

**Appendix P:
Notice of Completion**

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 & Growth Management
C. Ladd, Chief Administrative Officer

RE: Bayview Drive & Big Bay Point Road
Municipal Class Environmental Assessment, Phases 3 and 4
Preferred Design Alternative
(T05-BA3)


DATE: November 14, 2016

The Engineering Department is completing Phase 3 and 4 of the Municipal Class Environmental Assessment (Class EA) study for Bayview Drive & Big Bay Point Road to determine the transportation improvements that will be recommended in future reconstruction projects.

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 Final Phase 3 and 4 Class EA Environmental Study Report (ESR), which contains details of the preferred solutions, will be available in the Councillors' Lounge for review on November 11, 2016. A PDF version of the Draft Final ESR is available on the City of Barrie web page at www.barrie.ca/eastudies then scrolling down to the Bayview Drive & Big Bay Point Road Transportation Improvements section.

If there are any questions, please contact Lloyd Spooner at extension 4491, or e-mail Lloyd.Spooner@barrie.ca



S. Diemert, P. Eng.
Manager of Infrastructure Planning

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

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

November 10, 2016

File: T05-BA3

«First» «Last»
«Address_1»
«Address_2»
«CityProv» «Postal»

Dear «First» «Last»:

**RE: Bayview Drive (Big Bay Point Road to Little Avenue) and
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative Solutions**

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation issues on Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) 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:

"To improve the existing transportation system on Bayview Drive between Little Avenue and Big Bay Point Road and on Big Bay Point Road between Bayview Drive and Huronia Road that will balance existing and future transportation and pedestrian needs for all users in an environmentally friendly manner."

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) was endorsed by Council on December 2, 2013 (Council Direction Memorandum 13-G-289), recommending widening Big Bay Point Road to 7-lanes with buffered bicycle lanes and Bayview Drive to 3-lanes with regular bicycle lanes.

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 C.C. Tatham & Associates Ltd. to develop and evaluate various alternative designs and to complete the Environmental Study Report (ESR).

The second Public Information Centre (PIC) was held on Wednesday, March 2, 2016 to receive comments regarding the proposed alternative solutions in the draft Bayview Drive (Big Bay Point Road to Little Avenue) and on Big Bay Point Road (Bayview Drive to Huronia Road) ESR. The following design alternatives were presented at the PIC (please see Class EA document for additional information).

Bayview Drive Improvements

- Alternative 1 - 3-lane cross section with bicycle lanes with sidewalk only on west side
- Alternative 2 - 3-lane cross section with bicycle lanes, sidewalks on both sides and some reduced features
- Alternative 3 - 5-Lane concept for consideration of future growth

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Bayview Drive (Big Bay Point Road to Little Avenue) and
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative Solutions

November 10, 2016

Big Bay Point Road Improvements

- Alternative A - 7-lane cross section with buffered bicycle lanes
- Alternative B - 7-lane cross section with buffered bicycle lanes and some reduced features
- Alternative C - 5-lane cross section with buffered bicycle lanes
- Alternative D - 5-lane cross section with buffered bicycle lanes and some reduced features

From the comment sheets received with a preferred ranking the results were as follows:

Bayview Drive		Big Bay Point Road	
Alternative	% Preferred	Alternative	% Preferred
1	58	A	47
2	8	B	6
3	33	C	12
		D	35

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 ESR is available on the City of Barrie web page at www.barrie.ca/eastudies then scrolling down to the Bayview Drive & Big Bay Point Road Transportation Improvements section.

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 the physical, natural, social, cultural heritage, and economic environments, and the Engineering Department is recommending a hybrid of the presented Design Alternatives in order to minimize impacts on property, driveways and existing trees. Please see attached Table 1, Appendix "B" and the PDF version of the final draft ESR on the City of Barrie web page mentioned above for details.

The preferred design alternative for Bayview Drive Improvements is described as follows:

Bayview Drive Improvements

- 2 vehicle lanes - one north and one south 3.5 m
- Continuous two way left turning lane 4.2 m
- 1.5 m bike lanes on both sides of the street
- Variable boulevard widths west side (2.5 m to 3.0 m), east side (2.8 m to 6.2 m)
- 1.8 m sidewalk on west side
- 14.2 m pavement width and variable right of way width (26 m +/-)
- Some additional property required for daylighting triangles at intersections and on the east side at Little Avenue and west side at Big Bay Point Road for right hand turn lanes. Also sidewalk on east side from Little Avenue to west entrance of 177 Bayview Drive.

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Bayview Drive (Big Bay Point Road to Little Avenue) and
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative Solutions

November 10, 2016

The traffic volumes to warrant a 7-lane cross section recommended in the MMATMP on Big Bay Point Road will not occur until the widening of Highway 400 and the subsequent interchange construction at Harvie Road and Big Bay Point Road. The widening and associated interchange is not anticipated within the 2031 study horizon.

The preferred design alternative for Big Bay Point Road Improvements is described as follows:

Big Bay Point Road Improvements

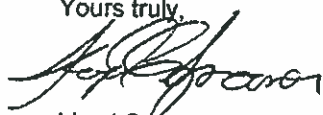
- 4 vehicle lanes – two east and two west 3.5 m wide
- Continuous two way left turning lane 4.2 m wide
- 1.5 m bike lanes both sides of the street with 0.5 m buffer
- Variable boulevard widths north side (3.0 m to 3.6 m), south side (1.75 m to 2.9 m)
- 1.8 m sidewalk on south side only
- 22.2 m pavement width and variable right of way width (30m+/-)
- Some additional property required for daylighting triangles at intersections and 1.85 m frontage of 130 Big Bay Point Road and 1.3 m side yard of 373 Huronia Road

The above recommendations will be presented to General Committee on November 28, 2016. General Committee's recommendations may be approved by City Council on December 5, 2016. 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 up to Wednesday November 30, 2016 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
Ferguson Block 11th Floor
77 Wellesley Street West
Toronto, Ontario
M7A 2T5

If you have any questions and/or concerns, please feel free to contact Mr. Lloyd Spooner at (705) 739-4220, extension 4491, or e-mail Lloyd.Spooner@barrie.ca.

Yours truly,



Lloyd Spooner, C.E.T.
Senior Water Technologist

LS/sm

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Bayview Drive (Big Bay Point Road to Little Avenue) and
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative Solutions

November 10, 2016

Table 1

Preferred Design Alternative	Number of Through Lanes	Lane Width (meters)	Continuous Two Way Left Turning Lane (meters)	Boulevard Width (meters)	Bicycle Lane Width (meters)	Sidewalk Width (meters)	Median at Intersection	Pavement Width (meters)	Intersection Improvements
Bayview Drive (Little Avenue to Big Bay Point Road)	2	3.5	4.2	West Side - varies (2.5 to 3.0) East Side - varies (2.8 to 6.2)	1.5 - Both sides	1.8 - West side only	Curb medians at intersections only	14.2	Daylighting at Intersections, right turn lane on to Little Avenue, sidewalk on east side from Little Avenue to west entrance of 177 Bayview Drive and right turn lane on to Big Bay Point Road
Big Bay Point Road (Bayview Drive to Huronia Road)	4	3.5	4.2	North Side - varies (3.0 to 3.6) South Side - varies (1.75 to 2.9)	1.5 with 0.5 Buffer - Both sides	1.8 South side only	Curb medians at intersections only	22.2	Daylighting at Intersections and right turn lane on to Huronia Road

Preferred Design Alternative Summary

Notes: See drawings for property requirements. All dimensions to be confirmed at Detail Design.

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Bayview Drive (Big Bay Point Road to Little Avenue) and
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative Solutions

November 10, 2016

Appendix A

Summary of Major Concerns & Responses	Preferred Design Alternative Solution
<p>Concern</p> <p>Proximity of vehicular lanes and sidewalks to property line given already minimal setbacks</p>	<p>The Preferred Design Alternatives for Big Bay Point Road and Bayview Drive will maintain a 0.5 metre setback from property line to sidewalk, as is consistent with City of Barrie standards. Boulevard widths have been maximized to the extent possible to increase distance between edge of road and property line. The Preferred Design Alternatives have sought to minimize impacts to adjacent property, with limited property acquisition required. The use of retaining walls will be considered at detail design to minimize property acquisition.</p>
<p>Raised median with 7-lane options will negatively impact driveway operations by restricting turning movements. Also undesirable with respect to emergency response services.</p>	<p>The Preferred Design Alternative is alternative D (5-lane cross section) for Big Bay Point Road and does not include a raised centre median. Thus access to adjacent properties will not be restricted. The Preferred Design Alternative includes a continuous two-way left turn lane that will ultimately improve access to adjacent properties. With respect to emergency response services, the proposed improvements will result in a wider cross-section that will facilitate the movements of emergency vehicles.</p>
<p>Loss of property will negatively impact parking supply and driveway operations (i.e. shipping & receiving areas)</p>	<p>The Preferred Design Alternative is Alternative D (a 5-lane cross section) for Big Bay Point Road and Alternative 1 (a 3-lane cross section) for Bayview Drive. Minor property acquisition is required at intersections to establish daylight triangles. Additional property will also be required to accommodate the provision of additional turn lanes at the intersections of Bayview Drive with Big Bay Point Road and Little Avenue; however, the property taking will in these areas will not impact parking areas.</p>
<p>Property acquisition to the south of Big Bay Point Road when rail corridor sits unused</p>	<p>The Preferred Design Alternative 5-lane for Big Bay Point Road respects the existing rail corridor to the north and does not require any property acquisition to the south. With the exception of minor property requirements required at intersections to establish appropriate daylight triangles, the Preferred Design Alternative will be constructed within the existing right-of-way. It is noted that the property requirements for the daylight triangles are consistent for all of the alternatives considered.</p>
<p>Access to loading docks requires trucks to stop on shoulder of Big Bay Point Road prior to backing into property. Blocking traffic in both directions. Road widening and increased traffic will make this worse.</p>	<p>The Preferred Design Alternative is Alternative D (a 5-lane cross section) for Big Bay Point Road and includes the following mitigating measures:</p> <ul style="list-style-type: none"> • No sidewalk on north side, 5 lanes with painted bicycle lanes and a two way left hand turn lane (no raised median) • Removal of open ditches adjacent to road platform creating a level boulevard to property line • Relocation of overhead hydro/utility poles on north side of road from Huronia Road

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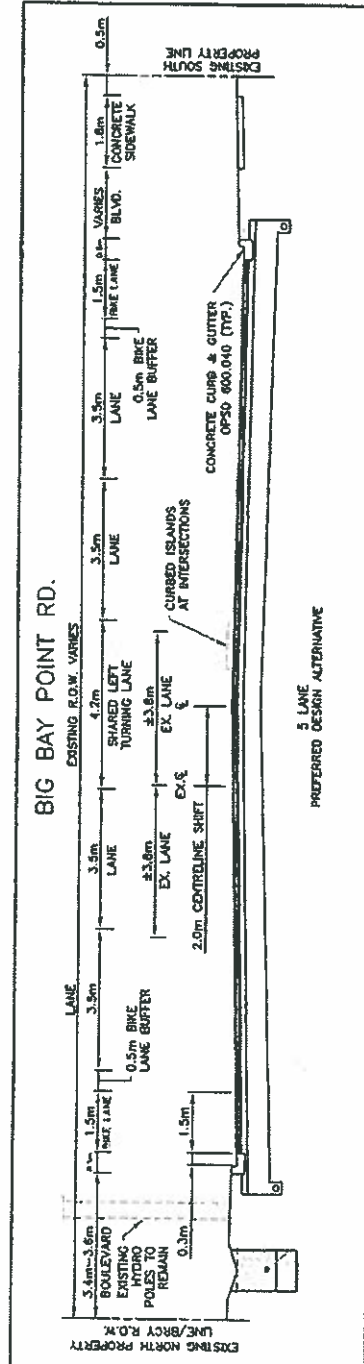
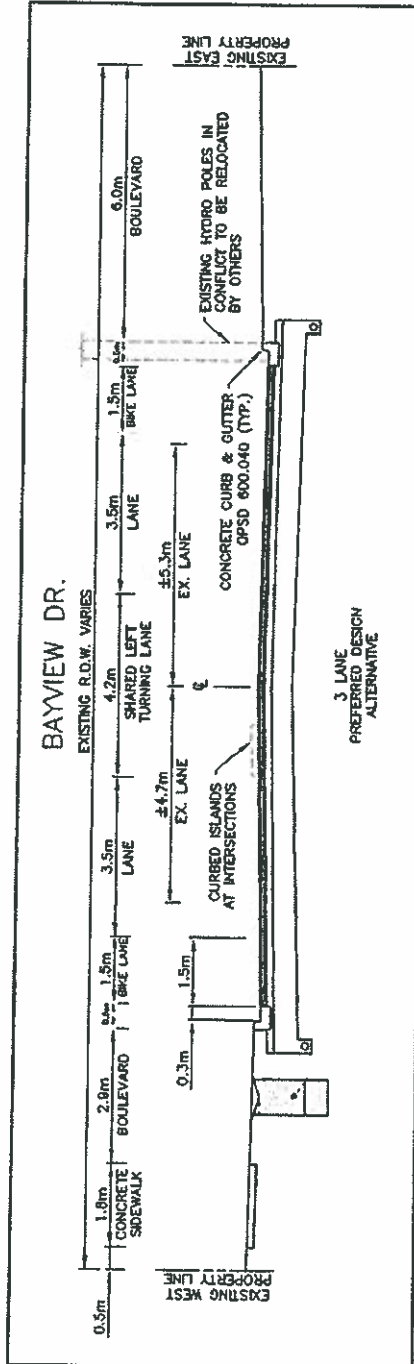
File: T05-BA3

Bayview Drive (Big Bay Point Road to Little Avenue) and
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative Solutions

November 10, 2016

Appendix B

Preferred Design Alternative - Cross Sections





Note: All dimensions to be confirmed at Detail Design

TO: GENERAL COMMITTEE

SUBJECT: BAYVIEW DRIVE & BIG BAY POINT ROAD CLASS EA PHASES 3 AND 4

WARD: 8

**PREPARED BY AND
KEY CONTACT:** L. SPOONER, C.E.T. 
SENIOR WATER TECHNOLOGIST (Ext. 4491)

SUBMITTED BY: S. DIEMERT, P. ENG. 
MANAGER OF INFRASTRUCTURE PLANNING

**GENERAL MANAGER
APPROVAL:** R. J. FORWARD, MBA, M.Sc., P. Eng.
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE
OFFICER APPROVAL:** C. LADD
CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the preferred design alternative for the Municipal Class Environmental Assessment for Bayview Drive & Big Bay Point Road, Phases 3 & 4 be adopted as outlined in Staff Report ENG012-16.
2. That in accordance with the requirements of the Class Environmental Assessment process, the Engineering Department publish a Notice of Completion for the Bayview Drive & Big Bay Point Road Class Environmental Assessment Phases 3 & 4 Environmental Study Report.
3. That based on the successful conclusion of this Class Environmental Assessment process and available budgets being approved through the capital planning process:
 - a) The Engineering Department proceed with the implementation of the preferred alternative solution for sanitary servicing and stormwater management.
 - b) That staff in the Legal Services Department complete the proposed property acquisitions necessary for the preferred design alternative identified in the Bayview Drive & Big Bay Point Road Class Environmental Assessment Phases 3 & 4 Environmental Study Report and in the associated linkage project Harvie Road/Big Bay Point Road/Highway 400 overpass Class Environmental Assessment Phases 3 & 4 Environmental Study Report and that the Director of Legal Services be authorized to commence expropriation proceedings against the required properties where negotiated agreements are not in place by October 31, 2017.
 - c) That the Corporation of the City of Barrie make an application to City Council, as approving authority, for approval to expropriate the required interests in land and that the City Clerk be authorized to execute the necessary forms of application.
 - d) That the "Notice of Application for Approval to Expropriate" be served and published and that any requests for inquiries received, pursuant to the "Notice of Application for Approval to Expropriate" be forwarded to the Chief Inquiring Officer and the Chief Inquiring Officer be requested to report to Council with respect to any such request.

- e) That the Director of Legal Services be delegated authority to settle the expropriations or any negotiated agreements in an amount up to the maximum amount budgeted for property acquisition and that the City Clerk be authorized to execute all associated and required documents in a form approved by the Director of Legal Services.

PURPOSE & BACKGROUND

4. This Staff Report presents the Preferred Design Alternative to address active transportation issues on Bayview Drive (between Little Avenue to Big Bay Point Road) and Big Bay Point Road (between Bayview Drive to Huronia Road).
5. On December 2, 2013, City Council adopted motion 13-G-289 regarding Growth Management Update: Infrastructure Master Plans and Fiscal Impact Analysis as follows:
- "That the six Infrastructure Master Plans (Water Supply, Water Storage and Distribution, Wastewater Treatment, Wastewater Collection, Drainage and Stormwater Management, and Multi-Modal Active Transportation) related to growth from 2012-2031 be approved so that staff may complete the public consultation process in accordance with the Municipal Class Environmental Assessment process."
6. The preferred alternative solution from Phase 1 & 2 of the Class Environmental Assessment (Class EA) process completed as part of the Multi-Modal Active Transportation Master Plan (MMATMP) endorsed by Council, recommended transportation improvements including bike lanes and sidewalk improvements on Bayview Drive (Little Avenue to Big Bay Point Road) and Big Bay Point Road (Bayview Drive to Huronia Road).
7. Completion of Phase 3 & 4 of the Class EA process developed alternative design concepts for the preferred solution identified in the MMATMP and documented the process and methodology employed throughout the study to prepare the Environmental Study Report (ESR).
8. The Big Bay Point Road (between Bayview Drive to Huronia Road) project proposes transportation improvements with linkages to the Harvie Road overpass, Bryne Drive (Caplan Avenue to Essa Road), Harvie Road (Essa Road to Bryne Drive) and Essa Road (Coughlin Road to Mapleview Drive). See Appendix "A" for a map of the study area.
9. In coordination with the need to reconstruct Bayview Drive (between Little Avenue to Big Bay Point Road) a new 400 mm watermain will be constructed as identified in the Water Distribution and Storage Master Plan.
10. Bayview Drive (Little Avenue to Big Bay Point Road) and Big Bay Point Road (Bayview Drive to Huronia Road) are existing rural road sections and will be converted to urbanized road section complete with storm sewer, curb and gutter as part of the proposed road improvements. In coordination with the ESR a Stormwater Management Analysis was undertaken to evaluate the Stormwater Management approaches for the design alternatives.
11. The preferred design alternative proposes implementation of Low Impact Development (LID) within the existing road allowance as part of the Stormwater Management approach supported by the Lake Simcoe Region Conservation Authority.
12. The preferred design alternative for the Bayview Drive & Big Bay Point Road Class EA Phases 3 & 4 ESR and the associated linkage project Harvie Road/Big Bay Point Road/Highway 400 overpass Class EA Phases 3 & 4 ESR identifies the required property acquisition for daylighting triangles, right turn lanes and ROW width. See Appendix "B" for property area requirements.

13. The second Public Information Center (PIC) associated with Phase 3 & 4 of the Class EA was held on Wednesday, March 2, 2016, 4:00 pm to 7:00 pm at Southshore Community Centre from 4:00 p.m. to 7:00 p.m. The PIC information was also presented at a Town Hall Meeting on Wednesday March 30, 2016 at the Allandale Recreation Centre. The public was invited to attend the PIC's to review and provide comments on the proposed design alternative solutions. Comments and responses received from the PIC's were considered in the development of the preferred design alternative solution.

Bayview Drive Improvements

Alternative 1 - 3-lane cross section with bicycle lanes with sidewalk only on west side

This alternative widens Bayview Drive to 3 lanes of vehicular traffic from Big Bay Point Road to Little Avenue. Regular bike lanes are recommended along the entire length of road with a sidewalk proposed along the west side only.

Alternative 2 - 3-lane cross section with bicycle lanes, sidewalks on both sides and some reduced features

This alternative is similar to Alternative 1 except with reduced vehicular lane, bike lane and boulevard widths. In this alternative, the centre line of the road is shifted to the west to allow sidewalks on both sides.

Alternative 3 - 5-lane concept for consideration of future growth

The MMATMP identifies a potential need for additional capacity on Bayview Drive beyond 2031.

Big Bay Point Road Improvements

Alternative A - 7-lane cross section with buffered bicycle lanes

This alternative incorporates the recommended improvements based on the MMATMP with Big Bay Point Road widened to 7 lanes of vehicular traffic from Bayview Drive to Huronia Road. A raised centre median is proposed with left turn lanes provided at intersections. Buffered bicycle lanes and sidewalks are proposed on both sides throughout the entire length of road. This option includes widening on both sides of the road and requires removal of the existing rail line spur abutting Big Bay Point Road to the north.

Alternative B - 7-lane cross section with buffered bicycle lanes and some reduced features

This alternative assumes that the rail line spur abutting Big Bay Point Road to the north will remain and thus all proposed widening to incorporate the proposed 7-lane cross section with buffered bicycle lanes will occur to the south. In recognition of this and to reduce property impacts to the south, Alternative B considers reduced bike lane and boulevard widths and no provision of a sidewalk on the north side of Big Bay Point Road.

Alternative C - 5-lane cross section with buffered bicycle lanes

This alternative includes widening Big Bay Point Road to 5-lanes with a continuous centre turn lane and buffered bicycle lanes. This alternative assumes that the rail line spur abutting Big Bay Point Road to the north will remain and thus all proposed widening will occur to the south. Sidewalks are proposed on both sides of the road.

Alternative D - 5-lane cross section with buffered bicycle lanes and some reduced features

This alternative is similar to Alternative C but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

ANALYSIS

14. The Bayview Drive & Big Bay Point ESR presents the recommended transportation improvements required to accommodate active transportation. The transportation improvements include the addition of vehicular lanes, two way left turning lanes, bike lanes/buffered bike lanes, sidewalks on one side of the street. Other recommended infrastructure improvements include updated drainage system, implementation of LID and new watermain on Bayview Drive.
15. Comments received throughout the Class EA process, along with the Engineering Department's responses to the comments, are summarized in the ESR which is available in the Councillors' Lounge for review and on the City of Barrie website at www.barrie.ca/eastudies. Areas of major concern include:
- Proximity of vehicular lanes and sidewalks to property
 - Raised median with 7-lane options will negatively impact driveway operations
 - Loss of property will negatively impact parking supply and driveway operations
 - Traffic volumes related to safety of adding bicycle lanes
 - Property acquisition to south of Big Bay Point Road when rail corridor sits unused
 - Access to loading dock to 130 Big Bay Point Road requires backing into property

See Appendix "C" for responses to major concerns.

16. Eleven (11) people signed the attendance register at the second PIC held on Wednesday March 2, 2016. Twenty-six (26) comment sheets/responses were received with twelve (12) preferred rankings provided for Bayview Drive improvements and seventeen (17) preferred rankings provided for Big Bay Point Road as follows:

Bayview Drive Improvements

Option	# of Responses Received	Preferred Ranking
Alternative 1	7	1
Alternative 2	1	3
Alternative 3	4	2

Big Bay Point Road

Option	# of Responses Received	Preferred Ranking
Alternative A	8	1
Alternative B	1	4
Alternative C	2	3
Alternative D	6	2

17. The design alternatives were evaluated in consideration of comments received to determine the best design alternative based on the evaluation criteria. The evaluation criteria used for the design alternatives can be found in the ESR. The preferred design alternative is a combination of the design alternatives presented at the second PIC. For a summary and cross sections of the preferred design alternative by street see Appendix "D" and "E". The preferred design alternative is summarized below; please refer to the drawings in the ESR for more detail.
18. The preferred design alternative has minimized property impacts along Bayview Drive by incorporating sidewalks on west side only with reduced width.

19. The preferred design alternative has minimized driveway and tree impacts along the study area by incorporating a reduced sidewalk to 1.8 m, which still exceeds minimum permitted (1.5 m) under the Accessibility for Ontarians with Disabilities Act.

20. **Summary of the Preferred Design Alternative:**

Bayview Drive Improvements:

- 2 vehicle lanes - one north and one south 3.5 m
- Continuous two way left turning lane 4.2 m
- 1.5 m bike lanes on both sides of the street
- Variable boulevard widths west side (2.5 m to 3.0 m), east side (2.8 m to 6.2 m)
- 1.8 m sidewalk on west side only
- 14.2 m pavement width and variable right of way width (26 m +/-)
- Some additional property required for daylighting triangles at intersections and east side at Little Avenue and west side at Big Bay Point Road for right hand turn lane. Also sidewalk on east side from Little Avenue to west entrance of 177 Bayview Drive.

Big Bay Point Road Improvements:

- 4 vehicle lanes – two north and two south 3.5 m wide
- Continuous two way left turning lane 4.2 m wide
- 1.5 m bike lanes both sides of the street with 0.5 m buffer
- Variable boulevard widths north side (3.0 m to 3.6 m), south side (1.75 m to 2.9 m)
- 1.8 m sidewalk on south side only
- 22.2 m pavement width and variable right of way width (30 m +/-)
- Some additional property required for daylighting triangles at intersections, frontage of 130 Big Bay Point Road and side yard of 373 Huronia Road.

21. The following preliminary cost estimate for the preferred design alternative is based on full reconstruction of existing roads including new watermain (Bayview Drive only), storm sewers (with LID's), land acquisition, 15% utility relocation cost, 10% for engineering design and in-house costs, 10% construction contract administration and 25% for construction contingency.

Cross Section	Total Cost (\$)
Bayview Drive – Little Avenue to Big Bay Point Road	12,915,000
Big Bay Point Road – Huronia Road to Bayview Drive	12,545,000
Total	25,460,000

Both of these projects are development charges eligible and are included in the Development Charges Background Report.

22. The existing Wastewater Collection Master Plan did not identify any capacity issues in the area. The existing infrastructure is circa 1970 to 1990 and rated good to very good. Structural and conveyance requirements will be reviewed at detail design for any required improvements.
23. The traffic volumes to warrant a 7-lane cross section recommended in the MMATMP on Big Bay Point Road will not occur until the widening of Highway 400 and the subsequent interchange construction at Harvie Road and Big Bay Point Road. The widening associated with the interchange is not anticipated within the 2031 study horizon. Therefore, the preliminary cost estimate for the 5-lane cross section preferred design alternative is significantly lower than the 7-lane cross section included for consideration in the 2017-2021 Capital Plan.

24. Staff are recommending that the preferred design alternative be adopted by Council at this time, in order that a Notice of Completion can be filed as required as part of the Class EA process. The Notice of Completion is the final point in the public process where the public can express their concerns if they feel issues raised through the Class EA process have not been sufficiently addressed. If there are no Part II requests received, Phases 3 and 4 of the Class EA process can be considered complete and the City can proceed with the implementation of the preferred design alternative. This implementation would include the property acquisition, utility relocations, detailed design phases and construction of the infrastructure.
25. This project coordinates with other transportation, watermain, sanitary and storm renewal projects and active transportation capital projects planned for Bayview Drive and Big Bay Point Road in the Study Area.

ENVIRONMENTAL MATTERS

26. This project has followed the guidelines for a Municipal Class EA, and physical, natural, social, cultural/heritage and economic environmental matters have been considered in the development of the recommendations. The ESR discusses how environmental matters have been considered in the development of the recommended preferred design alternative. The evaluation process considered criteria for natural, social, cultural/heritage and economic environmental matters and physical environment criteria such as traffic, pedestrians, cyclists, transit, property, noise, utilities, municipal services and driveway grades/operations.

ALTERNATIVES

27. The following alternative is available for consideration by General Committee:

Alternative #1

General Committee could alter the proposed recommendation by selecting another design alternative.

This Alternative is not recommended because the preferred design alternative provides for transportation improvements which minimize the effects to the physical, natural, social, cultural/heritage and economic (financial) environments.

FINANCIAL

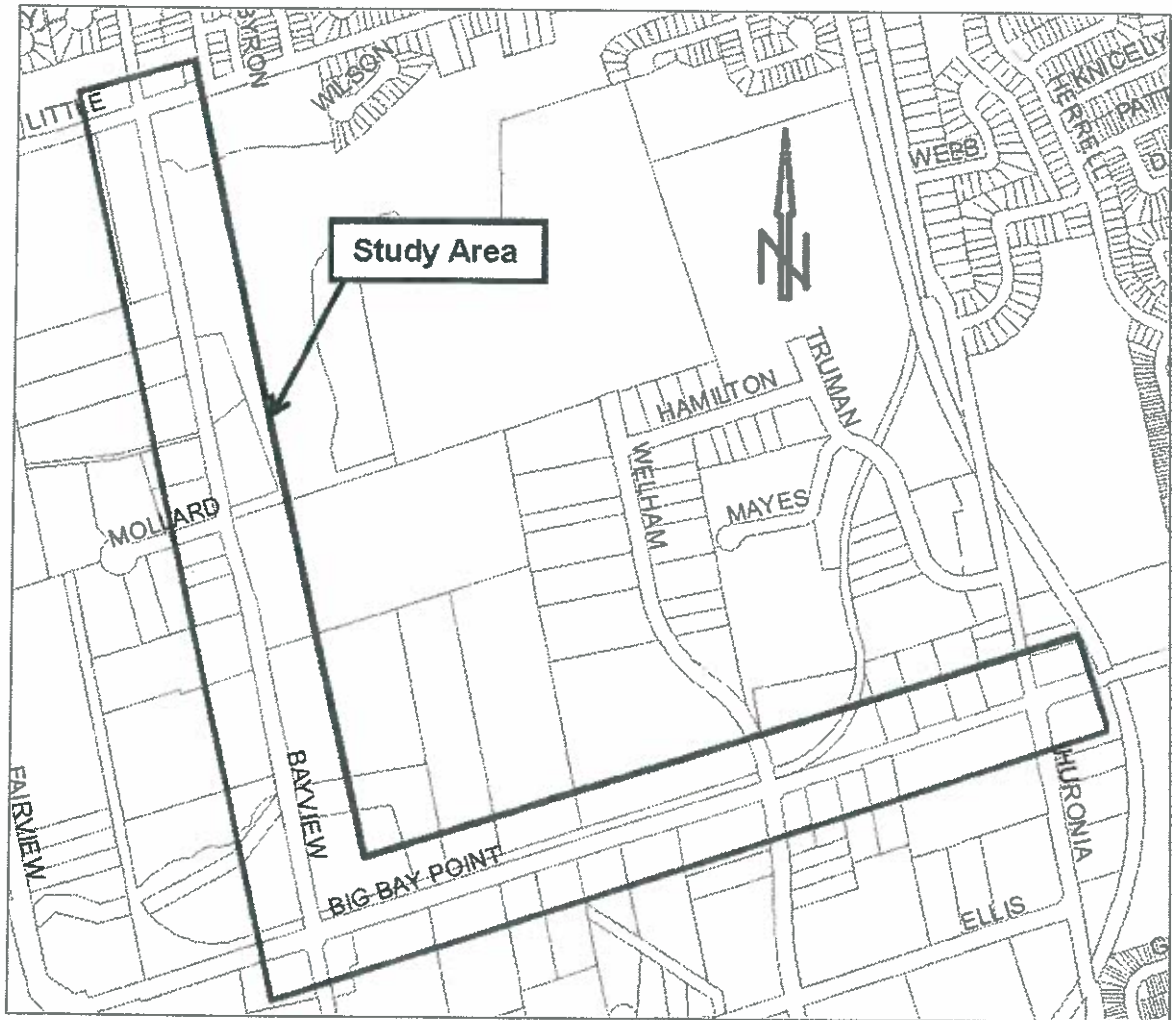
28. The 2016 - 2020 Capital Plan includes funding of \$8,727,000 for the Bayview Drive Improvements, \$12,407,000 for Big Bay Point Road improvements forecasted for design and construction. These projects have been included for consideration as part of the 2017 - 2026 capital plan process.
29. The Engineering Department requested additional funds of \$381,150 requested through the November 28, 2016 Capital Status Report (FIN012-16) for project management services to assist in advancing the design of the following projects:
- Harvie Road Right of Way Expansion
 - Bryne Drive Right of Way Expansion
 - Essa Road Right of Way Expansion
 - Big Bay Point Road Right of Way Expansion
 - Bayview Drive Right of Way Expansion
30. The preferred design alternative will increase the operational unit costs for the increase in asphalt width (3.2 m on Bayview Drive and 14.6 m on Big Bay Point Road) relating to the addition of vehicular and bike lanes and for new sidewalks required along Bayview Drive (east side 1427 m / west side 70 m) and along Big Bay Point Road (south side 1195 m).

LINKAGE TO 2014 – 2018 COUNCIL STRATEGIC PLAN

31. The recommendation(s) included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:
- Responsible Spending
 - Well Planned Transportation
32. The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the MMATMP endorsed by Council, recommended transportation improvements including bike lanes and sidewalk improvements on Bayview Drive and Big Bay Point Road.
33. The implementation of the preferred alternatives, urbanization, drainage and watermain replacement provides a cost effective approach to this work avoiding throwaway costs of a piece meal approach.
34. This Class EA completes Phase 3 & 4 of process and implementation of the preferred design alternative provides necessary linkages within the City's transportation system and specifically for this area including the Harvie Road/Big Bay Point Road/Highway 400 overpass. The preferred design alternative will also provide key elements for active transportation such as bicycle lanes and sidewalks in consideration of Innisdale Secondary School and Allandale Recreation Centre. This linkage is also critical in planning for, and accommodating, future growth in the City of Barrie.

APPENDIX "A"

Map of Study Area



APPENDIX "B"

Property Requirement Cost Summary

Land Use	Bayview Drive		Big Bay Point Road	
	Area - m ²	Cost -\$	Area - m ²	Cost -\$
Residential	292	78,800	0	0
Commercial /Institutional	13	4,875	147	55,125
Industrial	1,182	254,100	339	72,900
Total	1,487	337,775	486	128,025

Note: These cost estimates include property only and do not account for the extra costs generally incurred.

APPENDIX "C"

Summary of Major Concerns and Responses

Summary of Major Concerns & Responses	Preferred Design Alternative Solution
<p>Proximity of vehicular lanes and sidewalks to property line given already minimal setbacks.</p>	<p>The Preferred Design Alternatives for Big Bay Point Road and Bayview Drive will maintain a 0.5 metre setback from property line to sidewalk, as is consistent with City of Barrie standards. Boulevard widths have been maximized to the extent possible to increase distance between edge of road and property line. The Preferred Design Alternatives have sought to minimize impacts to adjacent property, with limited property acquisition required. The use of retaining walls will be considered at detail design to minimize property acquisition.</p>
<p>Raised median with 7-lane options will negatively impact driveway operations by restricting turning movements. Also undesirable with respect to emergency response services.</p>	<p>The Preferred Design Alternative is Alternative D (5-lane cross section) for Big Bay Point Road and does not include a raised centre median. Thus access to adjacent properties will not be restricted. The Preferred Design Alternative includes a continuous two-way left turn lane that will ultimately improve access to adjacent properties. With respect to emergency response services, the proposed improvements will result in a wider cross-section that will facilitate the movements of emergency vehicles.</p>
<p>Loss of property will negatively impact parking supply and driveway operations (i.e. shipping & receiving areas)</p>	<p>The Preferred Design Alternatives is Alternative D (a 5-lane cross section) for Big Bay Point Road and Alternative 1 (a 3-lane cross section) for Bayview Drive. Minor property acquisition is required at intersections to establish daylight triangles. Additional property will also be required to accommodate the provision of additional turn lanes at the intersections of Bayview Drive with Big Bay Point Road and Little Avenue; however, the property taking will in these areas will not impact parking areas.</p>
<p>Property acquisition to the south of Big Bay Point Road when rail corridor sits unused</p>	<p>The Preferred Design Alternative 5-lane for Big Bay Point Road respects the existing rail corridor to the north and does not require any property acquisition to the south. With the exception of minor property requirements required at intersections to establish appropriate daylight triangles, the Preferred Design Alternative will be constructed within the existing right-of-way. It is noted that the property requirements for the daylight triangles are consistent for all of the alternatives considered.</p>
<p>Access to loading docks requires trucks to stop on shoulder of Big Bay Point Road prior to backing into property, blocking traffic in both directions. Road widening and increased traffic will make this worse.</p>	<p>The Preferred Design Alternatives is Alternative D (a 5-lane cross section) for Big Bay Point Road and includes the following mitigating measures:</p> <ul style="list-style-type: none"> • No sidewalk on north side, 5 lanes with painted bicycle lanes and a two way left hand turn lane (no raised median) • Removal of open ditches adjacent to road platform creating a level boulevard to property line • Relocation of overhead hydro/utility poles on north side of road from Huronia Road

APPENDIX "D"

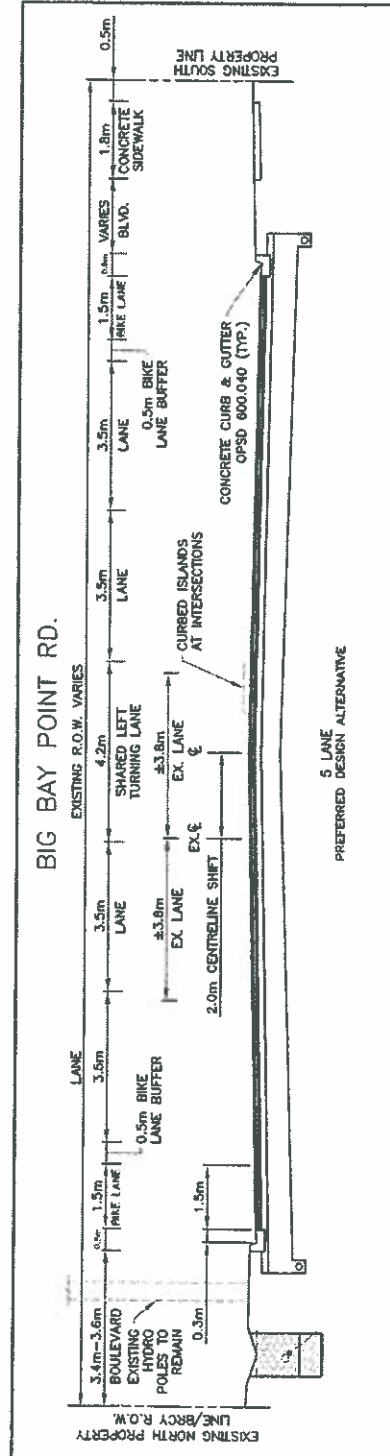
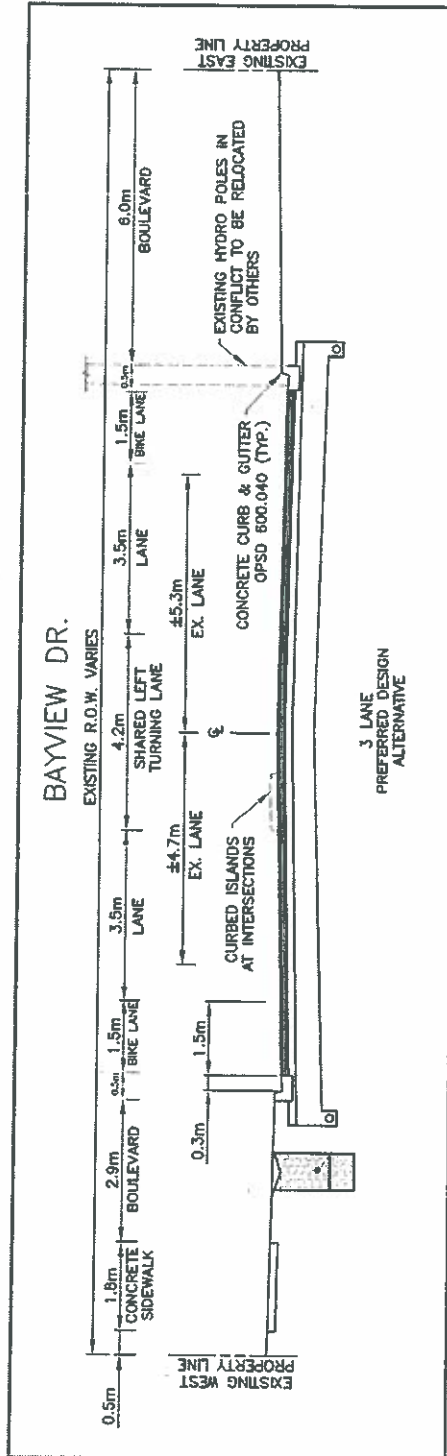
Preferred Design Alternative Summary

Preferred Design Alternative	Number of Through Lanes	Lane Width (meters)	Continuous Two Way Left Turning Lane (meters)	Boulevard Width (meters)	Bicycle Lane Width (meters)	Sidewalk Width (meters)	Median at Intersection	Pavement Width (meters)	Intersection Improvements
Bayview Drive (Little Avenue to Big Bay Point Road)	2	3.5	4.2	West Side - varies (2.5 to 3.0) East Side - varies (2.8 to 6.2)	1.5 - Both sides	1.8 - West side only	Curb medians at intersections only	14.2	Daylighting at Intersections, right turn lane on to Little Avenue, sidewalk on east side from Little Avenue to west entrance of 177 Bayview Drive and right turn lane on to Big Bay Point Road
Big Bay Point Road (Bayview Drive to Huronia Road)	4	3.5	4.2	North Side - varies (3.0 to 3.6) South Side - varies (1.75 to 2.9)	1.5 with 0.5 Buffer - Both sides	1.8 South side only	Curb medians at intersections only	22.2	Daylighting at Intersections and right turn lane on to Huronia Road

Notes: See drawings for property requirements. All dimensions to be confirmed at Detail Design.

APPENDIX "E"

Preferred Design Alternative Segment Cross Sections



Note: All dimensions to be confirmed at Detail Design

Direction Memos

City Council

December 5, 2016

16-G-283 BAYVIEW DRIVE AND BIG BAY POINT ROAD CLASS EA PHASES 3 AND 4 (WARD 8)

1. That the preferred design alternative for the Municipal Class Environmental Assessment for Bayview Drive and Big Bay Point Road, Phases 3 and 4 as outlined in Staff Report ENG012-16 be approved.
2. That in accordance with the requirements of the Municipal Class Environmental Assessment process, the Engineering Department publish a Notice of Completion for the Bayview Drive and Big Bay Point Road Municipal Class Environmental Assessment Phases 3 and 4 Environmental Study Report.
3. That based on the successful conclusion of this Municipal Class Environmental Assessment process and available budgets being approved through the capital planning process:
 - a) The Engineering Department proceed with the implementation of the preferred alternative solution for sanitary servicing and stormwater management;
 - b) The staff in the Legal Services Department complete the proposed property acquisitions necessary for the preferred design alternative identified in the Bayview Drive and Big Bay Point Road Municipal Class Environmental Assessment Phases 3 and 4 Environmental Study Report and in the associated linkage project Harvie Road/Big Bay Point Road/Highway 400 overpass Municipal Class Environmental Assessment Phases 3 and 4 Environmental Study Report;
 - c) The Director of Legal Services be authorized to commence expropriation proceedings against the required properties where negotiated agreements are not in place by October 31, 2017;
 - d) The Corporation of the City of Barrie make an application to City Council, as approving authority, for approval to expropriate the required interests in land and that the City Clerk be authorized to execute the necessary forms of application;
 - e) The "Notice of Application for Approval to Expropriate" be served and published and that any requests for inquiries received, pursuant to the "Notice of Application for Approval to Expropriate" be forwarded to the Chief Inquiring Officer and the Chief Inquiring Officer be requested to report to City Council with respect to any such request; and
 - f) The Director of Legal Services be delegated authority to settle the expropriations or any negotiated agreements in an amount up to the maximum amount budgeted for property acquisition and that the City Clerk be authorized to execute all associated and required documents in a form approved by the Director of Legal Services. (ENG012-16) (File: T05-BA3)

Direction Memo:

Director of Engineering - action

Director of Legal Services - action/note

Director of Legislative and Court Services - note

705-B43

The City of
BARRIE

**Bayview Drive (Little Avenue to Big Bay Point Road) &
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phase 3 & 4**

NOTICE OF COMPLETION

The Corporation of the City of Barrie has completed a Class Environmental Assessment to determine the Preferred Design Alternative for improvements on Bayview Drive from Little Avenue to Big Bay Point Road and on Big Bay Point Road from Huronia Road to Bayview Drive. A hybrid of the Design Alternatives presented at the Public Information Center was selected as the Preferred Design Alternative in order to minimize impacts on property, driveways and natural environment. The details of the Preferred Design Alternative are contained in the Final Environmental Study Report (ESR) and are briefly described as follows:

Bayview Drive (Little Avenue to Big Bay Point Road)

Bayview Drive improvements include two (2) vehicle lanes plus a continuous two way left turning lane, bike lanes on both sides of the street and a sidewalk on the west side of the street. Intersection improvements include right and left turning lanes and daylighting triangles.

Big Bay Point Road (Bayview Drive to Huronia Road)

Big Bay Point Road improvements include four (4) vehicle lanes plus a continuous two way left turning lane, buffered bike lanes on both sides of the street and a sidewalk on the south side of the street. Intersection improvements include right and left turning lanes and daylighting triangles.

Property acquisition required to implement the Preferred Design Alternative is identified in the ESR and will be subject to available funding through the capital planning process.

The above project has been completed in accordance with Schedule "C" of the Municipal Class Environmental Assessment (October, 2000, as amended in 2007 and 2011). Public comments have been considered in the development of the Preferred Design Alternative. The City of Barrie intends to proceed with the design phase of this project subject to the successful completion of the Class EA process comments received as a result of this Notice and available funding.

A PDF version of the Final ESR is available on the City of Barrie web page at www.barrie.ca/eaastudies, then scrolling down to the Bayview Drive & Big Bay Point Road Transportation Improvements section.

A paper copy of the Final ESR is available for review at the following locations during regular business hours:

City of Barrie	City of Barrie	Barrie Public Library	Barrie Public Library
Clerk's Office	Engineering	Downtown	Painswick Branch
City Hall, 1 st Floor	City Hall, 6 th Floor	Information Desk	Information Desk
70 Collier Street	70 Collier Street	60 Worsley Street	48 Dean Avenue

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 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. Requests for a Part II Order must be received by the Minister at the address below within thirty (30) calendar days of this Notice. If there are no requests received by February 28, 2017, the Engineering Department intends to proceed with the design phase of this project to implement the Preferred Design Alternative.

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

A copy of the Part II Order request must also be sent to the City of Barrie's Engineering Department to the attention of:

Mr. Lloyd Spooner, C.E.T.
Senior Water Technologist
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4491
Fax: (705) 739-4247
Email: lloyd.spooner@barrie.ca

Dawn McAlpine
City Clerk

Richard Forward, MBA, M.Sc., P.Eng.
Manager of Infrastructure & Growth Management

This Notice issued January 26th and January 28th, 2017.