 400 NB</td>
<td>260</td>
<td>20</td>
<td>250</td>
<td>230</td>
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<tr>
<td>Essa WB to HWY 400 SB</td>
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<tr>
<td>Harvie EB to HWY 400 NB</td>
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<tr>
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<td>0</td>
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<td>Mapleview to HWY 400 SB</td>
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<td><strong>HWY 400 Off-ramps</strong></td>
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<td>320</td>
<td>330</td>
<td>300</td>
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<td>200</td>
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<td>840</td>
<td>790</td>
<td>780</td>
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<td>n/a</td>
<td>380</td>
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<tr>
<td>HWY 400 SB to Harvie</td>
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<td>450</td>
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<tr>
<td>HWY 400 NB to Mapleview</td>
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<td>55</td>
<td>45</td>
</tr>
<tr>
<td>HWY 400 SB to Mapleview</td>
<td>520</td>
<td>790</td>
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</tbody>
</table>

- simulated queue exceeds ramp storage length
APPENDIX F

Park Place Improvements
at Mapleview Drive
DRAFT OMB DISPOSITION RE: TRAFFIC

(assumes the proposed land use is approved)

1. The Board approves the application for an amendment to the Official Plan of the City of Barrie in the form of Exhibit _____.

2. The Board approves the application for an amendment to City of Barrie Zoning By-law 85-95 in the form of Exhibit _____.

3. The Board shall withhold its Final Order implementing 1 and 2 until it is advised by the City of Barrie in writing that the following has been completed:

   (a) Approval of a site plan pursuant to section 41 of the Planning Act for all or part of the lands comprising Stage 1, as defined in the Zoning By-law;

   (b) Execution of a site plan agreement satisfactory to the City of Barrie and pertaining to all or part of the lands comprising Stage 1;

   (c) Execution of one or more agreements with the City of Barrie and, where required, with the Ministry of Transportation, ensuring the satisfactory design and completion of the following road improvements, as shown in general on Exhibit -----, prior to Stage 1 building occupancy:

      (i) Widening of Highway 400 southbound off-ramp at Molson Park Drive to four lanes;

      (ii) Widening of Highway 400 northbound off-ramp at Molson Park Drive to four lanes;

      (iii) An eastbound right turn lane on Molson Park Drive at the Highway 400 southbound ramp terminal intersection;

      (iv) An additional (fourth) eastbound through lane on Molson Park Drive between Barrie View Drive and the Highway 400 southbound ramp terminal intersection, aligned with one of the existing eastbound left turn lanes east of the intersection;

      (v) Intersection improvements at Molson Park Drive and Barrie View Drive consisting of an additional (fourth) eastbound through lane;

      (vi) Fourth westbound lane on Molson Park Drive from Bayview Drive to Highway 400 northbound ramp, with channelization at the
northbound ramp and widening of the northbound on-ramp by one additional lane;

(vii) Fourth eastbound connecting lane on Molson Park Drive from the Highway 400 northbound ramp to Park Place/Costco driveway, and from the Park Place/Costco driveway to Bayview Drive;

(viii) Intersection improvements at Molson Park Drive / Costco Driveway consisting of dual eastbound left-turn lanes, and exclusive right-turn lanes on all approaches;

(ix) Intersection improvements at Molson Park Drive / Bayview Drive consisting of widening of Bayview Drive to four through lanes through the intersection, southbound channelized right-turn lane, exclusive eastbound right-turn lane, and double northbound left turn lanes;

(x) Intersection improvements at Big Bay Point Road / Bayview Drive consisting of widening of Bayview Drive to four through lanes through the intersection;

(xi) Bayview Drive widening to five lanes from Molson Park Drive to Big Bay Point Drive;

(d) Execution of one or more agreements between the Applicant, the City of Barrie and/or third parties ensuring financing and/or cost sharing related to the implementation of the improvements listed in (c)(i)-(xi), which may include right-of-way acquisition, traffic signal equipment relocation, and relocation of utilities.

4. Other improvements in addition to the specific improvements listed in 3(c)(i)-(xi) may be requested by the Ministry of Transportation without changing the effect of the Board’s Final Order or the provisions of this Disposition.

5. (a) The Board’s approval of Stage 1 without an H provision shall be time limited to a period of five (5) years from the date of issuance of the Board’s Decision.

(b) If the improvements listed in 3(c)(i)-(xi) have not been completed by the end of the period described in (a), then the Board’s Final Order shall be to modify both section 4.8.18.4(1) of Exhibit ____ (the Appellant’s Official Plan Amendment) and section 9.1(a) of Exhibit ____ (the Applicant’s Zoning Amendment) to provide for and impose an H provision on the Stage 1 development.
(c) If the H provision contemplated by (b) comes into effect, it may be lifted upon the satisfactory completion of the following:

(i) submission of a traffic impact study establishing that the traffic infrastructure necessary to support the development proposed in a new site plan application is in place, or an agreement or agreements satisfactory to the City and/or the Ministry of Transportation, where required, has been or have entered into, which agreements ensure completion of same prior to building occupancy; and

(ii) circulation by the City of the traffic impact study referred to in (i) to the owners of the CHUM Limited and Calloway REIT lands and consultation with these land owners regarding the traffic infrastructure required to support the proposed level of development. In determining whether the traffic impact study is satisfactory, the City shall consider the comments received on the traffic impact study from the specified landowners.

6. If there is disagreement between the parties regarding the implementation or interpretation of this Disposition, and such dispute cannot be resolved by the parties acting reasonably, then such disagreement may be referred to the Board.
APPENDIX G

Public Information Centre #1
TO: Mayor D. Aspden and Members of General Committee
FROM: R. W. McArthur, P. Eng., Director of Engineering
NOTED: R. J. Forward, MBA, M.Sc., P. Eng., General Manager of Infrastructure, Development & Culture
        J. M. Babulic, Chief Administrative Officer
RE: Harvie Road / Big Bay Point Road / Highway 400 Transportation Improvements
    Municipal Class Environmental Assessment, Phases 1 and 2 (T05-HA)
    Public Information Centre
DATE: November 1, 2010.

The Engineering Department is reassessing Phase 2 of the Municipal Class Environmental Assessment (Class EA) Study for Harvie Road / Big Bay Point Road / Highway 400 as per Council Motions 09-G-015 (amended by resolution 09-A-027).

A Public Information Centre (PIC) has been scheduled for the above noted project on Wednesday November 17, 2010, in the Sir Robert Barrie Room from 4:00 p.m. to 7:00 p.m. to allow the public to review and provide comments/concerns on proposed transportation improvements including the potential for a new highway crossing or highway interchange at Harvie Road / Big Bay Point Road / Highway 400.

To advise the concerned public of the PIC, the attached letter and comment sheet will be mailed on Friday, October 29, 2010, to property owners that may be directly affected. An advertisement will also be placed in the local newspaper on Friday, November 12, 2010, and Saturday, November 13, 2010, advising of the proposed undertaking and the PIC. To ensure City Council has the information at the same time as the public, this memo has been provided with a copy of the mail out information attached.

If there are any questions, please contact Ralph Scheunemann at extension 4782, or e-mail rscheunemann@barrie.ca

R. E. Scheunemann, P. Eng.
Manager of Infrastructure and Planning

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

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

The draft Class EA document will be available online at www.barrie.ca on Friday, November 5, 2010. A copy of the draft Class EA document outlining the planning, approval, problem identification, and preliminary impact assessments of the various alternatives, will also be available for review on Friday, November 5, 2010, at the following locations:

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

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

Barrie Public Library
Information Desk
60 Worsley Street

Which of the following Alternatives do you feel best address the transportation problems and generate the greatest positive impacts? Please rank the following Alternatives from 1 to 3 with 1 being the most preferred.

- Alternative 1 - Do Nothing. The Do Nothing option corresponds to the existing conditions. Under this option, no improvements or changes to the road system would be made to solve the identified problem and, as such, the problem would remain and, in fact, worsen as traffic volumes continue to increase over time.

- Alternative 2 - Highway Crossing. Includes 3 lanes per direction with additional turning lanes crossing Highway 400 with no access onto Highway 400
Alternative 3 - Highway Interchange. Includes 3 lanes per direction with additional turning lanes crossing Highway 400 with access onto and from Highway 400.

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 that will be forwarded to Council, as well as the publication of the Notice of Completion?

☐ Yes     ☐ No

Signature: _______________________________    Date: _______________________________

Are you satisfied with the detail of the information presented herein and at the Public Information Centre?

☐ 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, December 3, 2010 to:

Mr. Ralph Scheunemann, P. Eng.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, Ontario
L4M 4T5

Tel: (705) 739-4220, Ext. 4782
Fax: (705) 739-4247
E-mail: rscheunemann@barrie.ca

Thank you for your comments.
October 29, 2010

To All Area Residents / Business Owners / Tenants:

RE: Harvie Road / Big Bay Point Road / Highway 400 Transportation Improvements
Municipal Class Environmental Assessment (Class EA)
Public Information Centre

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation issues on Harvie Road and Big Bay Point Road at Highway 400 (see attached Figure 1) pursuant to the approved procedures, as defined in the Municipal Class Environmental Assessment dated June 2000 as amended in 2007. This letter is to advise you of the upcoming activities for this Class EA.

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

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

The purpose of this Class EA is to:

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

The City of Barrie is reassessing Phase 2 of the Schedule “C” Municipal Class EA (October, 2000, as amended in 2007). The Corporation has retained the consulting firm Morrison Hershfield to develop/evaluate alternative solutions, recommend a Preferred Alternative Solution and document the entire Class EA planning process in a report.

The first Public Information Centre (PIC) will be held on Wednesday, November 17, 2010, from 4:00 p.m. to 7:00 p.m. at City Hall, in the Sir Robert Barrie Room, located on the 2nd Floor, City Hall, 70 Collier Street, to receive comments regarding the proposed alternative solutions (including the potential for a new highway crossing or highway interchange) in the draft Harvie Road / Big Bay Point Road / Highway 400 Transportation Improvements Class EA report. These comments will be used to develop a Preferred Alternative Solution.

The draft Class EA document will be available online at www.barrie.ca on Friday, November 5, 2010. A copy of the draft Class EA document outlining the planning, approval, problem identification, and preliminary impact assessments of the various alternatives, will also be available for review on Friday, November 5, 2010, at the following locations:

- City of Barrie
  - Clerk’s Office
    - 1st Floor City Hall
    - 70 Collier Street
- City of Barrie
  - Engineering Department
    - 6th Floor City Hall
    - 70 Collier Street
- Barrie Public Library
  - Information Desk
    - 60 Worsley Street
The following alternatives will be presented at the Public Information Centre (please see draft Class EA document for additional information).

Alternative 1 - **“Do Nothing”**
The “Do Nothing” option corresponds to the existing conditions. Under this option, no improvements or changes to the road system would be made to solve the identified problem and, as such, the problem would remain and, in fact, worsen as traffic volumes continue to increase over time.

Alternative 2 - **Highway Crossing**
3 lanes per direction with additional turning lanes crossing Highway 400 with no access onto Highway 400

Alternative 3 - **Highway Interchange**
3 lanes per direction with additional turning lanes crossing Highway 400 with access onto and from Highway 400

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, the preferred solution will be identified and appropriately documented in the Class EA report. This report and accompanying recommendations will then be submitted to City Council for approval. 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 solution so that deputations to Council can be made.

Upon approval of the preferred solution, the study will continue in accordance with Phases 3 and 4 of the Class EA process which will develop and evaluate alternative design concepts to implement the preferred solution. Additional public consultation and coordination with City of Barrie Staff and Council will occur throughout these stages, culminating with a preferred design for the road improvements.

A Comment Sheet has also been included to allow the public and government review agencies the opportunity to provide input/comments regarding this study. All Comment Sheets are to be returned by Friday, December 3, 2010, to:

| Mr. Ralph Scheunemann, P. Eng. | Tel: (705) 739-4220, Ext. 4782 |
| City of Barrie | Fax: (705) 739-4247 |
| Engineering Department | E-mail: rscheunemann@barrie.ca |
| 70 Collier Street, P.O. Box 400 |  |
| Barrie, Ontario |  |
| L4M 4T5 |  |

Should you wish any further information, please contact the above.

Yours truly,

**CITY OF BARRIE**

R. E. Scheunemann, P. Eng.
Infrastructure Planning Engineer
CITY OF BARRIE
Harvie Road / Big Bay Point Road / Highway 400
Transportation Improvements
Schedule “C” Municipal Class Environmental Assessment (Class EA)

NOTICE OF PUBLIC INFORMATION CENTRE

The Corporation of the City of Barrie hereby notifies all interested individuals and parties, that a Public Information Centre will be held on Wednesday, November 17, 2010, from 4:00 p.m. to 7:00 p.m. at the City of Barrie in the Sir Robert Barrie Room located on the 2nd Floor, City Hall, 70 Collier Street, to receive comments regarding proposed alternative solutions (including the potential for a new highway crossing or highway interchange). These comments will be used to develop a Preferred Alternative Solution. The purpose of this Class EA is to:

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

The City of Barrie is updating Phase 2 of the Schedule “C” project in the Municipal Class EA (October, 2000, as amended in 2007). The Corporation has retained the consulting firm Morrison Hershfield to develop/evaluate alternative solutions, recommend a Preferred Alternative Solution and document the entire Class EA planning process in a report.

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

- City of Barrie
- Clerk’s Office
- 1st Floor City Hall
- 70 Collier Street

- City of Barrie
- Engineering Department
- 6th Floor City Hall
- 70 Collier Street

- Barrie Public Library
- Information Desk
- 60 Worsley Street

Copies of the Comment Sheet will also be available at all the above locations and online at www.barrie.ca to interested individuals and parties unable to attend the Public Information Centre. Comment Sheets are to be returned to the City of Barrie, Engineering Department, 6th Floor, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, to the attention of Mr. Ralph Scheunemann by Friday, December 3, 2010. Subsequent to the comments received, a recommendation of a Preferred Alternative Solution will be made to City Council.

Should additional information be required, please contact Mr. Ralph Scheunemann at (705) 739-4220, Ext. 4781, E-mail: rscheunemann@barrie.ca

D. McAlpine
City Clerk

Director of Engineering

This Notice issued Friday, November 12, 2010, and Saturday, November 13, 2010.
APPENDIX H

Preliminary Assessment and Evaluation of Planning Solutions
## Preliminary Assessment and Evaluation of Planning Solutions

<table>
<thead>
<tr>
<th>OPTION</th>
<th>ALTERNATIVE SOLUTION 1</th>
<th>ALTERNATIVE SOLUTION 2</th>
<th>ALTERNATIVE SOLUTION 3</th>
<th>ALTERNATIVE SOLUTION 4</th>
<th>ALTERNATIVE SOLUTION 5</th>
<th>ALTERNATIVE SOLUTION 6</th>
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<td>CRITERIA</td>
<td>Do Nothing</td>
<td>Build a 400 Crossing connecting Harvie Road and Big Bay Point Road</td>
<td>Implement a New 400 Interchange at Harvie Road and Big Bay Point Road</td>
<td>Limit Future Growth and Development</td>
<td>Transportation Demand Management (TDM)</td>
<td>Update Other Roadways</td>
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<td>Addresses traffic demand problems on Barrie roads and for future development potential. Does not address constraints at adjacent interchanges at Maplevue Drive and Essa Road.</td>
<td>Addresses the traffic demand problems on Barrie roads and for future development potential. Address most of the existing traffic demand problems and constraints at adjacent interchanges at Maplevue Drive and Essa Road.</td>
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<td>No disruption to the corridor however, does not address negative impacts of congestion.</td>
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<td>Significantly addresses negative impacts of congestion.</td>
<td>Little disruption to corridor however, does not fully address negative impacts of congestion.</td>
<td>Little disruption to corridor however, does not fully address negative impacts of congestion.</td>
<td>Does not fully address congestion. Has significant impact to other corridors.</td>
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<td>Natural</td>
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<td>No impact in the natural environment.</td>
<td>Some measure of impact on the adjacent natural environment. Mitigation to be considered.</td>
<td>Greater impacts on the adjacent natural environment. Mitigation to be considered.</td>
<td>Little impact on the natural environment.</td>
<td>May have some impact on natural environment in other corridors.</td>
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</table>

* Considered During Normal City of Barrie Transportation Planning

○ Most Desirable  ○ Desirable  ○ Least Desirable
APPENDIX I

Plans of Planning Solutions