Welcome to Public Information Centre #1

Harvie Road / Big Bay Point Road / Highway 400
Transportation Improvements

Municipal Class Environmental Assessment,
Phases 1 and 2
Public Information Centre

Wednesday November 17th, 2010
Problem Statement

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

The City of Barrie is undertaking this project in response to problems and complaints associated with the congested transportation system in the south end of Barrie. Proposed transportation improvements will result in an opportunity to correct existing infrastructure deficiencies and allow for future growth.
The Study Area
Municipal Class EA Process in Ontario

Class Environmental Assessment (EA) Process

This project is being conducted in accordance with the approved procedures for Schedule “C” activities as defined in the Municipal Class Environmental Assessment. As part of these requirements, the course of action outlined below is being followed.

• A Public Information Centre is being held to obtain comments and concerns from the public.

• The City of Barrie has prepared potential alternative solutions to the problem for review at this Public Information Centre.

• City staff will review comments received on the alternative solutions and will recommend a preferred alternative to Council.

• Barrie City Council will select the preferred alternative solution

The draft report will be updated documenting the Class EA process and the preferred alternative solution. This Class EA may then proceed on to Phase 3 and consider alternative designs for the preferred solution. Another Public Information Centre is integral to the next phase of this Class EA.

Freedom of Information and Protection of Privacy

Comments and information regarding this study are being collected to assist the City of Barrie in meeting the requirement of the Environmental Assessment Act. They will be maintained on file for use during this study and may be included in the study documentation. All comments will become part of the public record.
Existing Conditions

Please see Harvie Road / Big Bay Point Road/ Highway 400 Transportation Improvements Municipal Class EA Report for additional Information.

Physical Environment

Highway 400
• Highway 400 is a north-south 6-lane provincial highway under the jurisdiction of the Ministry of Transportation, Ontario. It has a posted speed of 100 km/h and includes a diamond interchange at Mapleview Drive and a Parclo A-4/A-2 interchange at Essa Road. Given the potential growth in traffic in the area, MTO has completed the preliminary design and received EA approval for the future widening of Highway 400.

Harvie Road
• Harvie Road is an east-west arterial road under the jurisdiction of the City of Barrie. It includes a 2-lane rural cross section and has a posted speed of 50 km/h. Harvie Road currently terminates just west of Highway 400.
• A four-lane roadway for Harvie Road from Bryne Drive to Essa Road was approved by Council.

Big Bay Point Road
• Big Bay Point Road is an east-west arterial road under the jurisdiction of the City of Barrie. It has a 2-lane rural cross section and has a posted speed limit of 50 km/h. As Big Bay Point Road approaches Highway 400 from the east, it curves northward and continues as Fairview Road parallel to Highway 400 east of the Service Centre.
• The City of Barrie’s 1999 Transportation study calls for widening Big Bay Point Road to 5 lanes east of Bayview Drive. The City of Barrie’s Highway 400 Crossing Roads Class EA calls for a new 7 lane Highway Crossing from Bryne Drive to Bayview Drive on the Harvie Road and Big Bay Point Road alignment.
Physical Environment (Continued)

Mapleview Road
- Mapleview Drive is an east-west arterial road under the jurisdiction of the City of Barrie. It has a posted speed limit of 60 km/h and has a 6-lane urban cross section. There are currently 8 signalized intersections located between Veterans Drive in the west and Bayview Drive in the east, including the signalized intersection at the two diamond interchange ramp terminals with Highway 400.
- Transportation improvements are being implemented by Park Place to widen the Highway 400 off ramps to 4 lanes at Mapleview Drive.

Essa Road
- Essa Road is an arterial road under the jurisdiction of the City of Barrie that runs generally from south-south-west to north-north-east. It consists of a 4-lane cross-section and has a posted speed limit of 50 km/h. Signalized intersections are provided at the two ramp terminals with Highway 400.
- The Essa Road Class EA in Phases 3 & 4. The City of Barrie Highway 400 crossing EA calls for widening Essa Road by one lane in each direction in the vicinity of Highway 400.

Bryne Drive
- Bryne Drive is a north-south major collector under the jurisdiction of the City of Barrie. It provides a 4-lane urban cross-section and currently terminates north of Caplan Drive and south of Essa Road with a gap in the Harvie Road area.
- The Bryne Drive Class EA approved by Council in 2006 calls for 5 lanes between Caplan Drive and Essa Road.
- The alignment of Bryne Drive at Harvie Road is presently being reviewed as part of an update to the Bryne Drive Master Plan.
Existing Conditions (Continued)

Social / Cultural Environment

Land Use
- Most of the land in the study area is not developed. Redevelopment of some surrounding lands is ongoing.
- The study area is primarily designated as industrial or commercial.
- Residential lands exist on the south side of Harvie Road west of Highway 400.
- The Old Molson Brewery has been demolished, use of the rail spur across Big Bay Point Road will be reviewed as part of future development application.
- The Highway 400 Service Centre on the east side of Highway 400 is being reconstructed
- Access to existing properties will be maintained but access location may change.

Archaeological, Heritage, and Cultural

- There are no archaeological findings through Stage 1 assessment but additional assessment may be required.
- There are no culturally significant built heritage features.

Noise
- A preliminary traffic noise assessment as part of the Highway 400 Crossing Roads Study completed in May 2005.
- A noise assessment for a connection of Harvie Road to Big Bay Point Road crossing Highway 400 or an interchange may require noise mitigation.
Existing Conditions (Continued)

**Natural Environment**

- Whiskey Creek located within an environmental protection area. The creek flows through a wood lot located between Highway 400 and Fairview Road.

- Terrestrial habitats within the study area include a wooded area containing various species of vegetation located on the east side of Highway 400. Areas to the west of Highway 400 have a more rural character with specimen trees and hedgerows.

- Results indicate that Whiskey Creek is a cold water system that supports brook trout and mottled sculpin, from Lackie’s Bush downstream. Both species are key indicators of good water quality, and are highly susceptible to thermal fluctuations and turbidity.

**Economic Environment**

- Business Owners along Highway 400 between Mapleview Drive and Essa Road have advised that the existing traffic congestion is negatively impacting their business. Any improvement in traffic capacity would have a positive impact on business.

- The development of the lands surrounding the study area will require transportation improvements.
Alternative Solutions

Integral to this planning process is the development of alternative solutions to correct the noted deficiencies and to address the problem statement. The following alternative solutions for this study have been identified as follows:

**Alternative Solution 1 – Do Nothing Alternative**

- Continue to operate the transportation facility in its current form. No consideration for additional measures to address long-term project specific problems or opportunities. This alternative involves no change to the existing roadways. This alternative provides a benchmark to gauge the environmental effect of not implementing changes to the existing transportation system. Refer to Exhibit 1.

**Alternative Solution 2 – Build a Highway 400 Crossing Connecting Harvie Road and Big Bay Point Road**

- This alternative involves connecting Harvie Road and Big Bay Point Road across Highway 400. Transportation improvements would be from approximately 185 metres west of the future Bryne Drive alignment to Bayview Drive. Phase 3 of the Class EA would include assessment of the underpass and overpass options. Refer to Exhibit 2.

**Alternative Solution 3 – Implement a New Highway 400 Interchange at Harvie Road and Big Bay Point Road**

- This alternative includes the implementation of a New Highway 400 Interchange at Harvie Road and Big Bay Point Road. Refer to Exhibit 3 in Appendix I. The interchange shown on Exhibit 3 is based on a Parclo A-4 layout with adjustment in the northeast quadrant to allow for the ongoing reconstruction of the Service Centre. A portion of the northbound off ramp movement from Highway 400 will be directed to the Service Centre facilities with the return movement to northbound Highway 400 via Farview Road and the ramp northbound to Highway 400. Phase 3 of the Class EA would include assessment of the underpass and overpass options.
FUTURE ALIGNMENT OF BRIDGE BRIDGE IS BEING RESIZED AS PART OF AN UPDATE TO THE BRIDGE MASTER PLAN.

NOTE:
THIS OPTION IS ONLY ONE OF SEVERAL ALTERNATIVES AND IS SUBJECT TO MTO REVIEW AND APPROVALS.
Proposed Evaluation Criteria

The following are the proposed Evaluation Criteria to assess the Alternative Solutions:

**Physical Environment**
- Safety
- Traffic / Travel Demand
- Roadway and Highway Geometrics
- Railway
- Ability to Accommodate Alternative Transportation Modes (transit, pedestrians and cyclists)
- Utilities

**Social and Cultural Environment**
- Property Impacts
- Development Opportunities
- Emergency Services
- Impact of Traffic Congestion on Quality of Life
- Access to property
- Archaeology
- Heritage/Cultural
- Noise

**Natural Environment**
- Vegetation/Wildlife Habitats
- Watercourse/Stormwater

**Economic**
- Construction Costs
- Land Costs
- Maintenance/Operating Expenditures
## Evaluation of Alternative Solutions

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Criteria Explanation</th>
<th>Do Nothing</th>
<th>Alternative #2 Highway Crossing</th>
<th>Alternative #3 Highway 400 Interchange</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Physical</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td>Ability to meet safety and transportation design standards and consider spill back on Highway 400</td>
<td>No new infrastructure</td>
<td>Increased traffic on Harvie Road and Big Bay Point Road.</td>
<td>Access and connectivity to Highway 400. Potential weaving conflicts and reduced queue lengths at Maplevie and Essa Road.</td>
</tr>
<tr>
<td>Traffic / Travel Demand</td>
<td>Accommodation of existing and future traffic demands</td>
<td>Will not improve existing and future traffic problems</td>
<td>Will address some existing and future traffic problems in Barrie roads and facilitate for future development</td>
<td>Will address existing and future traffic problems in Barrie roads and facilitate for future development. Will also help relieve traffic demand problems at adjacent interchanges at Maplevie Drive and Essa Road.</td>
</tr>
<tr>
<td>Roadway and Highway</td>
<td>Ability to accommodate future Highway 400 and City of Barrie Transportation improvements</td>
<td>Will not improve the existing roadways and highway</td>
<td>Compatible with both Barrie and MTO proposed transportation improvements</td>
<td>Additional transportation improvements may impact Barrie roads outside of study area</td>
</tr>
<tr>
<td>Railway</td>
<td>Impact of rail crossing on transportation improvements</td>
<td>No impact</td>
<td>Rail spur crossing Big Bay Point Road may impact future operations of Big Bay Point Road.</td>
<td>Rail spur crossing Big Bay Point Road may impact future operations of Big Bay Point Road and Highway 400</td>
</tr>
<tr>
<td>Transit, pedestrian and cyclists etc.</td>
<td>Ability to Accommodate Alternative Transportation Modes</td>
<td>Will not improve transit services. No additional facilities for other transportation modes.</td>
<td>Improvements to transit, pedestrians cyclists and modes of Transportation.</td>
<td>Improvements to transit, pedestrians, cyclists and modes of transportation but, greater potential for conflict.</td>
</tr>
<tr>
<td>Utilities</td>
<td>Impact to existing utilities in the study area</td>
<td>No impact to existing utilities</td>
<td>Grading changes may have impact to underground bell, gas watermain and fibre optic.</td>
<td>Grading changes may have impact to underground bell, gas watermain and fibre optic.</td>
</tr>
<tr>
<td><strong>Social &amp; Cultural Environment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property Impacts</td>
<td>Property required to implement transportation improvements</td>
<td>No impact to property but will not improve access</td>
<td>Property required and grading impacts</td>
<td>Significant property required and grading impacts</td>
</tr>
<tr>
<td>Development Opportunities</td>
<td>Improve highway / roadway access to lands in and adjacent to the study area</td>
<td>No improvement to the access to lands in the study area</td>
<td>Improved access to lands</td>
<td>Greatest improvement to lands access</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Improve access for emergency services</td>
<td>Emergency response time will deteriorate over time.</td>
<td>Access for Emergency Services will be improved.</td>
<td>Access for Emergency Services will be improved with additional access from Highway 400</td>
</tr>
<tr>
<td>Impact of traffic congestion on quality of life</td>
<td>Transportation improvement on quality of life</td>
<td>Traffic congestion outside of study area will not improve</td>
<td>Traffic congestion outside of the study area will be improved.</td>
<td>Greatest improvement to traffic congestion outside the study area.</td>
</tr>
<tr>
<td>Access to property</td>
<td>Improve access to adjacent lands</td>
<td>No change from existing condition</td>
<td>Access to property will be improved.</td>
<td>Improved property access to Highway 400</td>
</tr>
<tr>
<td>Archaeology</td>
<td>Impact to archaeological sites in the study area</td>
<td>No impact to archaeological sites in the study area</td>
<td>Potential impacts to archaeological sites.</td>
<td>Greatest potential impacts to archaeological sites.</td>
</tr>
<tr>
<td>Heritage / Cultural</td>
<td>Impact to heritage / cultural environment</td>
<td>No impact to heritage / cultural environment</td>
<td>Potential impacts to heritage / cultural environment.</td>
<td>Greatest potential impacts to heritage / cultural environment.</td>
</tr>
<tr>
<td>Noise</td>
<td>Increase in noise level</td>
<td>No change to existing noise level</td>
<td>Increase in noise level.</td>
<td>Greatest Increase in noise level.</td>
</tr>
<tr>
<td><strong>Natural Environment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vegetation / Wildlife Habitats</td>
<td>Impact to Whiskey Creek and woodlots</td>
<td>No impact to the creek and woodlots</td>
<td>Impact to Whiskey Creek and woodlots.</td>
<td>Greatest impact to Whiskey Creek and woodlots.</td>
</tr>
<tr>
<td>Watercourse / Stormwater</td>
<td>Impact to watercourse and stormwater management</td>
<td>No impact to existing stormwater management or watercourse</td>
<td>Some impact to watercourse and existing stormwater management.</td>
<td>Greatest impact to watercourse and existing stormwater management.</td>
</tr>
<tr>
<td><strong>Economic</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Costs</td>
<td>Cost of construction</td>
<td>No construction required</td>
<td>$15 million to $20 million.</td>
<td>$30 Million to $35 Million.</td>
</tr>
<tr>
<td>Land Costs</td>
<td>Costs for land acquisition</td>
<td>No land required</td>
<td>To be determined in detailed design with preferred design.</td>
<td>To be determined in detailed design with preferred design.</td>
</tr>
<tr>
<td>Maintenance / Operation Expenditures</td>
<td>Costs for maintenance and operation</td>
<td>No increase in maintenance / operating costs</td>
<td>Low to moderate maintenance / operating costs.</td>
<td>Moderate to significant maintenance / operating costs.</td>
</tr>
</tbody>
</table>

*The City of Barrie*
### Preliminary Assessment and Evaluation of Planning Solutions

<table>
<thead>
<tr>
<th>Physical</th>
<th>ALTERNATIVE SOLUTION 1</th>
<th>ALTERNATIVE SOLUTION 2</th>
<th>ALTERNATIVE SOLUTION 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Do Nothing:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Continue to operate the transportation facility in its current form. No consideration for additional measures to address long-term project specific problems or opportunities.</td>
<td>Addresses traffic demand problems on some Barrie roads and allows for some future development potential. Potential negative impacts to be evaluated.</td>
<td>Addresses the traffic demand problems on some Barrie roads and allows for future development potential. Addresses most of the existing traffic demand problems and constraints at adjacent interchanges (Mapleview Drive and Essa Road). Potential negative impacts to be evaluated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Social / Cultural</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does not address any of the existing traffic demand problems.</td>
<td>Addresses negative impacts of congestion and provides for additional future development opportunities. No heritage/ archaeological impacts expected.</td>
<td>Significantly addresses negative impacts of congestion and provides for significant future development. No heritage/ archaeological impacts expected.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Natural</td>
<td>No disruption to the corridor, however does not address negative impacts of existing congestion.</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>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No cost.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**LEGEND:**  ● Least Impact  ○ Some Impact  ○ Greatest Impact

**ALTERNATIVE SOLUTION 1**
- Do Nothing:
  - Continue to operate the transportation facility in its current form. No consideration for additional measures to address long-term project specific problems or opportunities.

**ALTERNATIVE SOLUTION 2**
- Highway 400 Crossing:
  - A new 7 lane crossing of Highway 400 would connect Harvie Road to Big Bay Point Road

**ALTERNATIVE SOLUTION 3**
- Highway 400 Interchange:
  - In addition to the Highway 400 crossing, access to and from the Highway would be provided

**Economic**

- **ALTERNATIVE SOLUTION 1**: No cost.
- **ALTERNATIVE SOLUTION 2**: $15 to $20 Million. Costs do not include utilities relocation and land costs.
- **ALTERNATIVE SOLUTION 3**: $30 to $35 Million. Costs do not include utilities relocation and land costs.
Next Steps…

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, alternatives will be further assessed, the preferred solution will be identified and appropriately documented in this report. This report and recommendations will be submitted to the General Committee for consideration. Those individuals and parties that requested to be informed of the Class EA process will be notified by mail of the date that Council may approve the preferred solution so that deputations to Council can be made if they are opposed to the General Committee recommendations.

Upon approval of the preferred solution, the study may continue in accordance with Phases 3 and 4 of the Class EA process, which involve:

- Develop and evaluate alternative design concepts to the preferred alternative solution.
- Prepare a preliminary engineering design and implementation schedule for the preferred design alternatives, including recommendation of mitigating measures to address impacts and concerns.
- Complete the Environmental Study Report and issue a Notice of Completion.

Another public and agency consultation is a significant component of the next phase of the Class EA process. Interested parties will then once again have the opportunity to express their concerns and to assist in the development of alternative design solutions. Those directly affected individuals and agencies will be notified of the future PIC meeting. If concerns are raised in the next phase of this Class EA, which cannot be resolved in discussion with the Corporation of the City of Barrie, the Minister of the Environment may be requested, subsequent to the filing of a Notice of Completion, 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.
Your Involvement is Important

You are encouraged to contact Morrison Hershfield or the City of Barrie if you have any questions or concerns about this study.

- Please fill out a Comment Sheet
- What issues are critical to you?
- Please keep in touch with us:

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

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

Thank you!