Appendix L:
Public Information Centre 2
February 16, 2016

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

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
Presentation of Alternative Design Solutions

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements on Bayview Drive (Big Bay Point Road to Little Avenue) and on Big Bay Point Road (Bayview Drive to Huronia Road), as recommended in the City’s Multi-Modal Active Transportation Master Plan (MMATMP) (see attached Figure 1 - Map of Study Area). This letter is to advise you of the progress that has been made on this study and the upcoming activities.

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the 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).

A Public Information Centre (PIC) is scheduled for Wednesday, March 2, 2016, Southshore Community Centre from 4:00 p.m. to 7:00 p.m. The public is invited to attend the PIC to review and provide comments on the proposed design alternative solutions. Comments and responses received from the PIC will be considered in the development of the preferred design alternative solution. C.C. Tatham and City staff will be available to discuss issues and concern with members of the public. The following alternatives will be presented at the PIC:

**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
Bayview Drive & Big Bay Point Road Class EA Phases 3 & 4

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 the 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

The draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements".

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

<table>
<thead>
<tr>
<th>City of Barrie</th>
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<th>Barrie Public Library</th>
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<tr>
<td>Clerk's Office</td>
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<td>City Hall, 4th Floor</td>
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<td>70 Collier Street</td>
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<td>60 Worsley Street</td>
<td>48 Dean Avenue</td>
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<tr>
<td>Barrie, ON L4M 4T5</td>
<td>Barrie, ON L4M 4T5</td>
<td>Barrie, ON L4M 1L8</td>
<td>Barrie, ON L4N 0C2</td>
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Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, the preferred alternative design solution will be identified and appropriately documented in the ESR. The ESR and accompanying recommendations will then be presented to General Committee for endorsement. Those individuals and parties that requested to be kept informed of the Class EA process will be notified by mail of the date that Council may approve the preferred alternative design solution so that deputations to Council can be made.

A comment sheet has been included with this letter to allow the public and review agencies the opportunity to provide input / comments regarding this study. Please return comment sheets by Wednesday March 23, 2016.

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,

[Signature]

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

LS/sm
Bayview Drive & Big Bay Point Road Class EA Phases 3 & 4

Figure 1

Map of Study Area

Study Area
The City of Barrie

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):

Street Address: ___________________________ Unit/Apt: ___________________________

Postal Code: ___________________________ Telephone Number: ___________________________

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

<table>
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<td>Barrie, ON L4M 1L6</td>
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</tr>
</tbody>
</table>

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

**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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes ☐ No

Signature: ___________________________ Date: ___________________________

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eastudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
NOTE: INCLUDE ALL AREAS INSIDE THE PINK LINES.
City of Barrie
Sandy Coulter
Manager of Waste Water Operations
70 Collier Street
P.O. Box 400
Barrie, ON L4M 4T5

City of Barrie
Barb Roth
Director Recreation Services
70 Collier Street
P.O. Box 400
Barrie, ON L4M 4T5

City of Barrie
Kevin Bradley
Director of Facility & Transit
70 Collier Street
P.O. Box 400
Barrie, ON L4M 4T5

City of Barrie
Dan Burton
Manager of Transit
70 Collier Street
P.O. Box 400
Barrie, ON L4M 4T5

City of Barrie
Stephen Naylor
Director of Planning Services
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P.O. Box 400
Barrie, ON L4M 4T5

City of Barrie
Merwan Kalyaniwalla
Manager of Planning Policy
70 Collier Street
70 Collier Street
Barrie, ON L4M 4T5

City of Barrie
Bill Boyes
Fire Chief
155 Dunlop Street West
P.O. Box 400
Barrie, ON L4M 4T5

City of Barrie
David Lalonde
Fire Prevention Officer
155 Dunlop Street West
P.O. Box 400
Barrie, ON L4M 4T5

City of Barrie
Kathleen Short
Manager of Revenue
70 Collier Street
70 Collier Street
Barrie, ON L4M 4T5

City of Barrie Police Department
Kimberly Greenwood
Police Chief
29 Sperling Drive
29 Sperling Drive
Barrie, ON L4M 6K9
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<tr>
<td>Kathryn Woeller</td>
<td>Alison MacKenzie</td>
</tr>
<tr>
<td>District Planner</td>
<td>Director</td>
</tr>
<tr>
<td>Midhurst District</td>
<td>Legal Services Branch</td>
</tr>
<tr>
<td>2284 Nursery Road</td>
<td>99 Wellesley St. W</td>
</tr>
<tr>
<td>Midhurst, ON L0L 1X0</td>
<td>Toronto, ON M7A 1W3</td>
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<tr>
<td>Cindy Hood</td>
<td>Dan Orr</td>
</tr>
<tr>
<td>Barrie District Manager</td>
<td>Manager, Technical Support Section</td>
</tr>
<tr>
<td>54 Cedar Pointe Drive</td>
<td>Central Region</td>
</tr>
<tr>
<td>Unit 1203</td>
<td>5775 Yonge Street, 8th Floor</td>
</tr>
<tr>
<td>Barrie, ON L4N 5R7</td>
<td>North York, ON M2M 4J1</td>
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<tr>
<td>Chunmei Liu, M.E.S.</td>
<td>CEAA Branch</td>
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<tr>
<td>EA and Planning Coordinator</td>
<td>Paul Heeney</td>
</tr>
<tr>
<td>Central Region</td>
<td>Supervisor - Project Review Unit</td>
</tr>
<tr>
<td>5775 Yonge Street, 8th Floor</td>
<td>2 St. Clair Avenue West</td>
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<tr>
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<td>12th Floor</td>
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<tr>
<td>Michael Sit</td>
<td>Glenn Higgins</td>
</tr>
<tr>
<td>Senior Project Engineer</td>
<td>Team Leader</td>
</tr>
<tr>
<td>Central Region</td>
<td>777 Bay Street</td>
</tr>
<tr>
<td>159 Sir William Hearst Avenue (4th floor)</td>
<td>30th Floor, Suite 3000</td>
</tr>
<tr>
<td>Toronto, ON M3M 0B7</td>
<td>Toronto ON M7A 2J8</td>
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<th>Ministry of Transportation</th>
<th>Ministry of Aboriginal Affairs</th>
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<tr>
<td>Olga Garces</td>
<td>Raj Dhir, Director</td>
</tr>
<tr>
<td>Area Manager York &amp; Simcoe</td>
<td>Legal Services</td>
</tr>
<tr>
<td>Central Region</td>
<td>160 Bloor Street East</td>
</tr>
<tr>
<td>1201 Wilson Avenue, Building &quot;D&quot;, 4th Floor</td>
<td>9th Floor</td>
</tr>
<tr>
<td>Downsview, ON M3M 1J8</td>
<td>Toronto, ON M7A 2E6</td>
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Beausoleil First Nation (Christian Island)
Chief Roland Monague
1 O-Gema Street
Christian Island
Cedar Point ON L0K 1C0

Chippewas of Georgina Island First Nation
Chief Donna Big Canoe
RR #2
P.O. Box N-13
Sutton West ON L0E 1R0

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

Curve Lake First Nation
Phyllis Williams
The Chief
Government Services Building
22 Winookeedaa Road
Curve Lake, ON K0L 1R0

Georgian Bay Métis Council
David Dusome
President (Building Committee)
355 Cranston Crescent
P.O. Box 4
Midland, ON L4R 4K6

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

Indian and Northern Affairs - Claims East of Manitoba
Comprehensive Claims Branch Department
Louise Trepanier
Director
10 Wellington Street
Room 1310
Gatineau, QC K1A 0H4

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

Indian and Northern Affairs - Environment and Natural Resources Department
Shawn Green
Environmental Officer
25 St. Clair Avenue East
8th Floor
Toronto, ON M4T 1M2

Indian and Northern Affairs - Specific Claims Branch Department, Ontario Research Team
Fred Hosking
Senior Claims Analyst
10 Wellington Street
Room 1310
Gatineau, QC K1A 0H4
OWNER / RESIDENT
241 GOLF AVE
WOODBRIDGE ON L4L 3R4

OWNER / RESIDENT
15 MOLLARD CRT
BARRIE ON L4N 8Y1

OWNER / RESIDENT
60 SARAMIA CRES UNIT 1
CONCORD ON L4K 4J7

OWNER / RESIDENT
279 BAYVIEW DR
PO BOX 34000
BARRIE ON L4M 4W5

OWNER / RESIDENT
33 SAUNDERS RD
BARRIE ON L4N 9A7

OWNER / RESIDENT
150 CONNIE CRES UNIT 4
CONCORD ON L4K 1L9

OWNER / RESIDENT
77 BLOOR ST W SUITE 2000
TORONTO ON M5S 1M2

OWNER / RESIDENT
260 BAYVIEW DR
BARRIE ON L4N 4Y8

OWNER / RESIDENT
250 BAYVIEW DR
BARRIE ON L4N 4Y8

OWNER / RESIDENT
240 BAYVIEW DR
BARRIE ON L4N 4Y8

OWNER / RESIDENT
230 BAYVIEW DR
BARRIE ON L4N 4Y8

OWNER / RESIDENT
231 BAYVIEW DR
BARRIE ON L4N 4Y5

OWNER / RESIDENT
214 BAYVIEW DR
BARRIE ON L4N 4Y8

OWNER / RESIDENT
177 BAYVIEW DR
BARRIE ON L4N 4Y6

OWNER / RESIDENT
118 LITTLE AVE
BARRIE ON L4N 4X4

OWNER / RESIDENT
PO BOX 28030
BARRIE ON L4N 7W1

OWNER / RESIDENT
151 BAYVIEW DR
BARRIE ON L4N 3P3

OWNER / RESIDENT
1865 FIRE ROUTE #56
RR 3
LAKEFIELD ON K0L 2H0

OWNER / RESIDENT
110 LITTLE AVE
BARRIE ON L4N 7P9

OWNER / RESIDENT
149 BAYVIEW DR
BARRIE ON L4N 3P3

OWNER / RESIDENT
56 BROADMOOR AVE
BARRIE ON L4N 3M9

OWNER / RESIDENT
2851 JOHN ST SUITE 1
MARKHAM ON L3R 5R7

OWNER / RESIDENT
C/O RUDY MAK SURVEYING
89 BIG BAY POINT RD
BARRIE ON L4N 8M5

OWNER / RESIDENT
PO BOX 40
BOLTON ON L7E 5T1

OWNER / RESIDENT
89 BIG BAY POINT RD
BARRIE ON L4N 8M5

OWNER / RESIDENT
375 BAYVIEW DR
BARRIE ON L4N 8Y2

OWNER / RESIDENT
101 BIG BAY POINT RD
BARRIE ON L4N 8M5
OWNER / RESIDENT
8500 25TH AVENUE
SAINT-GEORGES QC  G6A 1K5

OWNER / RESIDENT
RR 8
323 BAYVIEW DR
BARRIE ON  L4M 6E7

OWNER / RESIDENT
1255 TRANSCANADIENNE RTE
SUITE 200
DORVAL QC  H9P 2V4

OWNER / RESIDENT
1000 RAGLAN ST
SS 2
COLLINGWOOD ON  L9Y 3Z1

OWNER / RESIDENT
111 GORDON BAKER ROAD
SUITE 510
NORTH YORK ON  M2H 3R1

OWNER / RESIDENT
150 CONNIE CRES UNIT 4
CONCORD ON  L4K 1L9

OWNER / RESIDENT
101 BIG BAY POINT RD
BARRIE ON  L4N 8M5

OWNER / RESIDENT
333 BAYVIEW DR
BARRIE ON  L4N 8X9

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BARRIE ON  L4N 8X9
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<td>199 Big Bay Point Rd</td>
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<td>Barrie ON L4N 6R8</td>
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Simcoe County School Board
G.D.
Midhurst ON L0L 1X0
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OWNER/RESIDENT
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OWNER/RESIDENT
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OWNER/RESIDENT
150 BAYVIEW DRIVE
UNIT 302
BARRIE, ON L4N 3P4

OWNER/RESIDENT
110 LITTLE AVENUE
UNIT 1
BARRIE, ON L4N 4K8

OWNER/RESIDENT
177 BAYVIEW DRIVE
UNIT 202
BARRIE, ON L4N 4Y6

OWNER/RESIDENT
150 BAYVIEW DRIVE
UNIT 307
BARRIE, ON L4N 3P4

OWNER/RESIDENT
110 LITTLE AVENUE
UNIT 7
BARRIE, ON L4N 4K8

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UNIT 1
BARRIE, ON L4N 4Y6

OWNER/RESIDENT
110 LITTLE AVENUE
UNIT 3
BARRIE, ON L4N 4K8

OWNER/RESIDENT
177 BAYVIEW DRIVE
UNIT 2
BARRIE, ON L4N 4Y6

OWNER/RESIDENT
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UNIT 4
BARRIE, ON L4N 4K8

OWNER/RESIDENT
177 BAYVIEW DRIVE
UNIT 5
BARRIE, ON L4N 4Y6

OWNER/RESIDENT
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UNIT 8
BARRIE, ON L4N 4K8

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177 BAYVIEW DRIVE
UNIT 10&11
BARRIE, ON L4N 4K8

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UNIT 10&11
BARRIE, ON L4N 4K8

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UNIT 92
BARRIE, ON L4N 4Y6

OWNER/RESIDENT
177 BAYVIEW DRIVE
UNIT 93
BARRIE, ON L4N 4Y6

OWNER/RESIDENT
177 BAYVIEW DRIVE
UNIT 94
BARRIE, ON L4N 4Y6

OWNER/RESIDENT
177 BAYVIEW DRIVE
UNIT 95
BARRIE, ON L4N 4Y6
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BAYVIEW DRIVE (LITTLE AVENUE TO BIG BAY POINT ROAD) and BIG BAY POINT ROAD (BAYVIEW DRIVE TO HURONIA ROAD) MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT—PHASE 3 & 4

Notice Of Public Information Centre

The Corporation of the City of Barrie (City) is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements on Bayview Drive (Big Bay Point Road to Little Avenue) and on Big Bay Point Road (Bayview Drive to Huronia Road), see map below of Study Area. This letter is to advise of the progress that has been made on this study and the upcoming activities.

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the Multi-Modal Active Transportation Master Plan was endorsed by Council on December 2, 2015 (Council Direction Memorandum 15-G-289), recommended widening Big Bay Point Road to 7-lanes with buffered bicycle lanes and Bayview Drive to 3-lanes with regular bicycle lanes.

The City 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 design concepts and to complete the Environmental Study Report.

The City hereby notifies all interested individuals and parties, that a Public Information Centre (PIC) will be held on Wednesday, March 2, 2016, Southshore Community Centre from 4:00 p.m. to 7:00 p.m.

The public is invited to attend the PIC to view project information panels and provide comments regarding the proposed alternative solutions outlined in the Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Class EA Phases 3 & 4. City staff will be available to discuss issues and concerns with members of the public. Comments collected in this process will be used to develop the preferred alternative solution.

A copy of the Class EA draft report is available on the City of Barrie web page. Go to www.barrie.ca/areaestudies, then select the project titled “Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements.” A hard copy is available for review at the following locations:

- 70 Collie Street, 70 Collie Street
- Barrie City Hall, 60 Worley Street
- 1st Floor City Hall, 4th Floor City Hall
- Barrie Public Library, Information Desk
- Engineering Dept., Information Desk
- Downtown, Pineview Branch
- Barrie Public Library
- Barrie Public Library
- 70 Collie Street

Should additional information be required or to be added to the project mailing list, please contact:

Mr. Lloyd Spooner, C.E.T.
Senior Water Technician
City of Barrie
70 Collie Street, 6th Floor
Barrie, ON L4M 2T5
Tel.: (705) 739-4229, Ext. 4491
Fax.: (705) 739-4247
Email: lloyd.spooner@barrie.ca

Dawn McAlpine, City Clerk
Director of Engineering

Notice issued on February 18th and February 20th, 2016.
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<th>SIGNATURE (Please Sign)</th>
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To All Area Residents / Business Owners / Tenants / Agencies:

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
Presentation of Alternative Design Solutions

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements on Bayview Drive (Big Bay Point Road to Little Avenue) and on Big Bay Point Road (Bayview Drive to Huronia Road), as recommended in the City’s Multi-Modal Active Transportation Master Plan (MMATMP) (see attached Figure 1 - Map of Study Area). This letter is to advise you of the progress that has been made on this study and the upcoming activities.

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the 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).

A Public Information Centre (PIC) is scheduled for Wednesday, March 2, 2016, Southshore Community Centre from 4:00 p.m. to 7:00 p.m. The public is invited to attend the PIC to review and provide comments on the proposed design alternative solutions. Comments and responses received from the PIC will be considered in the development of the preferred design alternative solution. C.C. Tatham and City staff will be available to discuss issues and concern with members of the public. The following alternatives will be presented at the PIC:

**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
Bayview Drive & Big Bay Point Road Class EA Phases 3 & 4

February 16, 2016

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 the 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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

The draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements".

A paper copy of the Draft 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, 4th Floor City Hall, 6th Floor Information Desk Information Desk
70 Collier Street 70 Collier Street 60 Worsley Street 48 Dean Avenue
Barrie, ON L4M 4T5 Barrie, ON L4M 4T5 Barrie, ON L4M 1L6 Barrie, ON L4N 0C2

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, the preferred alternative design solution will be identified and appropriately documented in the ESR. The ESR and accompanying recommendations will then be presented to General Committee for endorsement. Those individuals and parties that requested to be kept informed of the Class EA process will be notified by mail of the date that Council may approve the preferred alternative design solution so that deputations to Council can be made.

A comment sheet has been included with this letter to allow the public and review agencies the opportunity to provide input / comments regarding this study. Please return comment sheets by **Wednesday March 23, 2016**.

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
Figure 1

Map of Study Area
The City of Barrie

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.): Tim Hortons

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 405 Huronia Rd, 441 Bayview Dr
Postal Code: L4N 9B3
Telephone Number: L4N 8Y2

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

City of Barrie City of Barrie Barrie Public Library Barrie Public Library
Clerk's Office Engineering Downtown Painswick Branch
City Hall, 1st Floor City Hall, 6th Floor Information Desk Information Desk
70 Collier Street 70 Collier Street 60 Worsley Street 48 Dear Avenue
Barrie, ON L4M 4T5 Barrie, ON L4M 4T5 Barrie, ON L4M 1L6 Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

________________________________________________________________________

________________________________________________________________________

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ENGINEERING DEPARTMENT

Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ___________________________  Date: ________________  2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eaestudies)?

☐ 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 **Wednesday, March 23, 2016** to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd_Spooner@barrie.ca

*Thank you for your comments.*
The City of BARRIE

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

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Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 342 Bayview Drive
Postal Code: L4N 4Y8

The Problem Statement, which sets the framework for this Class EA study, 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."

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City of Barrie
Clerk's Office
City Hall, 1st Floor
70 Collier Street
Barrie, ON L4M 4T5

City of Barrie
Engineering
City Hall, 6th Floor
70 Collier Street
Barrie, ON L4M 4T5

Barrie Public Library
Downtown
Information Desk
60 Worsley Street
Barrie, ON L4M 1L6

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

Bayview Drive Improvements

Alternative 1 - 3-lane Cross Section with Bicycle Lanes with sidewalk only on west side
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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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

1. Removal of the rail spur may affect future commercial/industrial development opportunities. Once removed it is lost forever. Careful consideration is required/pagouted.

2. 5 lanes on Bayview would put traffic very close to our office front entrance at 342 Bayview Drive.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ___________________________ Date: _____________

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barric.ca/estudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spoonern@barrie.ca

Thank you for your comments.
BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

INDEX NO. 3

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

AERIUM DEVELOPMENT CORPORATION LTD. (PROPERTY OWNER)

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 80 BROADFORD ST
Unit/Apt: 306
Postal Code: BA115 L4N 6S7

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barr.ie.ca/gastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

City of Barrie
Clerk's Office
City Hall, 1st Floor
70 Collier Street
Barrie, ON L4M 4T5

City of Barrie
Engineering
City Hall, 6th Floor
70 Collier Street
Barrie, ON L4M 4T5

Barrie Public Library
Downtown
Information Desk
60 Worsley Street
Barrie, ON L4M 1L6

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

☐ 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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

ALTERATE 2 - THE SIDEWALK ON THE WEST SIDE WILL BE VERY CLOSE TO OUR PARKING LOTS (IN PARTICULAR 240 & 250 BAYVIEW QW) THIS NEEDS TO BE ADDRESSED.

ALTERATE 3 - THIS WOULD ELIMINATE CONSIDERABLE PARKING AT VIRTUALLY ALL OUR BUILDINGS ON BAYVIEW MAKING CREATING SERIOUS ISSUES. NOT A PRACTICAL ALTERNATIVE AT ALL.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ___________________________  Date: MAR. 3/16

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/wastudies)?

☐ Poor  ☐ Marginal  ☑ Good  ☐ Very Good  ☐ Excellent

(Poor Improvement Required)  (Some Improvement Required)

Please add a comment in support of your level of satisfaction below:

Nicely put out & well presented.

Please submit this comment sheet by Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
COMMENT SHEET

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Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.): Property Owner

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 116 Big Bay Pt. Road

Postal Code: L4N 9B4

The Problem Statement, which sets the framework for this Class EA study, 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."

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Clerk's Office Engineering Downtown Painswick Branch
City Hall, 1st Floor City Hall, 6th Floor Information Desk Information Desk
70 Collier Street 70 Collier Street 60 Worsley Street 48 Dean Avenue
Barrie, ON L4M 4T5 Barrie, ON L4M 4T5 Barrie, ON L4M 1L6 Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

D - IS OUR NUMBER 1 CHOICE NO ISSUES.
C - DON'T SEE THE NEED FOR A SIDEWALK ON THE NORTH SIDE. NO PEDESTRIAN TRAFFIC TO THE BUSINESSES ON THE NORTH SIDE IN THIS BLOCK NOW OR IN FUTURE.
A/B - HAVING A MEDIAN WILL NOT ALLOW A LEFT TURN INTO OUR PROPERTY WHEN HEADING EAST NOT A GOOD OPTION. ALSO, WITH ALTERNATIVE 'A' THIS TAKES AWAY PARKING AND DISRUPTS THE ENTRANCE FOR DELIVERY TRUCKS.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☑ Yes  ☐ No

Signature: ___________________________ Date: MARCH 3, 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eastudies)?

☐ Poor  ☐ Marginal  ☐ Good  ☐ Very Good  ☐ Excellent

(Poor Improvement Required)  (Marginal Improvement Required)

Please add a comment in support of your level of satisfaction below:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

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________________________________________________________________________

Please submit this comment sheet by Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
The City of

BARRIE

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
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COMMENT SHEET

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Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 124 Big Bay Pt Road
Postal Code: L4N 9B4

Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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."

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Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

D - No Issues
C - Don't see the need for a sidewalk on the north side now or in the future
A/B - Not acceptable. Having a median will not allow customers and suppliers with deliveries to enter business when heading east on Big Bay. Transports make deliveries on a regular basis. 'A' takes property away which would also disrupt existing shipping and receiving. A & B are not good alternatives.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ___________________________ Date: ___________________ (March 3/16)

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrow.ca/eastudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooncr@barrie.ca

Thank you for your comments.
The City of Barrie

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

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Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 120 BIG BAY PAINT ROAD
Postal Code: L4N 9B4

Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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.”

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Barrie Public Library
Painswick Branch
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48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

☐ 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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

A - IS OUR PREFERENCE, NO ISSUES.
B - DON'T SEE THE NEED FOR A SIDEWALK ON THE NORTH SIDE. NO PEDESTRIAN TRAFFIC TO THE BUSINESSES ON THE NORTH SIDE IN THIS BLOCK.
C/ - BOTH WOULD BE A DETRIMENTAL TO OUR BUSINESS. THE MEDIAN WILL NOT ALLOW A LEFT TURN FOR OUR CUSTOMERS HEADING EAST ON BIG BAY. THIS WOULD BE A HUGE DISRUPTION. ALSO, 'A' WOULD TAKE AWAY VALUABLE PARKING WHICH IS ALREADY AT A PREMIUM. 'A' & 'B ARE NOT AT ALL ACCEPTABLE.
ENGINEERING DEPARTMENT

Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ___________________________  Date: March 3/16

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eaestudies)?

☐ Poor  ☐ Marginal  ☐ Good  ☐ Very Good  ☐ Excellent

(Much Improvement Required)  (Some Improvement Required)

Please add a comment in support of your level of satisfaction below:

THE PRESENTATION'S AND DETAIL WAS EXCELLENT. GREATLY APPRECIATED THE EXPLANATIONS BY ALL.

Please submit this comment sheet by Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
The City of BARRIE

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

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Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

PROPERTY OWNER - HURONIA ROAD LTD.

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 374 HURONIA ROAD Unit/Apt: 9 BIG BAY POINT ROAD

Postal Code: Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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."

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Information Desk
60 Worsley Street
Barrie, ON L4M 1L6

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

- [ ] 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.

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  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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

WE DO NOT HAVE A LARGE SET BACK FROM OUR BUILDING TO BIG BAY POINT ROAD, SO WE DO NOT WANT TO LOSE ANY PROPERTY DUE TO THE WIDENING OF THE ROAD OR THE ADDITION OF SIDEWALKS.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes    ☐ No

Signature: ____________________________ Date:  FEB 19, 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barric.ca\eastudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.  Tel:  (705) 739-4220, Ext. 4491
City of Barrie  Fax:  (705) 739-4247
Engineering Department  E-mail:  Lloyd.Spooner@barric.ca
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Thank you for your comments.
From: Lloyd Spooner
Sent: Wednesday, March 23, 2016 3:54 PM
To: Lloyd Spooner
Subject: Feed back on Proposed changes to Big Bay Point Road
Attachments: 201603231539.pdf

Lloyd, please see attached comment sheet in response to your request for feedback on the proposed changes to Big Bay Point Road between Huronia Road and Bayview Drive.

Sincerely,

Glenn Gauder, P.Eng.
General Manager
Theta TIS Inc. - 8 Truman Road, Barrie Ontario L4N 8Y8, Canada

The information in this e-mail and any attachments are confidential. It is solely for the attention and use of the named addressee(s). If you are not the intended recipient, or person responsible for delivering this information to the intended recipient, please notify the sender immediately. Unless you are the intended recipient or his/her representative you are not authorized to, and must not, read, copy, distribute, use or retain this message or any part of it. Theta TIS Inc. cannot accept liability for any statements made which are clearly the sender's own and not expressly made on behalf of Theta TIS Inc.
BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E 18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):  THETA TTS INC.

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 130 BIG BAY POINT ROAD Unit/Apt:  
Postal Code: L4N 9B4 Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

<table>
<thead>
<tr>
<th>City of Barrie</th>
<th>City of Barrie</th>
<th>Barrie Public Library</th>
<th>Barrie Public Library</th>
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<tr>
<td>Clerk's Office</td>
<td>Engineering</td>
<td>Downtown</td>
<td>Painswick Branch</td>
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<td>City Hall, 1st Floor</td>
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<td>Information Desk</td>
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<td>70 Collier Street</td>
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<td>48 Dean Avenue</td>
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<td>Barrie, ON L4M 1L6</td>
<td>Barrie, ON L4N 0C2</td>
</tr>
</tbody>
</table>

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

**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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:
Attachment for “Please list below any specific concerns you have with the alternatives” at bottom of page 2:

We require the ongoing ability to safely and efficiently access the loading docks at our manufacturing facility located at 130 Big Bay Point Road. The increased traffic flow, tendency for increased traffic speeds, difficulties for trucks trying to access our loading docks, and additional traffic safety issues that will result from the additional live lanes being proposed are all major concerns. The attachment illustrates a typical truck backing into one of the two loading docks. Currently we have 5 such deliveries/pickups a day which will double based on current forecasts.

From the various alternatives proposed, Alternative D while not acceptable, is the least objectionable. A raised centre median that the trucks cannot drive across as in alternative A would be unacceptable. For safety, the bike lane and sidewalk on the north side should be eliminated as the truck driver’s view of the sidewalk and bike lane behind the truck would be obstructed as they reverse across them.

A preferred concept would be for only two active lanes with a centre turn lane and a non-active shoulder lane. Currently trucks are able to stop on the shoulder not impacting traffic flow until they start to back into the loading dock. With all the alternatives the city is proposing the trucks would need to stop and hold up traffic on a live lane prior to crossing into the other lanes as they reverse in. Having a non-live lane allowing the trucks to pull over out of traffic flow until they back in would be desirable if not essential from a safety standpoint. The non-active shoulder lane being available for trucks and use by bicycles could be a possibility as the trucks drive forward onto it and do not need to back onto it. Reduced speed limits would also be recommended.

2016.03.23
Scroll down to view back in sequence.

KEVIN HAS PULLED FORWARD INTO THE LIVE LANE TO ANGLE THE TRUCK AND MINIMISE THE AMOUNT OF ROAD NEEDED TO COMPLETE TURN.

AT THIS POINT, THE DRIVER IS COMMITED TO THE TURN AS THE VIEW TO THE EAST IS OBSTRUCTED.
KEVIN HAS KEPT THE BACK WHEELS CLOSE TO THE RIGHT SIDE OF LANE AND IS ANGLED TO MINIMISE THE AMOUNT OF SWING NEEDED.
EVEN ANGLED, THE TRACTOR STILL BRUSHES THE LEFT SHOULDER IN ORDER TO STRAIGHTEN THE TRAILER. BACKING IN FROM THE SHOULDER WITHOUT PULLING AHEAD, MINIMISES THE TIME THE LANES ARE OBSTRUCTED, BUT PUTS THE TRACTOR ON TO THE LEFT SHOULDER WHEN STRAIGHTENING THE TRAILER.

NOTE BELOW: THE CARS LOOK FOR ANY OPPORTUNITY TO CONTINUE WITHOUT SLOWING DOWN.

BELOW IS APPROACHING THE BUILDING. STOPPING ON THE SHOULDER. WAITING FOR OPPORTUNITY TO BACK IN WHILE CAUSING THE LEAST DISRUPTION TO TRAFFIC.
CHECKING RIGHT SIDE FOR PEDESTRIANS, BIKES AND VEHICLES LEAVING CUSTOMS PARKING LOT.

CHECKING ROAD, LIGHTS, INTERSECTION AND TRAFFIC FLOW BOTH DIRECTIONS FOR OPPORTUNITY TO BACK IN.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☑ Yes ☐ No

Signature: ___________________________ Date: 2016.03.23

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eastudies)?

☐ Poor (Much Improvement Required) ☑ Marginal (Some Improvement Required) ☐ Good ☐ Very Good ☐ Excellent

Please add a comment in support of your level of satisfaction below:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

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Please submit this comment sheet by Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
Good Afternoon

Please find attached the memo and truck turning templates prepared by our project consultants, CC Tatham & Associates Ltd. The attached memo and this email is a response to your concerns relating to the proposed improvements to Big Bay Point Road and the subsequent impacts on your loading operations.

The measures undertaken to date to mitigate your concerns through the EA process are summarized as follows:

The Preliminary Preferred Design Alternative (Alternative D) would include the following mitigating measures:

- 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 to west property line of #124 Big Bay Point Road which will facilitate trucking manoeuvres to the site

Other mitigating measures/considerations to date:

- March 24, 2016 – held one on one meeting with you to discuss your comments/concerns relating to the Phase 3&4 Class EA. Explained that mitigating measures cannot be determined until a Preliminary Preferred Design Concept is chosen.
- August 22, 2016 - held a meeting with you, Business Development (Stephanie Schlichter, Mislat Balogun), Planning Services (Carlissa McLaren), Development Services (Frank Palka) and Traffic/Parking Services (Steve Rose) to bring forward your concerns with the existing/future truck manoeuver conditions and the potential impact of a proposed expansion/redevelopment of the site. Another purpose of the meeting was to familiarize you with the site plan development process and to discuss conceptual future plans for the site. Infrastructure Planning presented truck turning templates showing truck manoeuvres to one loading bay at a time for the proposed 5 Lane and 7 Lane Alternative Design Concepts.
- The City has developed and assessed potential options for an on-site solution including the truck turning templates to illustrate optional truck manoeuvres to the existing loading bays with one bay and two bays in use. With the current condition the truck manoeuvres block both lanes (east and west bound) starting with a lay by on the north shoulder and encroaching to the south shoulder.
- The north edge of the new road platform (including bicycle path) will be just north of the existing overhead hydro/utility poles. See attached Figures 1, 2, 7 and 8 (5-Lane Alternative).
- Using similar manoeuvres (assuming the most northerly lane as a lay by) with the proposed 5 Lane Alternative cross section would result in both west bound lanes being block and encroaching south to the two way left hand turn lane.
- The additional lanes will provide more than double the capacity over the existing condition which should benefit truck manoeuvres to the site.
- The Highway 400 overpass connection of Harvie Road/Big Bay Point Road is projected to increase weekday peak traffic volumes. Big Bay Point Road is an existing arterial road with a 2-lane rural cross-section between Huronia Road and Bayview Drive with a 750 vehicle per lane capacity. The traffic volumes on Big Bay Point Road will exceed the available lane capacity by 2021 with volumes more than doubling the available capacity by 2031.
- An interchange at Highway 400 and Harvie Road/Big Bay Point Road is anticipated sometime beyond the 2031 time horizon and will be subject to future Environmental Assessment.
- In the event of a site plan proposal, property acquisition will be taken for a 41m R.O.W. as per the Official Plan Amendment 40.

Once the Preferred Design Alternative is selected it will be presented to Council in a Staff Report (most likely sometime in December) and after endorsement is received by Council we will issue a Notice of Completion for the project. As mentioned in previous discussions, you will have an opportunity to request a Deputation to Council prior to the endorsement of the Preferred Design Alternative by Council. We will also notify you of the actual dates of the Council meetings and Deputation timelines once they have been established. The above mitigating measures will be contained the Environmental Study Report and moved forward for implementation at the design phase of the project if endorsed by Council. If you wish to move forward with your plans to expand/redevelop your site you can contact our Planning Department and they will further assist you with the Site Plan process details.

Thanks,

Lloyd E. Spooner, C.E.T.
Senior Water Technologist
Ext. 4491

This E-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this E-mail message immediately.
This memo is in response to the concerns expressed by the owner of 130 Big Bay Point Road with respect to the proposed improvements to Big Bay Point Road and the subsequent impacts of these improvements on the loading operations at said property.

**Existing Conditions**

The loading doors at 130 Big Bay Point Road are located on the southeast corner of the existing building, fronting onto Big Bay Point Road. The doors are setback approximately 33 metres from the right-of-way and approximately 41 metres from the edge of pavement. The manufacturing operation currently ships/receives material using various truck types/sizes, the largest of which is a WB-20 (tractor with 53’ trailer). It is understood that both loading doors may be active at the same time. Under the existing configuration, trucks accessing the site are required to approach from the east, pull past the loading entrance and onto the gravel shoulder on the north side of Big Bay Point Road. Once a gap in the westbound traffic is available, the trucks are reversed into the site. While smaller single unit trucks may complete this manoeuvre with little impact to the operations on Big Bay Point Road, the manoeuvring requirements of a larger tractor trailer are such that the truck blocks both the eastbound and westbound lanes on Big Bay Point Road while reversing into the site.

The existing condition is not desirable, recognizing that trucks reversing on an arterial road pose a serious safety hazard and have negative impacts on the operations of the road. These issues will only be exacerbated with the projected significant increase in traffic volumes on Big Bay Point Road and the required road widening to accommodate such volumes. Gaps in the traffic flow which provide opportunity for the truck driver to begin the reversing manoeuvre will become less frequent given the
increased traffic flows. Furthermore, the owner of 130 Big Bay Point Road is projecting increased truck traffic at the site and a potential expansion of the existing facilities. Given the future traffic projections, required road widening and increased truck traffic at the site, the existing condition is considered untenable.

**Potential Solutions**

It is noted that the projected traffic increase along Big Bay Point Road that will accompany the completion of the Harvey Road overpass will require that Big Bay Point Road be widened to a minimum of 5 lanes (a 7-lane cross section will likely be required beyond 2031). In recognition of this, any solution to the loading operations at 130 Big Bay Point Road will require modifications to the subject property (it is noted that the 5-lane widening will require a property taking across the front of the site of approximate 1.85 metres). The intent of this memo is to identify potential on-site solutions to improve access to the loading area. Ideally the property should accommodate all necessary truck manoeuvres within the site, with no encroachment into the vehicle/bicycle lanes on Big Bay Point Road.

**Option #1 — Increase landing/manoeuvring area in front yard**

The property currently has two entrances. The west entrance serves the parking areas at the front and west side of the building, whereas the east entrance serves the loading area. The loading area and parking area at the front of the building are not currently connected. Under Option 1, the parking area and loading area would be connected and the existing boulevard paved to the extent necessary to create a large landing/manoeuvring area for larger trucks. The intent would be to have trucks approach from the east and enter the site via the east access and pull into the new landing area across the front of the site. From this position, the trucks would complete the reversing manoeuvres into the loading doors.

**Option #2 — Create a perimeter road around the site**

This option considers constructing a one-way internal road around the perimeter of the site, connecting to the loading area alongside the east side of the building. The road would allow trucks to enter the site via the west entrance, navigate around the site and pull into the existing loading area from the rear of the property. This option does not require any alterations to the existing parking and loading areas. The current setback between the building and the east property line is approximately 4.0 metres. While the available width would accommodate a one-way lane, additional property may be required along the east side of the building to ensure that trucks can navigate around the building safely.

**Option #3 — Construct a connection to Truman Road at rear of property**

Option 3 considers constructing a new connection at the rear of the property through to Truman Road. It is understood that the property owner also owns 8 Truman Road, which abuts 130 Big Bay Point Road.
Road to the north. The connection would be created between the subject property and 8 Truman Road and would allow trucks to enter 130 Big Bay Point Road via Truman Road. The connection could possibly be made through the existing parking lot serving 8 Truman Road. A one-way internal road would be required on 130 Bay Point Road along the east side of the building (similar to Option #2).

**Truck Turning Templates**

Truck turning templates have been created to illustrate the impacts of each option. The truck turning assessment conducted for each option considers the following:

- activity at both loading doors;
- 5-lane widening (Preferred); and
- future 7-lane widening (beyond 2031).

For the purpose of this review, the potential future widening of Big Bay Point Road to 7-lanes beyond 2031 has also been considered. The truck turning assessment considers the 7-lane alternatives as presented at the Public Information Centre (Alternative A and Alternative B). The truck turning templates for each option are illustrated in the attached figures.

As indicated in the templates, the impacts to Big Bay Point Road, while lessened in some instances, cannot be altogether negated. Given that both loading doors are active at the same time, trucks must be able to access the open loading door while another truck is parked in other door. This limits the available area on-site for a truck to complete the necessary manoeuvres to access the loading doors. Under Option 1, trucks are able to exit Big Bay Point Road and reverse into the left loading door while a truck is parked in the right loading door without impacting Big Bay Point Road (i.e. all manoeuvres can be made on-site). However, when a truck is parked in the left loading door, access to the right loading door is more difficult and requires that the reversing truck encroach on Big Bay Point Road (similar to existing conditions).

Under Options 2 and 3, the loading operations will impact Big Bay Point Road, regardless of which door is being accessed. As illustrated, accessing the left loading door requires that the truck pull out onto Big Bay Point Road and across the front of the site prior to reversing into the loading area, thus replicating the existing conditions whereby the truck reverses on Big Bay Point Road. Therefore no advantage is gained by approaching from the rear of the building in order to access the left loading door. Access to the right loading door under Options 2 & 3 requires that the truck pull nose first into Big Bay Point Road prior to reversing into the loading door. While still encroaching on Big Bay Point Road, the manoeuvres are considered an improvement over existing conditions in that the truck is not reversing into oncoming traffic on Big Bay Point Road.

While none of the options reviewed can altogether negate the impacts to Big Bay Point Road, a hybrid of the two options can lessen the impacts when compared to the existing conditions. Under Option 1,
trucks can access the left loading door without any impact to Big Bay Point Road. Under Options 2 and 3, trucks can access the right loading door without reversing on Big Bay Point Road (while trucks will still encroach on Big Bay Point Road, the manoeuvres are considered an improvement over existing conditions).

Other Considerations

The owner of 130 Big Bay Point Road has indicated that they are exploring the possibility of expanding their operations. It is strongly suggested that any expansion of the existing facility considers the relocation of the loading bays to the rear or west side of the building, thus completely eliminating the existing concerns.

Summary

This memo has briefly discussed the safety and operational concerns surrounding the loading operations at 130 Big Bay Point Road. Under current conditions, trucks serving the property are required to utilize Big Bay Point Road to reverse into the loading bays which are located at the front of the property. These manoeuvres present a safety hazard and negatively impact the operations on Big Bay Point Road. While the truck operations do not contravene the Highway Traffic Act, the existing condition is not desirable, nor is it sustainable given the projected traffic increase and proposed widening on Big Bay Point Road. Ideally, any solution implemented to address this issue should ensure that the property can accommodate all necessary truck manoeuvres within the site, with no encroachment into the vehicle/bicycle lanes on Big Bay Point Road. It is noted that any solution that can accommodate the proposed 5-lane cross section may not necessarily accommodate a future widening (i.e. beyond 2031) to 7-lanes, and thus will be considered to be an interim solution.

A number of options have been presented in this review for further discussion and consideration. Ultimately, it would be preferred that the loading docks be relocated to the rear or west side of the building should the opportunity to do so arise (i.e. as part of any planned expansion).
130 Big Bay Point Road — Truck Turning Templates

Option 1: 5-Lanes (Left Door)
Option 1: 5-Lanes (Right Door)
Option 1: 7-Lane Alt. A (Left Door)
Option 1: 7-Lane Alt. A (Right Door)
Option 1: 7-Lane Alt. B (Left Door)
Option 1: 7-Lane Alt. B (Right Door)
130 Big Bay Point Road — Truck Turning Templates

Options 2&3: 5-Lanes (Right Door)
Options 2&3: 7-Lane Alt. A (Left Door)
130 Big Bay Point Road — Truck Turning Templates

Options 2 & 3: 7-Lane Alt. A (Right Door)
130 Big Bay Point Road — Truck Turning Templates

Options 2&3: 7-Lane Alt. B (Right Door)
Mr. Spooner

Please see attached the comment forms.

Regards
The City of BARRIE

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

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Please print all responses

NAME OF RESPONDENT: (1399731 ONTARIO INC)

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):
OYUNILK - LOT 4 (PT) BIG BAY POINT RD

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 181 BIG BAY POINT RD
Postal Code: L4N 8M 5

Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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."

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Clerk’s Office Engineering Downtown Painswick Branch
City Hall, 1st Floor City Hall, 6th Floor Information Desk Information Desk
70 Collier Street 70 Collier Street 60 Worsley Street 48 Dean Avenue
Barrie, ON L4M 4T5 Barrie, ON L4M 4T5 Barrie, ON L4N 1L6 Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

And widen on both sides

Please list below any specific concerns you have with the alternatives:

All pedestrian traffic must occur on the south side. Why isn't all of the widening down to the north? Land is already owned (railway). Rail is not used. No rail vehicles in that line in those 17 years we have been here. This proposal would cause minimal effects to the paying businesses on the south side of Big Bay Point Rd and easily allow the widening to be accomplished on mostly unused land on the north side.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ___________________________  Date:  March 15, 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barric.ca/eastudies)?

☐ Poor  (Much Improvement Required)
☐ Marginal  (Some Improvement Required)
☐ Good  ☐ Very Good  ☐ Excellent

Please add a comment in support of your level of satisfaction below:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

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________________________________________________________________________

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Please submit this comment sheet by Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
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Please print all responses

NAME OF RESPONDENT: (E72556 ONTARIO (N) )

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

OWNER - 181 BIG BAY POINT RD

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 2639-20th Sideroad Unit/Apt:

Postal Code: L9S 4U2. Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

- City of Barrie
- Clerk's Office
- City Hall, 1st Floor
- 70 Collier Street
- Barrie, ON L4M 4T5

- City of Barrie
- Engineering
- City Hall, 6th Floor
- 70 Collier Street
- Barrie, ON L4M 4T5

- Barrie Public Library
- Downtown
- Information Desk
- 60 Worsley Street
- Barrie, ON L4M 1L6

- Barrie Public Library
- Painswick Branch
- Information Desk
- 48 Dean Avenue
- Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

**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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road. AND WIDEN ON BOTH SIDES

Please list below any specific concerns you have with the alternatives:

This proposal has the minimal impact to my business on 1311 Bay Point Rd. hands on the north side of CBAPR are causing and undrivelnip and widening to the north has little impact on properties on the north side.

Widening to the south would take away a lot of my parking area and seriously reduce my property value.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature __________________________________ Date: ___________ MAR 16 / 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barric.ca/eastudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4N 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: lloyd.spoonerc@barrie.ca

Thank you for your comments.
Good Morning,

Please see attached.

Thank you,

-----Original Message-----

Sent: Friday, March 11, 2016 7:15 AM
To: brent@gesallows.com
Subject: Scanned image from

Reply to:
Sallows Device Model: MX-M314N
Location: 270 Bayview Drive

File Format: PDF (Medium)
Resolution: 200dpi x 200dpi

Attached file is scanned image in PDF format.
Use Acrobat(R)Reader(R) or Adobe(R)Reader(R) of Adobe Systems Incorporated to view the document.
Adobe(R)Reader(R) can be downloaded from the following URL:
Adobe, the Adobe logo, Acrobat, the Adobe PDF logo, and Reader are registered trademarks or trademarks of Adobe Systems Incorporated in the United States and other countries.

http://www.adobe.com/
BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 270 Bayview Dr. Unit/Apt:
Postal Code: L4N 4Y8 Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

City of Barrie City of Barrie Barrie Public Library Barrie Public Library
Clerk’s Office Engineering Downtown Painswick Branch
City Hall, 1st Floor City Hall, 6th Floor Information Desk Information Desk
70 Collier Street 70 Collier Street 60 Worsley Street 48 Dean Avenue
Barrie, ON L4M 4T5 Barrie, ON L4M 4T5 Barrie, ON L4M 1L6 Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ____________________________  Date: ____________________________

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/leastudies)?

☐ 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 **Wednesday, March 23, 2016** to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
General Manager

* 333 Bayview Drive * Barrie * L4N 8X9 * ON * CANADA

-----Original Message-----
From: scan_barrie@garaga.com [mailto:scan_barrie@garaga.com]
Sent: March-03-16 8:27 AM
To: 
Subject: Scan-to-email

See your scanned documents attached
Bayview Drive (Big Bay Point Road to Little Avenue) and
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phases 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

Comment Sheet

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Please print all responses

Name of Respondent:

Representing (Agency, Municipality, Property Owner, Tenant, etc.):

Garaga Inc.

Address (Including Postal Code & Telephone Number):

Street Address: 333 Bayview Dr, Barrie

Postal Code: L9N 8X9

Telephone Number:


The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/estudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

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  - Barrie, ON, L4M 4T5

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  - 70 Collier Street
  - Barrie, ON, L4M 4T5

- Barrie Public Library
  - Downtown
  - Information Desk
  - 60 Worsley Street
  - Barrie, ON, L4M 1L6

- Barrie Public Library
  - Painwick Branch
  - Information Desk
  - 48 Dean Avenue
  - Barrie, ON, L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

Bayview Drive Improvements

1. 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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

**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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

No concerns from our perspective.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☑ Yes ☐ No

Signature: ____________________________ Date: ____________

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eastudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phases 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

Comment Sheet

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Please print all responses

Name of Respondent:

Representing (Agency, Municipality, Property Owner, Tenant, etc.):

Harvie Road Crossing Coalition

Address (Including Postal Code & Telephone Number):
Street Address: 115 Dunlop Street East Unit/Apt: #7
Postal Code: Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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."

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70 Collier Street
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Downtown
Information Desk
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Barrie, ON L4M 1L6

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

Road network should match existing and planned, connecting roadway.

This is an industrial/commercial area and the option should reflect optimized commercial traffic flow. Supporting business logistics helps businesses grow.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: __________________________  Date: March 2, 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barric.ca)?

☐ Poor (Much Improvement Required)  ☐ Marginal (Some Improvement Required)  ☐ Good  ☐ Very Good  ☑ Excellent

Please add a comment in support of your level of satisfaction below:

Great job presenting the options in a clear way.

Please submit this comment sheet by Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
Bayview Drive (Big Bay Point Road to Little Avenue) and
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment Phases 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

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Please print all responses

NAME OF RESPONDENT: ____________________________

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.): ____________________________

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 77 Bayview Dr

Postal Code: L4N 4Y6

Unit/Apt: 21

Telephone Number: ____________________________

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie website. Go to www.barrie.ca/pastudies then select the project titled “Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements”. A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

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Barrie, ON L4M 1L6

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

• It is important for Pedestrians to have access to services on both sides of the road.

• Bicycle safety is paramount, if cycle routes are not safe no one will use them and children will be discouraged thus rendering the exercise useless.

• Build for use not for press releases.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☑ Yes ☐ No

Signature: ____________________________ Date: MARCH 2, 16

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/ea/studies)?

☐ Poor (Much Improvement Required) ☐ Marginal (Some Improvement Required) ☐ Good ☐ Very Good ☑ Excellent

Please add a comment in support of your level of satisfaction below:

VER Y PROFESSIONAL PRESENTATION. THANK YOU FOR EXPLAINING THE MANY CHALLENGES TO THIS AND OTHER INFRASTRUCTURE PROJECTS WITHIN THE CITY.

Please submit this comment sheet by Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 415

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

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Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.): MYSELF

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 35 MELINOA CRES UNIT
Postal Code: L4N 5T7 Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/castudice then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

City of Barrie City of Barrie Barrie Public Library Barrie Public Library
Clerk's Office Engineering Downtown Painswick Branch
City Hall, 1st Floor City Hall, 6th Floor Information Desk Information Desk
70 Collier Street 70 Collier Street 60 Worsley Street 48 Dean Avenue
Barrie, ON L4M 4T5 Barrie, ON L4M 4T5 Barrie, ON L4M 1L6 Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

ALL NEW CONSTRUCTION SHOULD HAVE

SIDEWALKS ON BOTH SIDES, DESIGNS WITH

A SIDEWALK ON ONLY ONE SIDE SHOULD NOT

EVEN BE CONSIDERED.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ___________________________  Date: MAR 2, 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/leastudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
The City of Barrie

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and BIG BAY POINT ROAD (Bayview Drive to Huronia Road) MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT: __________________________

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.): __________________________

ADDRESS (Including Postal Code & Telephone Number):
Street Address: 52 LITTLE AVE. Unit/Apt: __________
Postal Code: L7N 3Z5 Telephone Number: __________________________

The Problem Statement, which sets the framework for this Class EA study, 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."

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Downtown
60 Worsley Street
Barrie, ON L4M 1L6
Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

- KEEP AS MUCH GREENSPACE AS POSSIBLE
ENGINEERING DEPARTMENT

Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: __________________________ Date: __________________________

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website ([www.barrie.ca/estudies](http://www.barrie.ca/estudies))?

☐ 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 **Wednesday, March 23, 2016** to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: [Lloyd.Spooner@barrie.ca](mailto:Lloyd.Spooner@barrie.ca)

*Thank you for your comments.*
23 February, 2016

Mr. Lloyd Spooner
70 Collier Street
Barrie, Ontario L4M 4T

Dear Mr. Lloyd Spooner,

RE: Municipal Class Environmental Assessment Phase 3 & 4, Presentation of Alternative Design Solutions, File : T05-BA3

I would like to acknowledge receipt of your correspondence, which was received on 2/18/2016 regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation’s Territory is incorporated within the Williams Treaties Territory and is the subject of a claim under Canada’s Specific Claims Policy. We strongly suggest that you provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator, 8 Creswick Court, Barrie, ON L4M 2S7, with a copy of your proposal as your obligation to consult to also extend to the other First Nations of the Williams Treaties.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the Cemeteries Act to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately.

Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.
If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions or if you wish to hire a liaison for a project, please feel free to contact our Lands and Resources Consultation Liaisons by email, Melissa Dokis at MelissaD@curvelake.ca, or by phone at 705-657-8045.

Yours sincerely,

[Signature]

Chief Phyllis Williams
Curve Lake First Nation
Please be advised that we, the Strategic Policy and Planning Division, have received two letters from The City of Barrie on the above-mentioned two files. Could you please have your staff update your mailing list from:

Ministry of Aboriginal Affairs – Strategic Policy and Planning Division
Susan Rudnick (no longer working here)
Senior Policy Advisor
160 Bloor St. E.,
4th Floor
Toronto, ON M7A 2E6

TO:

The Manager, Ministry Partnerships Unit
Aboriginal & Ministry Relations Branch
Aboriginal Relations & Ministry Partnerships Division
Ministry of Aboriginal Affairs
160 Bloor St. E., 9th Floor
Toronto, ON M7A 2E6

Thanks.

Joanna Ng
Admin. Assistant
Tel: 416-327-4274
February 16, 2016

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

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 Presentation of Alternative Design Solutions

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements on Bayview Drive (Big Bay Point Road to Little Avenue) and on Big Bay Point Road (Bayview Drive to Huronia Road), as recommended in the City’s Multi-Modal Active Transportation Master Plan (MMATMP) (see attached Figure 1 - Map of Study Area). This letter is to advise you of the progress that has been made on this study and the upcoming activities.

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the 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).

A Public Information Centre (PIC) is scheduled for Wednesday, March 2, 2016, Southshore Community Centre from 4:00 p.m. to 7:00 p.m. The public is invited to attend the PIC to review and provide comments on the proposed design alternative solutions. Comments and responses received from the PIC will be considered in the development of the preferred design alternative solution. C.C. Tatham and City staff will be available to discuss issues and concern with members of the public. The following alternatives will be presented at the PIC:

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
Bayview Drive & Big Bay Point Road Class EA Phases 3 & 4

February 16, 2016

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 abutment the 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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

The draft Class EA document is available on the City of Barrie web site. Go to [www.barrie.ca/eastudies](http://www.barrie.ca/eastudies) then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements".

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

<table>
<thead>
<tr>
<th>City of Barrie</th>
<th>City of Barrie</th>
<th>Barrie Public Library</th>
<th>Barrie Public Library</th>
</tr>
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<td>Barrie, ON L4M 1L6</td>
<td>Barrie, ON L4N 0C2</td>
</tr>
</tbody>
</table>

Following the completion of the PGC, and in consideration of all concerns raised through review agency and public comment, the preferred alternative design solution will be identified and appropriately documented in the ESR. The ESR and accompanying recommendations will then be presented to General Committee for endorsement. Those individuals and parties that requested to be kept informed of the Class EA process will be notified by mail of the date that Council may approve the preferred alternative design solution so that deputations to Council can be made.

A comment sheet has been included with this letter to allow the public and review agencies the opportunity to provide input / comments regarding this study. Please return comment sheets by **Wednesday March 23, 2016**.

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
Figure 1

Map of Study Area
The City of Barrie

INDEX NO. 19

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

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Please print all responses

NAME OF RESPONDENT:

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.): BCF

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 65 DUNLOP ST W. Unit/Apt:

Postal Code: Telephone Number:

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

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Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

Bayview Drive Improvements

☑ Alternative 1 - 3-lane Cross Section with Bicycle Lanes with sidewalk only on west side

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Big Bay Point Road Improvements

Alternative A – 7-lane Cross Section with Buffered Bicycle Lanes
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Alternative D – 5-lane Cross Section with Buffered Bicycle Lanes and some reduced features
This alternative is similar to Alternative 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

BFS supports solutions that do not include lane barriers or center medians. Center median structures narrow road width making emergency responses difficult for large fire trucks. A multi-lane approach or wide traffic lane surfacing providing ample space for traffic to pull out of the way of fire apparatus is preferred.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☒ No

Signature: ___________________________  Date: 2/23/2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eastudies)?

☐ Poor  ☐ Marginal  ☐ Good  ☒ Very Good  ☐ Excellent

(Poor Improvement Required)

(Marginal Improvement Required)

Please add a comment in support of your level of satisfaction below:

________________________________________________________________________

________________________________________________________________________

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Please submit this comment sheet by **Wednesday, March 23, 2016** to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel:  (705) 739-4220, Ext. 4491
Fax:  (705) 739-4247
E-mail: Lloyd.Spooner@barrie.ca

*Thank you for your comments.*
Good Morning Yolanda,

I am reviewing the comments for this EA and it seems you may have sent the wrong attachment. The most recent attachment you sent was just a copy of our mail out package without any comments or notes added.

Please forward any comments you may have relating to this Class EA at your earliest.

Thanks,

Lloyd E. Spooner, C.E.T.
Senior Water Technologist
Ext. 4491

---

Hi Lloyd,

Sorry, I attached an incorrect file.

The file I’ve meant to attach was indeed relevant to the the Bayview Drive-Big Bay Point Class EA (see attached).

Thank you for notifying and apologies for the inconvenience.

Yolanda Zhang
Environmental Associate
Infrastructure Ontario
1 Dundas St. West, Suite 2000
Toronto, Ontario M5G 2L5
(416)-327-6921

---

Good Afternoon Yolanda,

Thanks for your response to my correspondence. I believe the attached Notice Letter is in response to the information package that you received relating to the Bayview Drive-Big Bay Point Class EA Phases 3 & 4 we are undertaking here at
the City of Barrie. I believe the Notice of Commencement attachment is in error since it references a City of Niagara Falls Public Information Centre.

As requested in the Specific Comments of the attached Notice Letter we will “remove IO from your circulation list, with respect to this project, if MOI owned lands are not anticipated to be impacted. In addition, in the future, please send only electronic copies of notices for any projects impacting IO managed lands to:  Keith.Noronha@infrastructureontario.ca”

Thanks,

Lloyd E. Spooner, C.E.T.
Senior Water Technologist
705-739-4220, Ext. 4491

City of Barrie
70 Collier Street, P.O. Box 400
Barrie, ON, L4M 4T5

Please consider the environment before printing this email.

From: Zhang, Yolanda (IO) [mailto:Yolanda.Zhang@infrastructureontario.ca]
Sent: Wednesday, February 24, 2016 1:58 PM
To: Lloyd Spooner
Subject: Notice - Pollution Prevention and Control Plan Update Study

Hello,

Please review the attached on behalf of Lisa Myslicki.

Yolanda Zhang
Environmental Associate
Infrastructure Ontario
1 Dundas St. West, Suite 2000
Toronto, Ontario M5G 2L5
(416)-327-6921

This email, including any attachments, is intended for the personal and confidential use of the recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any dissemination or copying of this email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.
February 24, 2016

To whom it may concern,

Thank you for circulating Infrastructure Ontario (IO) on your Notice. Infrastructure Ontario is the strategic manager of the provincial government’s real estate with a mandate of maintaining and optimizing value of the portfolio while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI). There is a potential that IO manages lands fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed properties. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or its predecessor’s ownership (listed below). Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO managed land can include within the title but is not limited to variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also be circulated notices related to your project.

IO obligates proponents to complete all due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines.

Potential Negative Impacts to IO Tenants and Lands

General Impacts
Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, impacts to natural heritage features/habitat and functions, etc should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices as well as Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings
Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative, these should be appropriately mapped and quantified within the EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.
Impacts to Cultural Heritage

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage features, which can include cultural landscapes, built heritage, and archaeological potential and/or sites, could be required. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

Potential Triggers Related to MOI’s Class EA

IO is required to follow the MOI Public Work Class Environmental Assessment Process for (PW Class EA). The PW Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the PW Class EA please visit the Environment and Heritage page of our website found at


Please note that completion of any EA process does not provide an approval for MOI’s Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. For example, assessing the impacts of disposing of land from the public portfolio is significantly different then assessing the best location for a proposed road.

IO is providing this information so that adequate timelines and project budgets can consider MOI’s regulatory requirements associated with a proposed realty activity in support of a project. Some due diligences processes and studies can be streamlined. For example, prior to any disposition of land, at minimum a Phase I Environmental Site Assessment and a Stage I Archaeological Assessment and the MOI Category B Environmental Assessment should be undertaken. Deficiencies in any of these requirements could result in substantial project delays and increased project costs.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales, Easements and Acquisitions Group through IO’s main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and also contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

Please remove IO from your circulation list, with respect to this project, if MOI owned lands are not anticipated to be impacted. In addition, in the future, please send only electronic copies of notices for any projects impacting IO managed lands to:

Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions I can be reached at the contacts below.

Sincerely,
Lisa Myslicki  
Environmental Advisor, Environmental Management  
Infrastructure Ontario  
1 Dundas Street West,  
Suite 2000, Toronto, Ontario  
M5G 2L5  
(416) 212-3768  
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter
OLC       Ontario Lands Corporation  
ORC       Ontario Realty Corporation  
PIR       Public Infrastructure and Renewal  
MGS       Ministry of Government Services  
MBS       Management Board and Secretariat  
MOI       Ministry of Infrastructure  
MTO       Ministry of Transportation  
MNR       Ministry of Natural Resources  
MEI       Ministry of Energy and Infrastructure
What is the Pollution Prevention and Control Plan (PPCP) Update Study?

The City of Niagara Falls is undertaking a Pollution Prevention and Control Plan (PPCP) Study Update. The 2015 PPCP Study Update will examine how the City’s wastewater system will support the needs of the community in a sustainable and financially responsible manner.

The PPCP Update Study will build on previous recommendations and capital work completed since the last study completion in 2008, as well as, develop a comprehensive servicing strategy focused on capacity management and the reduction of extraneous flows.

What is the process?

The PPCP Update Study will follow the Master Plan process as outlined in Section A.2.7 of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (Oct 2000, as Amended in 2007 and 2011). The Master Plan will be filed under Approach #1 of the MEA Class EA Approach for Master Planning.

The Class EA process includes public and review agency consultation, evaluation of alternatives, impact assessment of proposed alternatives, and identification of measures to mitigate adverse impacts.

How do I get involved?

Residents are invited to attend a Public Information Centre to learn more about the project, meet the project team and provide input into the process.

Thursday, February 25, 2016
MacBain Community Centre
Multi-Purpose Room A
7150 Montrose Road, Niagara Falls
4 pm to 8 pm

For more information visit www.niagarafalls.ca/notices. If you wish to submit comments or would like to be notified about future project activities, please contact:

Kent Schachowskoj, P.Eng
Infrastructure and Asset Manager
City of Niagara Falls
4310 Queen Street
Niagara Falls, Ontario L2E 6X5
Tel: 905-356-7521 ext. 4336
email: kschachowskoj@niagarafalls.ca

Danielle Anders, M.A.Sc., P.Eng
EA Coordinator
GM BluePlan Engineering Ltd.
410 Lewis Road, Unit 18
Stoney Creek, Ontario L8E 5Y7
Tel: 905-643-6688 ext.6210
email: danielleanders@gmblueplan.ca

This notice was first issued February 16, 2016.
Lloyd Spooner

From: Lisa-Beth Bulford <LBulford@lsrca.on.ca>
Sent: Thursday, March 24, 2016 3:47 PM
To: Lloyd Spooner
Cc: DPERKS@ctatham.com
Subject: Big Bay Point and Bayview Drive EA cmts
Attachments: 03-23-2016 Bulford Barrie Bayview Drive and Big Bay Point Road EA CMTS.pdf

Lloyd,

Please find our comments attached.

Sincerely,

Lisa

Lisa-Beth Bulford, M.Sc.
Development Planner
Lake Simcoe Region Conservation Authority
120 Bayview Parkway,
Newmarket, Ontario L3Y 3W3
905-895-1281, ext. 239 | 1-800-465-0437
LBulford@LSRCA.on.ca | www.LSRCA.on.ca

Twitter: @LSRCA
Facebook: LakeSimcoeConservation

The information in this message (including attachments) is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. The message may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act and the Personal Information Protection Electronic Documents Act. If you have received this message in error, please notify the sender immediately and delete the message without making a copy. Thank you.
March 24, 2016

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, Box 400
Barrie, ON
L4M 4T5

Dear Mr. Spooner:

Re: Bayview Drive (Big Bay Point to Little Avenue) and
    Big Bay Point Road (Bayview Drive to Huronia Road)
    Municipal Class Environmental Assessment Phases 3 & 4
    City of Barrie

Thank you for circulating the Lake Simcoe Region Conservation Authority (LSRCA) on the following Technical Report related to this EA:

- C.C.Tatham & Associates Ltd., Drainage and Stormwater Management Technical Memorandum, February 16, 2016

This project is of interest to the LSRCA due to the presence of hazard lands, natural heritage features, and hydrologic features as defined in the Provincial Policy Statement (PPS). Lands within the study area are also under the jurisdiction of Ontario Regulation 179/06 of the Conservation Authorities Act related to road crossings at Whiskey Creek tributaries and their associated floodplain and erosion hazards. We also note that the affected lands are adjacent to designated Level 1 Natural Heritage Resources on Schedule H of the City of Barrie Official Plan.

It is our understanding that a Natural Environment Technical Report will be completed as part of the selection process for the preferred detailed design alternative. We recommend that once this report is completed that it be circulated for our review and comment to ensure that it will meet our requirements for the subsequent LSRCA permit process. We recommend that the selected alternative should consider minimizing any impacts to any natural heritage and hydrologic features (i.e. woodlands and watercourses) and that an appropriate mitigation and ecological offsetting strategy be provided for any unavoidable loss or impact to these features.
March 24, 2016  
File No: T05-RA3  
IMS File No.: PEAA453  
Mr. L. Spooner  
Page 2 of 4

The following comments are provided for your consideration related to our review of the Drainage and Stormwater Management Technical Memorandum:

1. Section 2.1.1 of the report indicates two major watercourse crossings and three minor watercourse crossings on Bayview Drive and refers to Figure 1. Figure 1 appears to only show three crossings in total. Please confirm the number of crossings and update the report and Figure 1 as appropriate.

2. It is noted that based on Table 5 in Section 3.4 of the report that there are 4 potential culverts that are recommended for removal. It is also understood that the proposed approach involves removal of ditches and diversion of flows into proposed storm sewers. Please show the proposed culverts to be removed on Figure 1.

3. If the redirection of the flows mentioned in #3 above into a storm sewer would result in impacts to natural heritage features, a feature based water balance would be required.

4. A potential SWMF is proposed in Lackies Bush. This is based on a recommendation from the Whiskey Creek Master Drainage Plan (Aecom, 2009) which in turn was based on an MDP completed by Andrew Brodie Associates inc. in 1986. Based on available information, the facility proposed would appear to be an online/in-stream facility. As per the LSRCA’s Guidelines for the Implementation of Ontario Regulation 179/06 (Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation), Section 9.2.2, the construction of new in-stream or by-pass ponds which are directly connected with a watercourse will not be permitted. If a pond is to be proposed in this location, consultation with LSRCA is recommended to determine feasibility and site-specific requirements. Please clarify the text of the report to indicate that an in-stream facility is not being proposed.

5. The Whiskey Creek Crossing in front of 323 Bayview Drive is located within the floodplain. As such, if fill is proposed within this area, an incremental cut/fill balance will be required. Please include this requirement in the text of the report.

6. How were the hydrologic parameters included in the hydrologic model determined? The report references the 2009 Whiskey Creek MDP prepared by AECOM in 2009. The City of Barrie is currently undertaking work to update the city-wide hydrologic model with MDP’s scheduled to be completed in 2017. Ultimately, the flows used for the sizing of structures will need to conform to the results of these studies, once approved by LSRCA and the City of Barrie. In the interim, the flows used should conform to the 2009 MDP and be updated using the City of Barrie’s latest IDF curves.

7. Please note that new Technical Guidelines for SWM Submissions are currently scheduled to be released on June 1, 2016. Applications received once these guidelines have come into effect will be required to be in accordance with the new guidelines. Since it is anticipated that the detailed design and approvals will be made following the approval of the new SWM Guidelines, the EA document should indicate that there will be requirements for volume control. The proposed update to the Technical Guidelines for SWM Submissions with respect to volume control for linear developments is as follows:
March 24, 2016
File No: T05-BA3
IMS File No.: PEAA453
Mr. L. Spooner
Page 3 of 4

Linear development volume control
Linear projects on sites without restrictions that create 0.5 or greater hectares of new and/or fully reconstructed impervious surfaces, shall capture and retain the larger of the following:
  i. The runoff from a 12.5 mm event from the fully reconstructed impervious surface area.
  ii. The runoff from a 25 mm event from the net increase in impervious area on the site.

8. Section 4.2.1 of the report indicates that OGS units will be used to provide quality control. LSRCA only recognizes 50% TSS removal credit for an OGS unit. As noted above, updates are proposed to the LSRCA Technical Guidelines for SWM Submissions relating to OGS units that should be reflected in the EA. The proposed updates are as follows:

The MOE SWM Manual requires that for enhanced protection, Oil/Grit separators be sized to capture and treat at least 90% of the runoff volume that occurs for a site on a long-term average basis and meet the 80% suspended solids removal efficiency. Be advised the LSRCA credits a T.S.S. removal rate of 50% for units sized for ‘enhanced’ protection.
To be considered for use within the Lake Simcoe watershed, OGS’s must:
  • be certified for use by the Canadian ETV program, or;
  • be registered for testing or have testing completed by the Canadian ETV program;
  • be certified for use by NJDEP or;
  • be previously certified for use by NJDEP or;
  • will be re-certified by NJDEP by January, 2017

9. Please include the SCS Type II 12-hour storm distribution as per LSRCA technical Guidelines.

10. Figure 2 does not show the existing storm sewer alignment as indicated in Section 2.2.2 of the SWM Report. Please show the existing storm sewer alignment on Figure 2 as indicated or include the alignment on a separate figure.

11. The overland flow conveyance discussed in Section 3.3.2 should be based on 100% of the 100-year event needing to be conveyed overland.

12. Please confirm that the overland flow capacity calculations were based on the most constrained cross sections anticipated as part of the design.

13. It is noted in Section 4.1.1 of the report that the oversized pipe storage system is not feasible in some locations and the alternatives of raising the road elevation or lowering the existing outlet should be considered. Have these options been explored to determine if they are feasible? What would be the anticipated environmental impacts associated with raising or lowering the outlet in the location? Further information is needed for LSRCA to complete its review related to this issue.
March 24, 2016
File No: T05-BA3
IMS File No.: PEAA453
Mr. L. Spooner
Page 4 of 4

14. At the detailed design stage, a full hydrologic and hydraulic analysis of each culvert will be required along with all supporting information. Watercourse crossings will need to be modelled using HEC-Ras. The consultant(s) who are retained to complete the detailed design will need to obtain the latest hydraulic and hydrologic modelling information from the City and the LSRCA to form the basis of the analysis. Please include a section in the report that outlines the above requirements.

15. Section 2.1.1, first line indicates Bayview Drive “is also” functioning as a rural road cross section. Should “is also” be revised to “is”? Please revise accordingly.

16. Section 2.1.2, first line indicates Big Bay Point Road “is” functioning as a rural road cross section. Should “is” be revised to “is also”? Please revise accordingly.

17. The second paragraph of Section 2.1.1 refers to Big Bay Point Road. Should this reference be to Bayview Drive? Please confirm and update as appropriate.

We note that a permit from our offices will be required to undertake any proposed development or site alteration within the area regulated under Ontario Regulation 179/06 of the Conservation Authorities Act.

If you have any questions or comments, do not hesitate to contact the undersigned at 905-895-1281, extension 239, or by e-mail at l.bulford@lsrca.on.ca. Please reference the above file numbers in future correspondence.

Sincerely,

Lisa-Beth Bulford, M.Sc.
Development Planner

LBB/

c. David Perks, M.Sc. PTP, CC Tatham & Associates Ltd. (dperks@cctatham.com)
October 26, 2016  via email (l.bulford@lsrca.on.ca)  
CCTA File 415375

Lisa-Beth Bulford, M.Sc.
Development Planner
Lake Simcoe Region Conservation Authority
120 Bayview Parkway, P.O. Box 282
Newmarket, Ontario  L3Y 4X1

Re: Bayview Drive & Big Bay Point Road Class EA: SWM Technical Memorandum
Response to LSRCA Review Comments dated March 24, 2016

Dear Lisa:

C.C. Tatham & Associates Ltd. (CCTA) are writing in response to the Lake Simcoe Region Conservation Authority (LSRCA) review comments dated March 24, 2016. We offer the following response to the comments in the order they were received.

1. Figure 1 has been updated to reflect the total number of water crossings.

2. Figure 1 has been updated to show the proposed culvert removals.

3. Section 3.4 has been updated to indicate that a feature based water balance may be required in the detailed design if it is determined that the collection of minor drainage in the storm sewer will pose impacts to the study area’s natural heritage features. However, based on the preliminary screening design where the major outlets to each catchment have been maintained, we do not expect that the study area’s natural heritage features will be impacted.

4. Based on City comments, the proposed Lackie’s Bush SWM facility has been removed from the previously identified future retrofit opportunities section (updated to Section 4.3.1).

5. Section 3.4 has been updated to indicate that a cut/fill balance will be required at Culvert #3 if fill for the culvert is proposed during the detailed design stage.

6. Section 3.4 has been updated to indicate that the flows used in the detailed design stage will need to conform with the results of the city-wide hydrologic model and updated MDP, or the flows from the MDP updated with current City of Barrie IDF curves in the interim.

7. Section 3.2 has been updated to reference required conformance to the new LSRCA Technical Guidelines for SWM submissions, which we understand were adopted in September 2016.
8. The Oil Grit Separators section (updated to Section 4.1.2) has been updated to indicate that to attain the “Enhanced” protection level for stormwater quality controls, OGS units must be considered in combination with other LID practices during the detailed design stage.


10. Figure 3 has been added to identify full extent of storm sewer system.

11. Section 3.3.2 has been updated with uncontrolled flows obtained from VO2 under 100-year Chicago storm conditions in order to represent fully blocked conditions.

12. The overland flow capacity calculations are based on the standard cross sections under maximum flow conditions that have been anticipated as part of the design.

13. As this is a screening report with the purpose of providing a preliminary evaluation of the options, and proposed road profiles have not been completed at this stage, the feasibility of raising the road elevation to accommodate an oversized pipe storage system has not been explored in depth.

14. Section 3.2 has been updated to reference the hydrologic and hydraulic analysis of each culvert that will be required.

15. Addressed.


17. Addressed.

Our updated SWM Technical Memorandum has been attached to this letter for reference. If you have any questions or require further information, please do not hesitate to contact the undersigned.

Yours truly,

C.C. Tatham & Associates Ltd,

Nicole Foris, B.A.Sc., EIT
Intern Engineer
ALK/NHF:jb

Project Manager

copy: Lloyd Spooner, City of Barrie (via email lloyd.spooner@barrie.ca)
Hi there Lloyd,

Our office received a notice regarding Bayview Drive and Big Bay Point Road, which was addressed to Paul Heeney, Supervisor, Project Review Unit. This contact information on the envelope was outdated/incorrect, so I wanted to provide some updated information:

The addressee should simply be the Environmental Approvals Branch, marked to the attention of the Project Review Unit.

The updated address is as follows:
   135 St. Clair Avenue West, 1st Floor
   Toronto, ON    M4V 1P5

Please also note that for class environmental assessment matters, we would only like to receive Notices of Completion. Other notices should still be sent to the ministry’s Central Region and Barrie District office, as appropriate.

Please pass this on to the appropriate caretaker(s) of this information at the City of Barrie. If there are further questions, please let me know.

Thanks!

Trevor Heywood
Project Evaluator, Project Review Unit
Environmental Approvals Branch
Ministry of the Environment and Climate Change
135 St. Clair Avenue West, 1st Floor
Toronto, ON    M4V 1P5
T: (416) 314-7754
E: trevor.heywood@ontario.ca
Lloyd Spooner

From: Minkin, Dan (MTCS) <Dan.Minkin@ontario.ca>
Sent: Wednesday, March 23, 2016 5:49 PM
To: Lloyd Spooner
Cc: Liu, Chunmei (MOECC)
Subject: Bayview Drive (Big Bay Point to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Draft ESR - MTCS Comments
Attachments: 2016-03-23 Bayview Drive and Big Bay Point Road Draft ESR - MTCS Comments.pdf

Please see attached.

Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Heritage Program Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.314.7147 | Fax. 416.314.7175
March 23, 2016 (EMAIL ONLY)

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON L4M 4T5
E: Lloyd.Spooner@barrie.ca

RE: MTCS file #: 0004242
Proponent: City of Barrie
Subject: Presentation of Alternative Design Solutions
Bayview Drive (Big Bay Point to Little Avenue) and Big Bay Point Road
(Bayview Drive to Huronia Road)

Location: City of Barrie, Ontario

Dear Mr. Spooner:

On February 18, 2016, the Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Presentation of Alternative Solutions for the above-noted project. MTCS’s interest in this EA project relates to its mandate of conserving Ontario’s cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

We have reviewed the Draft Environmental Study Report (ESR) for this study and offer the following comments.

The Draft ESR does not mention built heritage resources or cultural heritage landscapes, either in the description of the cultural/heritage environment in Section 4.4, in the description of cultural heritage impacts in Section 5.3 and Tables 6 and 7. The MTCS Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes is normally used to determine whether an EA study has the potential to impact built heritage resources and cultural heritage landscapes, and whether it is therefore necessary for a Cultural Heritage Evaluation Report to be carried out by a qualified heritage professional. In the case of this project, it is unclear whether this screening tool, or any other rationale, has been applied in excluding built heritage impacts from consideration.

The Draft ESR, and the Stage 1 Archaeological Assessment Report provided in Appendix H, makes clear that some portions of the study area that would be impacted by various alternatives retain archaeological potential and require Stage 2 assessment work. It appears that the archaeological assessment has not proceeded to Stage 2, and such survey work is discussed only as a future requirement for construction. Where technical heritage studies such as archaeological surveys are required for alternatives under consideration in an environmental assessment process, they should be carried out early enough in the process that their results can be incorporated in the evaluation of those alternatives and the selection of a preferred alternative. Only by doing so can the evaluation of alternatives properly consider their potential effects on the cultural environment, as is required under the Municipal Class Environmental Assessment. For example, the evaluation of cultural impacts in Tables 6 and 7 compares alternatives on the basis of
the amount of land with archaeological potential they would impact, and deems those impacting the lesser amount to be preferred from a cultural environment perspective; however, without a pedestrian or test-pit survey of the affected lands to determine the presence or absence of archaeological resources, it is impossible to know which alternative would in fact have the greater impact on archaeological resources.

Thank you for consulting MTCS on this project; please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

Copied to: Chunmei Liu
MOECC

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.
The purpose of the checklist is to determine:

- if a property(ies) or project area:
  - is a recognized heritage property
  - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
  - the main project area
  - temporary storage
  - staging and working areas
  - temporary roads and detours

Processes covered under this checklist, such as:

- Planning Act
- Environmental Assessment Act
- Aggregates Resources Act
- Ontario Heritage Act – Standards and Guidelines for Conservation of Provincial Heritage Properties

Cultural Heritage Evaluation Report (CHER)

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – separate checklist
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.
1. Is there a pre-approved screening checklist, methodology or process in place?  
   If Yes, please follow the pre-approved screening checklist, methodology or process.  
   If No, continue to Question 2.

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?  
   If Yes, do not complete the rest of the checklist.  
   The proponent, property owner and/or approval authority will:  
   • summarize the previous evaluation and  
   • add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken  
   The summary and appropriate documentation may be:  
   • submitted as part of a report requirement  
   • maintained by the property owner, proponent or approval authority  
   If No, continue to Question 3.

3. Is the property (or project area):
   a. identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value?  
   b. a National Historic Site (or part of)?  
   c. designated under the Heritage Railway Stations Protection Act?  
   d. designated under the Heritage Lighthouse Protection Act?  
   e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?  
   f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?  
   If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:  
   • a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated  
   If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:  
   • a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts  
   If No, continue to Question 4.
Part B: Screening for Potential Cultural Heritage Value

4. Does the property (or project area) contain a parcel of land that:
   a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?  
      Yes  No
   b. has or is adjacent to a known burial site and/or cemetery?  
      Yes  No
   c. is in a Canadian Heritage River watershed?  
      Yes  No
   d. contains buildings or structures that are 40 or more years old?  
      Yes  No

Part C: Other Considerations

5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):
   a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?  
      Yes  No
   b. has a special association with a community, person or historical event?  
      Yes  No
   c. contains or is part of a cultural heritage landscape?  
      Yes  No

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:
   • a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:
   • a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:
   • summarize the conclusion
   • add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:
   • submitted as part of a report requirement e.g. under the Environmental Assessment Act, Planning Act processes
   • maintained by the property owner, proponent or approval authority
Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
- large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's Ontario Heritage Toolkit or Standards and Guidelines for Conservation of Provincial Heritage Properties.

In this context, the following definitions apply:

- qualified person(s) means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- proponent means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government’s Standards & Guidelines for Conservation of Provincial Heritage Properties [s.B.2.]

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

Note: Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

3a. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value e.g.:

i. designated under the Ontario Heritage Act

- individual designation (Part IV)
- part of a heritage conservation district (Part V)
Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the Ontario Heritage Act]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. Note: To date, no properties have been designated by the Minister.

Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the Ontario Heritage Act].

For more information on Parts IV and V, contact:
- municipal clerk
- Ontario Heritage Trust
- local land registry office (for a title search)

ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the Ontario Heritage Act

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:
- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:
- Ontario Heritage Trust - for an agreement, covenant or easement [clause 10 (1) (c) of the Ontario Heritage Act]
- municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the Ontario Heritage Act]
- local land registry office (for a title search)

iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:
- all properties that are designated under the Ontario Heritage Act (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:
- municipal clerk
- municipal heritage planning staff
- municipal heritage committee

iv. subject to a notice of:

- intention to designate (under Part IV of the Ontario Heritage Act)
- a Heritage Conservation District study area bylaw (under Part V of the Ontario Heritage Act)

A property that is subject to a notice of intention to designate as a property of cultural heritage value or interest and the notice is in accordance with:
- section 29 of the Ontario Heritage Act
- section 34.6 of the Ontario Heritage Act. Note: To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the Ontario Heritage Act as a heritage conservation district study area.

For more information, contact:
- municipal clerk — for a property that is the subject of notice of intention [s. 29 and s. 40.1]
- Ontario Heritage Trust
v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at registrar@mtc.gov.on.ca.

3b. Is the property (or project area) a National Historic Site (or part of)?

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the Canada National Parks Act, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the National Historic Sites website.

3c. Is the property (or project area) designated under the Heritage Railway Stations Protection Act?

The Heritage Railway Stations Protection Act protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the Directory of Designated Heritage Railway Stations.

3d. Is the property (or project area) designated under the Heritage Lighthouse Protection Act?

The Heritage Lighthouse Protection Act helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the Heritage Lighthouses of Canada website.

3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the Federal Heritage Buildings Review Office.

See a directory of all federal heritage designations.

3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – World Heritage Site website.

Part B: Screening for potential Cultural Heritage Value

4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations
For more information, contact:

- municipal heritage committees or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society’s Heritage directory – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a list of plaques commemorating Ontario’s history
- Historic Sites and Monuments Board of Canada – for a list of plaques commemorating Canada’s history

4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a database of registered cemeteries
- Ontario Genealogical Society (OGS) – to locate records of Ontario cemeteries, both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to locate early cemeteries

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada’s river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the Canadian Heritage River System.

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?

A 40 year ‘rule of thumb’ is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

Note: 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide Heritage Property Evaluation.
Part C: Other Considerations

5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- runs

5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- municipal heritage committees or local heritage organizations
- Ontario Historical Society's "Heritage Directory" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans

Information specific to trails may be obtained through Ontario Trails.
Dear Mr. Minkin:

As requested by the City of Barrie, we have reviewed the comments provided by the Ministry of Tourism, Culture & Sport (received by the City via email in the letter dated March 23, 2016) in relation to the Draft Environmental Study Report submitted in support of the Bayview Drive and Big Bay Point Road Municipal Class Environmental Assessment. Our response to the Ministry’s comments is provided below. For ease of reference we have included the Ministry’s comments in italics followed by our response.

1) The Draft ESR does not mention built heritage resources or cultural heritage landscapes, either in the description of the cultural/heritage environment in Section 4.4, in the description of cultural heritage impacts in Section 5.3 and Tables 6 and 7. The MTCS Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes is normally used to determine whether an EA study has the potential to impact built heritage resources and cultural heritage landscapes, and whether it is therefore necessary for a Cultural Heritage Evaluation Report to be carried out by a qualified heritage professional. In the case of this project, it is unclear whether this screening tool, or any other rationale, has been applied in excluding built heritage impacts from consideration.

The Draft ESR will be revised to include consideration for built heritage resources and cultural heritage landscapes. It is noted that a review of the City’s inventoried heritage properties, cultural heritage points and cultural trails did not identify any built heritage resources or cultural heritage landscapes within the study area. Furthermore, the Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes screening tool checklist has also been reviewed, the results of which indicate that a Cultural Heritage Evaluation Report is
not required. The Draft ESR will be updated to document the process by which the built heritage resources and cultural heritage landscapes have been considered.

2) The Draft ESR, and the Stage 1 Archaeological Assessment Report provided in Appendix H, makes clear that some portions of the study area that would be impacted by various alternatives retain archaeological potential and require Stage 2 assessment work. It appears that the archaeological assessment has not proceeded to Stage 2, and such survey work is discussed only as a future requirement for construction. Where technical heritage studies such as archaeological surveys are required for alternatives under consideration in an environmental assessment process, they should be carried out early enough in the process that their results can be incorporated in the evaluation of those alternatives and the selection of a preferred alternative. Only by doing so can the evaluation of alternatives properly consider their potential effects on the cultural environment, as is required under the Municipal Class Environmental Assessment. For example, the evaluation of cultural impacts in Table 6 and 7 compares alternatives on the basis of the amount of land with archaeological potential they would impact, and deems those impacting the lesser amount to be preferred from a cultural environment perspective; however, without a pedestrian or test-pit survey of the affected lands to determine the presence or absence of archaeological resources, it is impossible to know which alternative would in fact have the greater impact on archaeological resources.

The approach employed in evaluating the potential impacts of each alternative on the cultural environment considers the results of the Stage 1 assessment and the amount of land identified for Stage 2 assessment under each alternative. The rationale to this approach recognizes that the specific parcels of land identified for Stage 2 assessment are the same for each alternative and only vary in size based on the footprint of each alternative. Thus it is impossible (in this circumstance) for an alternative with a smaller Stage 2 requirement to have a greater impact on the cultural environment than an alternative with a greater Stage 2 requirement, recognizing that the same specific parcels of land have been identified for Stage 2 assessment under both alternatives. Our approach is considered conservative in that it assumes that the alternative with the greatest Stage 2 requirement has the greatest potential to impact the cultural environment. This is a worst case scenario given that it is far more likely that the impact to the cultural environment will be the same for all alternatives. As noted in the Stage 1 Assessment, the areas identified for Stage 2 review are nearly identical for each alternative (in fact, the Stage 2 area is such that a single set of test-pits would be sufficient to evaluate all of the design alternatives). At any rate, the alternatives with the greatest Stage 2 requirements will in no way have a lesser impact on the cultural environment than those alternatives with a lesser Stage 2 requirement. In this respect, our evaluation approach is considered sufficient.
The Draft ESR will be revised to provide a clearer explanation of how the impacts to the cultural environment have been considered and evaluated. It is further noted that upon identification of the preferred solution, the Stage 1 assessment will be reviewed to confirm the Stage 2 requirements. At such time, the Stage 2 assessment will be completed and incorporated to the ESR.

We appreciate the comments provided by the Ministry of Tourism, Culture and Sport and trust that our responses satisfy the comments/concerns expressed. Should you require any further clarification or wish to discuss the matter, please do not hesitate to contact us.

Yours truly,

C.C. Tatham & Associates Ltd.

Michael Cullip, P.Eng
Director, Manager - Transportation & Municipal Engineering

T:\2015 PROJECTS\415375 - Bayview Dr & Big Bay Pt Rd EA\Documents\Letters\L - Minkin - Response to MTCS Comments.doc
David Perks - RE: Bayview Drive & Big Bay Point Road Class EA Draft ESR - MTCS Comments (MTCS file # 0004242)

From: "Minkin, Dan (MTCS)" <Dan.Minkin@ontario.ca>
To: David Perks <DPERKS@cctatham.com>
Date: 11/30/2016 5:45 PM
Subject: RE: Bayview Drive & Big Bay Point Road Class EA Draft ESR - MTCS Comments (MTCS file # 0004242)
Cc: "Lloyd.Spooner@barrie.ca" <Lloyd.Spooner@barrie.ca>

Hi David,
Thank you for the letter of October 24. As I see both issues have been explicitly addressed in the November 10 draft of the ESR, I have no concerns with that draft.

Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Heritage Program Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.314.7147 | Fax. 416.314.7175

From: David Perks [DPERKS@cctatham.com]
Sent: October 24, 2016 3:29 PM
To: Minkin, Dan (MTCS)
Subject: Bayview Drive & Big Bay Point Road Class EA Draft ESR - MTCS Comments (MTCS file # 0004242)

Hello Dan,

On behalf of the City of Barrie, please find attached our response to the comments provided by the Ministry for Tourism, Culture and Sport (letter dated March 23, 2016) with respect to the Municipal Class EA being undertaken by the City of Barrie for the proposed improvements along Bayview Drive (from Big Bay Point Rd to Little Ave.) and along Big Bay Point Road (from Little Ave to Huronia Rd).

I will follow-up with a phone call in a day or so to discuss the file and to make sure we have adequately addressed your concerns.

Kind regards,
David

David Perks, M.Sc., PTP
Transportation Planner
The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie website. Go to www.barrie.ca/eastudies then select the project titled “Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements”. A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

City of Barrie
Clerk’s Office
City Hall, 1st Floor
70 Collier Street
Barrie, ON L4M 4T5

City of Barrie
Engineering
City Hall, 6th Floor
70 Collier Street
Barrie, ON L4M 4T5

Barrie Public Library
Downtown
Information Desk
60 Worsley Street
Barrie, ON L4M 1L6

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

**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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

- Signalized pedestrian crossings at intersections
- Pedestrian crossover at 231 Bayview Drive
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes ☐ No

Signature: ___________________________ Date: 4 March 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/environment)?

☐ □ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247

E-mail: Lloyd.Spooner@barrie.ca

Thank you for your comments.
Please find the attached Comment sheet from the Simcoe Muskoka Catholic District School Board related to the Bayview and Big Bay Point EA process.
Please feel free to contact me if you have any comments or questions.

Kristin Dibble Pechkovsky, BES MCIP RPP
Planning Officer
SMCDSB
46 Alliance Blvd, Barrie, ON L4M 5K3
tel: (705)722-3559, x. 250
fax: (705)727-1451
e-mail: kdpechkovsky@smcdsb.on.ca

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From: <CEC-222-photocopier@smcdev.on.ca>
Date: Thu, Mar 3, 2016 at 4:01 PM
Subject: Scanned from a Xerox Multifunction Printer
To: "kdpechkovsky@smcdev.on.ca" <kdpechkovsky@smcdev.on.ca>

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Multifunction Printer Location: CEC 2nd Floor
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The City of

BARRIE

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT: KRYSTY FETHKOVSKY - C/O SIMCOE MUSKoka CATHOLIC DISTRICT SCHOOL BOARD

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):  

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 46 LAURENCE BLVD. BARRIE, ON Unit/Apt: 

Postal Code: L9N 4B4 Telephone Number:

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie website. Go to www.barric.ca/eeestudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements". A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

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70 Collier Street
Barrie, ON L4M 4T5

Barrie Public Library
Downtown
Information Desk
60 Worsley Street
Barrie, ON L4M 1L6

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

Big Bay Point Road Improvements

1 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.

3 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 2 considers reduced bike lane and boulevard widths and no provision of a sidewalk on the north side of Big Bay Point Road.

2 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.

4 Alternative D – 5-lane Cross Section with Buffered Bicycle Lanes and some reduced features
This alternative is similar to Alternative 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

- Our school board only has St. Michael the Archangel in the vicinity of this improvement area.
- Location just east of Huronia on Big Bay Point.
  If 7 lane is chosen, how will this tie into roadway east of Huronia?
- Will 7 lanes be too difficult for students to cross to attend school? 2 Elementary schools exist on opposite sides of Big Bay Point (across from each other).
- Safety & congestion will be a concern.
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☑ Yes ☐ No

Signature: ____________________________ Date: March 3, 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eaestudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4491
Fax: (705) 739-4247
E-mail: Lloyd.Spoon@barrie.ca

Thank you for your comments.
Please find the attached comment letter for the Class EA project for Bayview Drive and Big Bay Point Road in Barrie.

Please feel free to contact me if you have any comments or questions.

Thanks,

Kristin Dibble Pechkovsky, BES MCIP RPP
Planning Officer
SMCDSB
46 Alliance Blvd, Barrie, ON L4M 5K3
tel: (705)722-3559, x. 250
fax: (705)727-1451
e-mail: kdpechkovsky@smcdsb.on.ca

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March 31, 2016

Attention: Mr. Lloyd Spooner, C.E.T.

The Corporation of the City of Barrie
City Hall - Engineering Department
70 Collier Street
Barrie, ON
L4M 4T5

RE: Bayview Drive (Big Bay Point Road to Little Avenue)
Big Bay Point Road (Bayview Drive to Huronia Road)
Municipal Class Environmental Assessment (EA) Phase 3 & 4
Presentation of Alternative Design Solutions
City of Barrie
City's File No.: T05-BA3

Dear Lloyd Spooner,

The Simcoe Muskoka Catholic District School Board has received your correspondence dated February 16, 2016, regarding the above Municipal Class Environmental Assessment for Bayview Drive and Big Bay Point Road, located in the City of Barrie.

Our Board regards Big Bay Point Road and Bayview Drive as key transportation links for our elementary and secondary schools in the City of Barrie. As you will note on the attached comment sheet, the Board prefers Alternative 1 for Bayview Drive (3-lanes with Bicycle Lanes and a sidewalk on the west side) and Alternative A for Big Bay Point Road (7-lanes with buffered bicycle lanes). These alternatives are examples of complete streets and should accommodate both vehicle and active transportation opportunities.

Once this EA process is complete, the Board is interested in understanding any transportation impacts that this study will entail, as this may affect our bus routes, walking areas, and access to our schools. We would like to request the following information:

1) Proposed changes and project timelines, as this relates to our bus scheduling;
2) Proposed traffic control measures;
3) Road closures during construction.

We want to confirm our continued interest, and involvement in the Municipal Class Environmental Assessment (EA) process. If you have any further questions or comments, you may contact the undersigned at 705-722-3559 ext. 250.

Yours truly,

Kristin D. Pechkovsky, BES,MCP RPF
Planning Officer

cc: Bonnie Branch, Simcoe County Student Transportation Consortium VIA EMAIL ONLY
February 16, 2016

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

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 Presentation of Alternative Design Solutions

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation improvements on Bayview Drive (Big Bay Point Road to Little Avenue) and on Big Bay Point Road (Bayview Drive to Huronia Road), as recommended in the City's Multi-Modal Active Transportation Master Plan (MMATMP) (see attached Figure 1 - Map of Study Area). This letter is to advise you of the progress that has been made on this study and the upcoming activities.

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the 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).

A Public Information Centre (PIC) is scheduled for Wednesday, March 2, 2016, Southshore Community Centre from 4:00 p.m. to 7:00 p.m. The public is invited to attend the PIC to review and provide comments on the proposed design alternative solutions. Comments and responses received from the PIC will be considered in the development of the preferred design alternative solution. C.C. Tatham and City staff will be available to discuss issues and concern with members of the public. The following alternatives will be presented at the PIC:

**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
Bayview Drive & Big Bay Point Road Class EA Phases 3 & 4

February 16, 2016

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 the 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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

The draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled "Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements".

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

<table>
<thead>
<tr>
<th>City of Barrie</th>
<th>City of Barrie</th>
<th>Barrie Public Library</th>
<th>Barrie Public Library</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clerk's Office</td>
<td>Engineering</td>
<td>Downtown</td>
<td>Painswick Branch</td>
</tr>
<tr>
<td>City Hall, 1st Floor</td>
<td>City Hall, 6th Floor</td>
<td>Information Desk</td>
<td>Information Desk</td>
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<tr>
<td>70 Collier Street</td>
<td>70 Collier Street</td>
<td>60 Worsley Street</td>
<td>48 Dean Avenue</td>
</tr>
<tr>
<td>Barrie, ON L4M 4T5</td>
<td>Barrie, ON L4M 4T5</td>
<td>Barrie, ON L4M 1L6</td>
<td>Barrie, ON L4N 0C2</td>
</tr>
</tbody>
</table>

Following the completion of the PIC, and in consideration of all concerns raised through review agency and public comment, the preferred alternative design solution will be identified and appropriately documented in the ESR. The ESR and accompanying recommendations will then be presented to General Committee for endorsement. Those individuals and parties that requested to be kept informed of the Class EA process will be notified by mail of the date that Council may approve the preferred alternative design solution so that deputations to Council can be made.

A comment sheet has been included with this letter to allow the public and review agencies the opportunity to provide input / comments regarding this study. Please return comment sheets by Wednesday March 23, 2016.

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
Bayview Drive & Big Bay Point Road Class EA Phases 3 & 4

Figure 1

Map of Study Area
The City of Barrie

BAYVIEW DRIVE (Big Bay Point Road to Little Avenue) and
BIG BAY POINT ROAD (Bayview Drive to Huronia Road)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Wednesday, March 2, 2016
4:00 p.m. to 7:00 p.m.
Southshore Community Centre

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 728-4242.

Please print all responses

NAME OF RESPONDENT:  

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.):  

ADDRESS (Including Postal Code & Telephone Number):
Street Address:  
Postal Code:  

Unit/Apt:  
Telephone Number:  

The Problem Statement, which sets the framework for this Class EA study, 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 draft Class EA document is available on the City of Barrie web site. Go to www.barrie.ca/eastudies then select the project titled “Bayview Drive (Big Bay Point Road to Little Avenue) and Big Bay Point Road (Bayview Drive to Huronia Road) Transportation Improvements”. A copy of the draft Class EA document outlining the planning, approval, problem identification and preliminary impact assessments of the various alternatives is also available for review at the following locations:

City of Barrie
Clerk’s Office
City Hall, 1st Floor
70 Collier Street
Barrie, ON L4M 4T5

City of Barrie
Engineering
City Hall, 6th Floor
70 Collier Street
Barrie, ON L4M 4T5

Barrie Public Library
Downtown
Information Desk
60 Worsley Street
Barrie, ON L4M 1L6

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue
Barrie, ON L4N 0C2

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

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.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact. Please rank the following alternatives from 1 to 4 with 1 being the most preferred.

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 2 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 3 but includes reduced boulevard widths and no provision of a sidewalk on the north side of the road.

Please list below any specific concerns you have with the alternatives:

[Blank space for comments]
Bayview Drive & Big Bay Point Road Municipal Class EA Phases 3 & 4

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Signature: ____________________________ Date: March 31, 2016

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca/eastudies)?

☐ 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 Wednesday, March 23, 2016 to:

Mr. Lloyd Spooner, C.E.T.  Tel: (705) 739-4220, Ext. 4491
City of Barrie  Fax: (705) 739-4247
Engineering Department  E-mail: lloyd.spooner@barrie.ca
70 Collier Street, P.O. Box 400  Thank you for your comments.
Barrie, ON  L4M 4T5
From: Lloyd Spooner <Lloyd.Spooner@barrie.ca>
To: David Perks <DPERKS@cctatham.com>
Date: 11/15/2016 1:11 PM
Subject: FW: Bayview Drive and Big Bay Point Road Class EA's

FYI

Thanks,

Lloyd E. Spooner, C.E.T.
Senior Water Technologist
Ext. 4491

From: Jeff Andersen [jandersen@nvca.on.ca]
Sent: Tuesday, November 15, 2016 11:01 AM
To: Lloyd Spooner
Subject: Bayview Drive and Big Bay Point Road Class EA's

Good Day Mr. Spooner;

NVCA is in receipt of notification of the above-mentioned EAs. All of these projects are under the jurisdiction of the Lake Simcoe Region Conservation Authority. As such NVCA will not be involved in, nor do we require, any further notifications pertaining to these projects.

Thank you for the opportunity to comment.

All the Best with your projects.

Jeff J. Andersen | Regulations Technician

Nottawasaga Valley Conservation Authority
8195 8th Line, Utopia, ON L0M 1T0
T 705-424-1479 ext. 238 | F 705-424-2115
jandersen@nvca.on.ca nvca.on.ca

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________________________________________________________________________
FYI

Thanks,

Lloyd E. Spooner, C.E.T.
Senior Water Technologist
Ext. 4491

Dear Lloyd;

Thank you for your letter 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.

Please be advised that we reviewed your letter. I have shared it with Council and we’ve forwarded the information to Karry Sandy McKenzie, Williams Treaties First Nation Process Coordinator/Negotiator. Ms. McKenzie will review your letter and take the necessary action if required. In the interim, should you wish to contact Ms. McKenzie directly, please do so at k.a.sandy-mckenzie@rogers.com

Thank you,

Chief Rodney Noganosh

Hollie Nolan
Date | Alternative Choice | Comments
--- | --- | ---
Mar-08-2016 | Bay | Noted. Design Alternative 1 has been identified as the Preferred Design Alternative for Bayview Drive. The sidewalks will be setback 0.5 metres from the property line and an additional live lane will not even be considered.

Mar-10-2016 | Alternative 3 | This would eliminate considerable parking at virtually all our buildings on Bayview, creating traffic to the businesses. Alternative A/B - A the median will prevent left turn into our property when heading east, transports make regular deliveries. Also with A this takes property away disrupting existing shipping and receiving.

Mar-07-2016 | Alternative 4 | Appreciated the explanations by all.

Mar-23-2016 | Alternative 8 | The additional lanes will provide more than double the capacity over the existing condition which should benefit truck manoeuvres to the site. The existing arterial road with a 2-lane rural cross-section between Huronia Road and Bayview Drive with a 750 vehicle per lane capacity. The traffic volumes are within the existing arterial road capacity. An interchange at Highway 400 and Harvie Road/Big Bay Point Road is anticipated sometime beyond the 2031 time horizon and will be subject to future Environmental Assessment. In the event of a site plan proposal, property acquisition will be taken for a 41m R.O.W. as per the Official Plan Amendment 40.

Mar-03-2016 | Alternative 12 | No concerns. Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road. The Preferred Design Alternative does not include provision of the continuous TWLTL will improve access to the adjacent properties. The rail spur is to remain; however, the Preferred Design Alternative does not require any property acquisition to the south with the exception of minor requirements at intersections to establish access to the adjacent properties. Additional archaeological assessment will be identified as retaining archaeological potential within the footprint of the Preferred Design Alternative. Additional archaeological assessment will be identified at the property for future development.

Mar-02-2016 | Alternative 3 | Appreciated the explanations by all.

Mar-02-2016 | Alternative 4 | Appreciated the explanations by all.

Mar-02-2016 | Alternative 8 | Appreciated the explanations by all.

Mar-02-2016 | Alternative 12 | Appreciated the explanations by all.

Mar-23-2016 | Alternative 4 | Appreciated the explanations by all.

Mar-03-2016 | Alternative 12 | Appreciated the explanations by all.
City's inventoried heritage properties, cultural heritage points and cultural trails did not identify any built heritage resources or cultural heritage landscapes within the study area. Furthermore, the screening tool checklist has also been reviewed, the results of which indicate that a Cultural Heritage Evaluation Report is not required. The Draft ESR has been updated to include this information. Their results can be incorporated in the evaluation of those alternatives and the selection of a preferred alternative.

The comments provided by LSRCA have been addressed through follow-up meetings and revision of the Stormwater Management technical memo. The revised SWM memo is provided in Appendix C, including a response letter outlining how each of the LSRCA comments have been addressed. The response to LSRCA comments has been reviewed by LSRCA. As such, NVCA will not be involved in, nor do we require, any further notifications pertaining to these projects.

Noted. Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road. The Preferred Design Alternative is a 5-lane cross-section, providing two-lanes of travel per direction and a continuous two-way left turn lane (TWLTL). Buffered bicycle lanes will also be provided. The cross-section will match the existing cross-section of Big Bay Point Road, east of Huronia Road. The improvements are intended to accommodate future traffic growth along this corridor, thus alleviating congestion. As the project progresses to the detailed design and construction phase, project timelines, traffic plans will be established. The local school boards and transportation providers will be notified of the construction activities in advance.

Our school board only has St Michael the Archangel in the vicinity of this improvement area. Location just east of Huronia on Big Bay Point Road if 7 lane is chosen, how will this tie into roadway east of Huronia? Will schools be interested in understanding any transportation impacts to bus routes, walking areas and access to their transportation providers? We would only like to receive Notices of Completion. Other notices should still be sent to the ministry's Central Region and Barrie District office, as appropriate.

Address change notification. Please also note that for class environmental assessment matters, we would only like to receive Notices of Completion. Other notices should still be sent to the ministry's Central Region and Barrie District office, as appropriate. Notice of Completion.

All signalized intersections will be equipped with pedestrian signal heads and push buttons. No mid-block pedestrian crossings have been considered at this time; however, pedestrian movements at 231 Bayview Drive will be monitored on an ongoing basis to establish the need and timing for a signalized pedestrian crossing at this location.

The comments provided by LSRCA have been addressed through follow-up meetings and revision of the Stormwater Management technical memo. The revised SWM memo is provided in Appendix C, including a response letter outlining how each of the LSRCA comments have been addressed. The response to LSRCA comments has been reviewed by LSRCA. As such, NVCA will not be involved in, nor do we require, any further notifications pertaining to these projects.

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Address change notification. Please also note that for class environmental assessment matters, we would only like to receive Notices of Completion. Other notices should still be sent to the ministry's Central Region and Barrie District office, as appropriate. Notice of Completion.
Dear

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
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:

<table>
<thead>
<tr>
<th>Bayview Drive</th>
<th>Big Bay Point Road</th>
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<tbody>
<tr>
<td>Alternative</td>
<td>% Preferred</td>
</tr>
<tr>
<td>1</td>
<td>58</td>
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<tr>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>3</td>
<td>33</td>
</tr>
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<td></td>
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</tr>
</tbody>
</table>

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 of Barrie City Hall, 1st Floor
- City of Barrie 70 Collier Street
- Barrie Public Library Downtown Branch
- Barrie Public Library Painswick Branch
- Barrie Public Library Information Desk
- Barrie Public Library Information Desk
- Barrie Public Library 60 Worsley Street
- Barrie Public Library 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.
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
<table>
<thead>
<tr>
<th>Preferred Design Alternative Summary</th>
<th>Table 1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of Through Lanes</strong></td>
<td><strong>2</strong></td>
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<tr>
<td><strong>Boulevard Width (meters)</strong></td>
<td><strong>3.6</strong></td>
</tr>
<tr>
<td><strong>Sidewalk Width (meters)</strong></td>
<td><strong>1.8</strong></td>
</tr>
<tr>
<td><strong>Median at Intersection</strong></td>
<td><strong>3.0</strong></td>
</tr>
<tr>
<td><strong>Pavement Width (meters)</strong></td>
<td><strong>14.2</strong></td>
</tr>
<tr>
<td><strong>Continuous Two-Way Turning Lane</strong></td>
<td><strong>1.5</strong> with 0.5 Buffer on both sides</td>
</tr>
<tr>
<td><strong>Bicycle Lane Width (meters)</strong></td>
<td><strong>1.5 - Both sides</strong></td>
</tr>
<tr>
<td><strong>Preferred Design Alternative</strong></td>
<td><strong>Bayview Drive (Little Avenue to Big Bay Point Road)</strong></td>
</tr>
</tbody>
</table>

Notes: See drawings for property requirements. All dimensions to be confirmed at detail design.
### Summary of Major Concerns & Responses

<table>
<thead>
<tr>
<th>Concern</th>
<th>Preferred Design Alternative Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proximity of vehicular lanes and sidewalks to property line given already minimal setbacks.</td>
<td>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.</td>
</tr>
<tr>
<td>Raised median with 7-lane options will negatively impact driveway operations by restricting turning movements. Also undesirable with respect to emergency response services.</td>
<td>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.</td>
</tr>
<tr>
<td>Loss of property will negatively impact parking supply and driveway operations (i.e. shipping &amp; receiving areas)</td>
<td>The Preferred Design Alternatives is Alternative D (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.</td>
</tr>
<tr>
<td>Property acquisition to the south of Big Bay Point Road when rail corridor sits unused</td>
<td>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.</td>
</tr>
</tbody>
</table>
| 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 (5-lane cross section) for Big Bay Point Road and includes the following mitigating measures:  
- 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 |
Preferred Design Alternative - Cross Sections

BAYVIEW DR.

EXISTING R.O.W. VARIES

0.5m 1.5m 3.5m 4.2m 3.5m 1.5m 6.0m
CONCRETE SIDEWALK CONCRETE CURB & GUTTER OP3D 600.040 (YR.)
BOULEVARD BIKE LANE SHARED LEFT TURNING LANE BIKE LANE BOULEVARD

EX. LANE

CURVED ISLANDS AT INTERSECTIONS

EXISTING HYDRO POLES IN CONFLICT TO BE RELOCATED BY OTHERS

3 LANE PREFERRED DESIGN ALTERNATIVE

Note: All dimensions to be confirmed at Detail Design

BIG BAY POINT RD.

EXISTING R.O.W. VARIES

1.5m 3.5m 3.5m 3.5m 3.5m 1.5m 6.0m
BOULEVARD EXISTING HYDRO POLES TO REMAIN 0.5m BIKE LANE BUFFER SHARED LEFT TURNING LANE LANE LANE BIKE LANE BOULEVARD

EX. LANE

CURVED ISLANDS AT INTERSECTIONS

CONCRETE CURB & GUTTER OP3D 600.040 (YR.)

5 LANE PREFERRED DESIGN ALTERNATIVE

Note: All dimensions to be confirmed at Detail Design
Simcoe County District School Board
Holly Spapek
Senior Planner
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Midhurst, ON L0L 1X0

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c/o BCA
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46 Alliance Blvd.
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Chief
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Sutton West, ON L0E 1R0

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Chief
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Georgian Bay Métis Council
David Dusome
President (Building Committee)
355 Cranston Crescent
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Chief
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Hiawatha, ON K0L 2G0

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Hiawatha, ON K0L 2G0

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Mississauga’s of Scugog Island First Nation
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22521 Island Road RR #5
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Barron King
Chief
PO Box 119
3719 Twelve Mile Bay Road
Mactier, ON P0C 1H0

Wahta Mohawk First Nation
Philip Franks
Chief
PO Box 260
2664 Muskoka Road 38
Bala, ON P0C 1A0

William Treaties First Nation
Karry Sandy McKenzie
Barrister & Solicitor
8 Creswick Court
Barrie, ON L4M 2J7
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<tr>
<th>Company/Individual</th>
<th>Address 1</th>
<th>Address 2</th>
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<tr>
<td>Tim Hortons</td>
<td>342 Bayview Drive</td>
<td>80 Bradford Street</td>
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<td>Barrie, ON L4N 4Y8</td>
<td>Barrie, ON L4N 6J7</td>
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<td>Theta TTS Inc.</td>
<td>181 Big Bay Point Road</td>
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<td>35 Melinda Crescent</td>
<td>177 Bayview Drive</td>
<td>Harvie Road Crossing Coalition</td>
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<td>Barrie, ON L4N 5T7</td>
<td>Barrie, ON L4N 4Y6</td>
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<td>Barrie, ON L4M 1A6</td>
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<tr>
<td>52 Little Avenue</td>
<td>Chief Phyllis Williams</td>
<td>Lisa-Beth Bulford</td>
</tr>
<tr>
<td>Barrie, ON L4N 2Z5</td>
<td>Curve Lake First Nations</td>
<td>Lake Simcoe Region Conservation Authority</td>
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<td>22 Winnookeeda Street</td>
<td>120 Bayview Parkway</td>
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<td>Curve Lake, ON K0L 1R0</td>
<td>Newmarket, ON L3Y 3W3</td>
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<tr>
<td>Trevor Heywood</td>
<td>Dan Minkin</td>
<td>John Dance</td>
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<tr>
<td>Ministry of Environment and Climate Change</td>
<td>Ministry of Tourism, Culture and Sport</td>
<td>Simcoe County District School Board</td>
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<tr>
<td>135 St Clair Avenue West, 1st Floor</td>
<td>401 Bay Street</td>
<td>1170 Highway 26</td>
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<tr>
<td>Toronto, ON M4V 1P5</td>
<td>Suite 1700</td>
<td>Midhurst, ON L0L 1X0</td>
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<tr>
<td>Kristin Dibble Pechkovsky</td>
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<td>Simcoe Muskoka Catholic District School Board</td>
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<tr>
<td>46 Alliance Boulevar</td>
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<tr>
<td>Barrie, ON L4M 5K3</td>
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</tr>
</tbody>
</table>
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