

CITY HALL
70 COLLIER STREET
TEL. (705) 739-4207
FAX. (705) 739-4247



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

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

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Table 1

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.

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Appendix A

Summary of Major Concerns & Responses

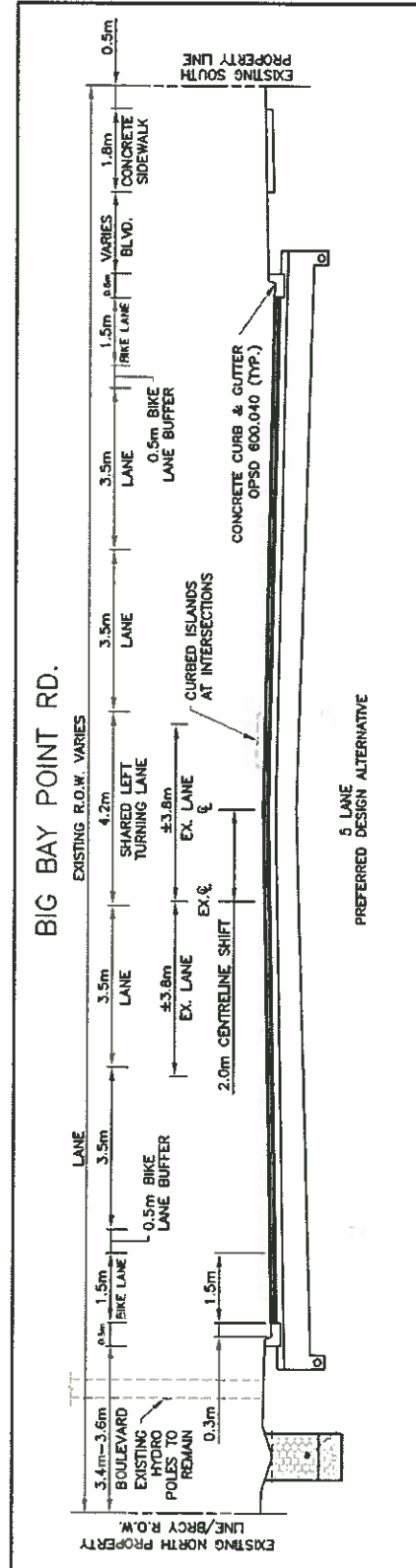
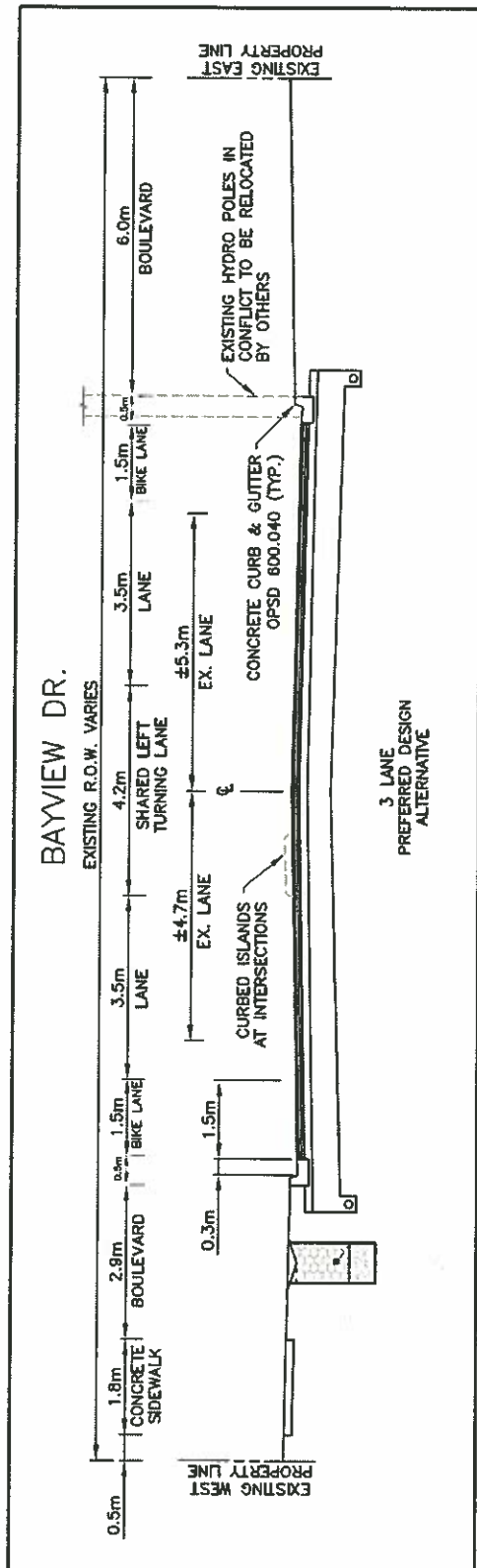
Concern	Preferred Design Alternative Solution
Proximity of vehicular lanes and sidewalks to property line given already minimal setbacks.	The Preferred Design Alternatives for Big Bay Point Road and Bayview Drive will maintain a 0.5 metre setback from property line to sidewalk, as is consistent with 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.
Raised median with 7-lane options will negatively impact driveway operations by restricting turning movements. Also undesirable with respect to emergency response services.	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.
Loss of property will negatively impact parking supply and driveway operations (i.e. shipping & receiving areas)	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.
Property acquisition to the south of Big Bay Point Road when rail corridor sits unused	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.
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.	The Preferred Design Alternatives is Alternative D (a 5-lane cross section) for Big Bay Point Road and includes the following mitigating measures: <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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Appendix B

Preferred Design Alternative – Cross Sections



Note: All dimensions to be confirmed at Detail Design