

Public Information Centre (PIC)



Bayview Drive & Big Bay Point Road Transportation Improvements

Schedule 'C' Class EA – Phases 3 & 4

March 2, 2016

The City of
BARRIE



C.C. Tatham & Associates Ltd.
Consulting Engineers

Welcome

2

This Public Information Centre will:

- Detail the study area, study purpose & objective
- Review the preferred design solution as presented in the City of Barrie *Multi-Modal Active Transportation Master Plan*
- Present the design alternative concepts of the preferred design solution & identify potential environmental impacts
- Seek input & comments for consideration in the selection of the final preferred design solution
- Provide opportunities for the public to ask questions

Public & Stakeholders are requested to:

- Sign-in
- Review the presentation material
- Ask questions of the City and/or Consultant
- Submit a comment sheet & indicate whether or not you want to be kept informed of the process



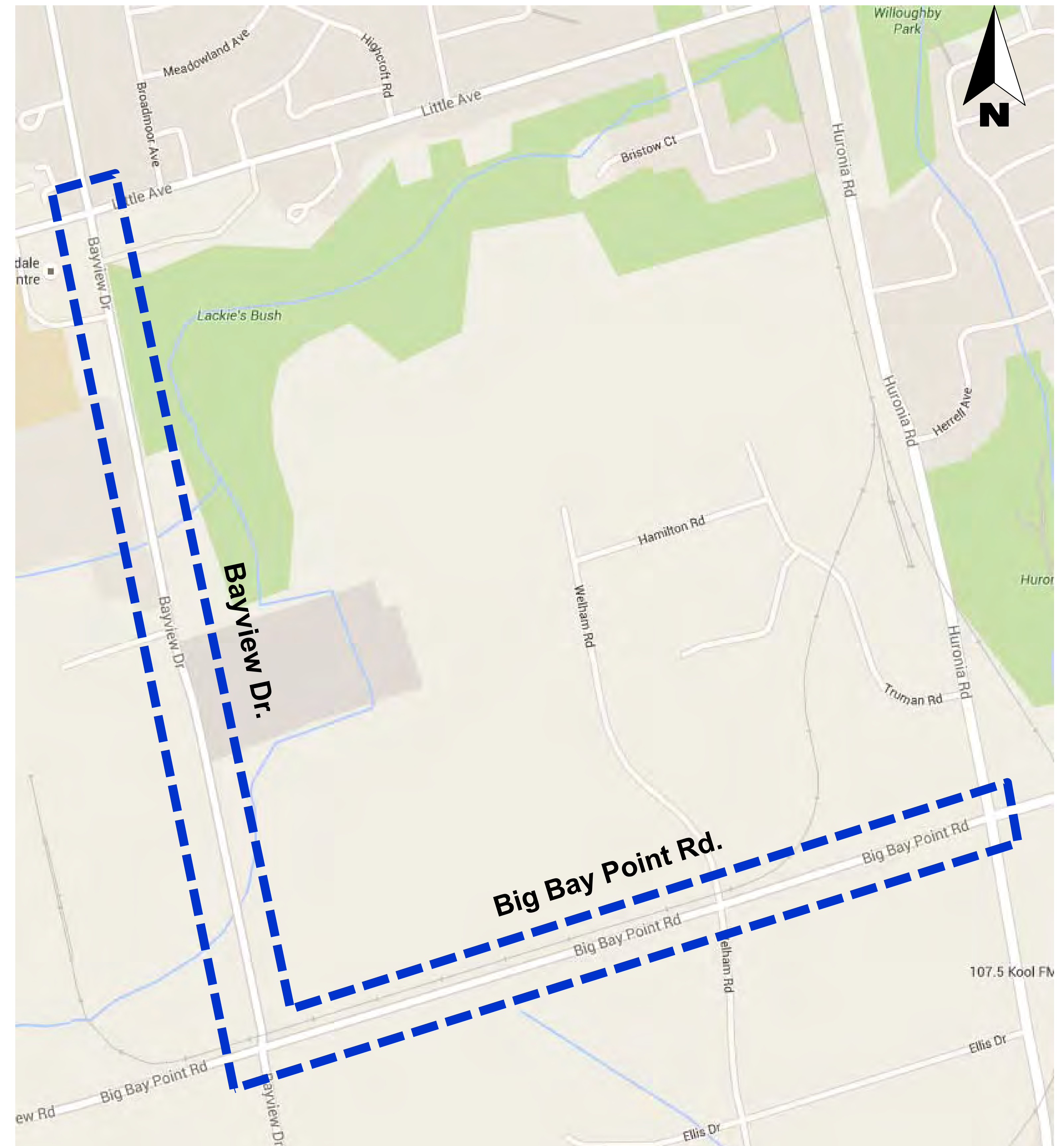
Study Area

Bayview Drive

- Little Avenue to Big Bay Point Road
- 1.4 km

Big Bay Point Road

- Bayview Drive to Huronia Road
- 1.3 km



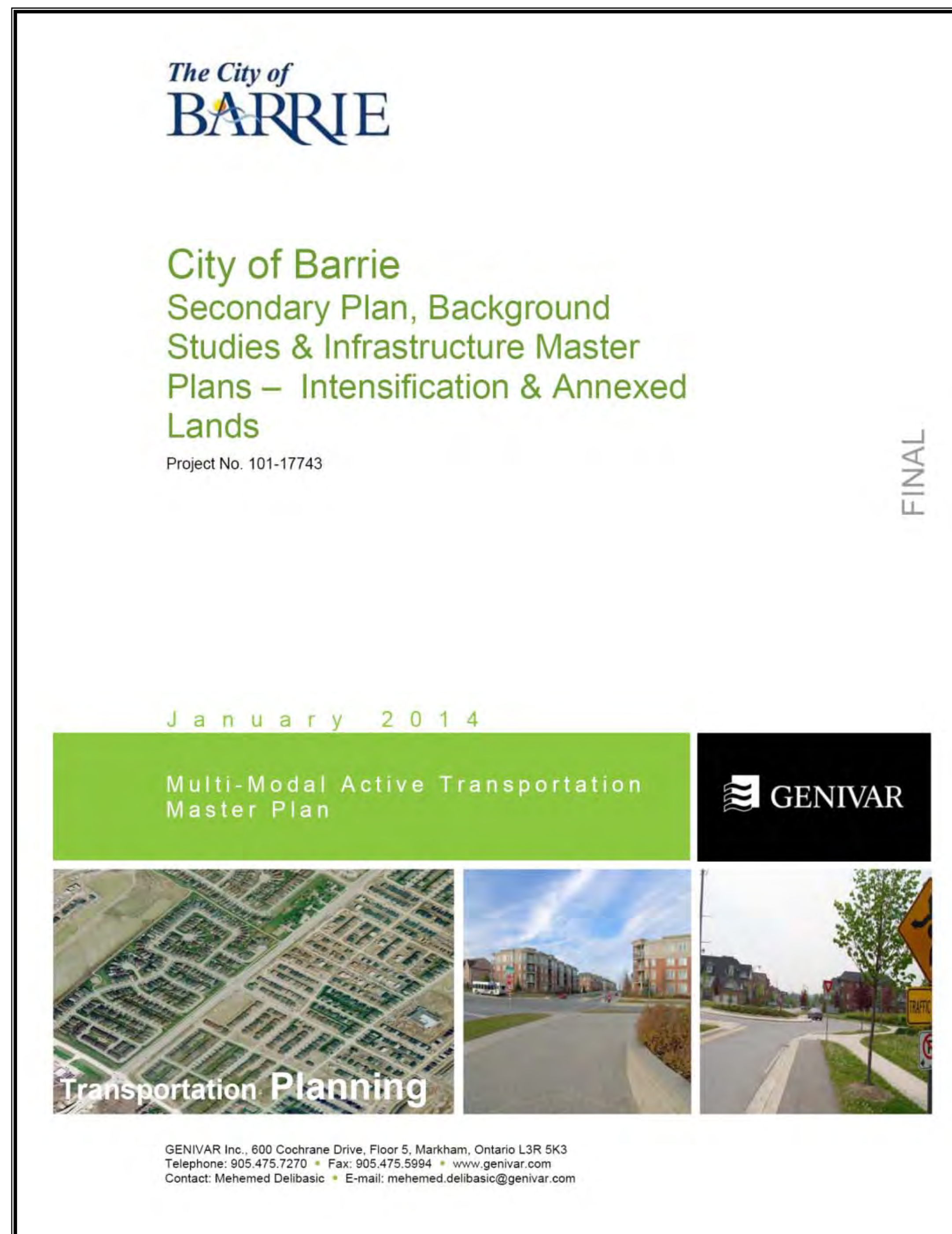
study area

Study Background

4

The City of Barrie *Multi-Modal Active Transportation Master Plan (MMATMP)*

- City-wide study to identify transportation needs to support growth through 2031



MMATMP Opportunity Statement

- The City of Barrie needs a transportation system that will accommodate growth to 2031 and beyond. An opportunity exists to plan a transportation system which:
 - *is safe, efficient and accessible with choices in mobility*
 - *fosters the use & development of a sustainable transportation network*
 - *provides a public transit system that can offer a real alternative to private automobile use*
 - *provides a network of on-road & off-road pedestrian and cycling facilities that allow the use of active transportation modes as an alternative to the automobile*

MMATMP – Road Network

5

The **MMATMP** road network

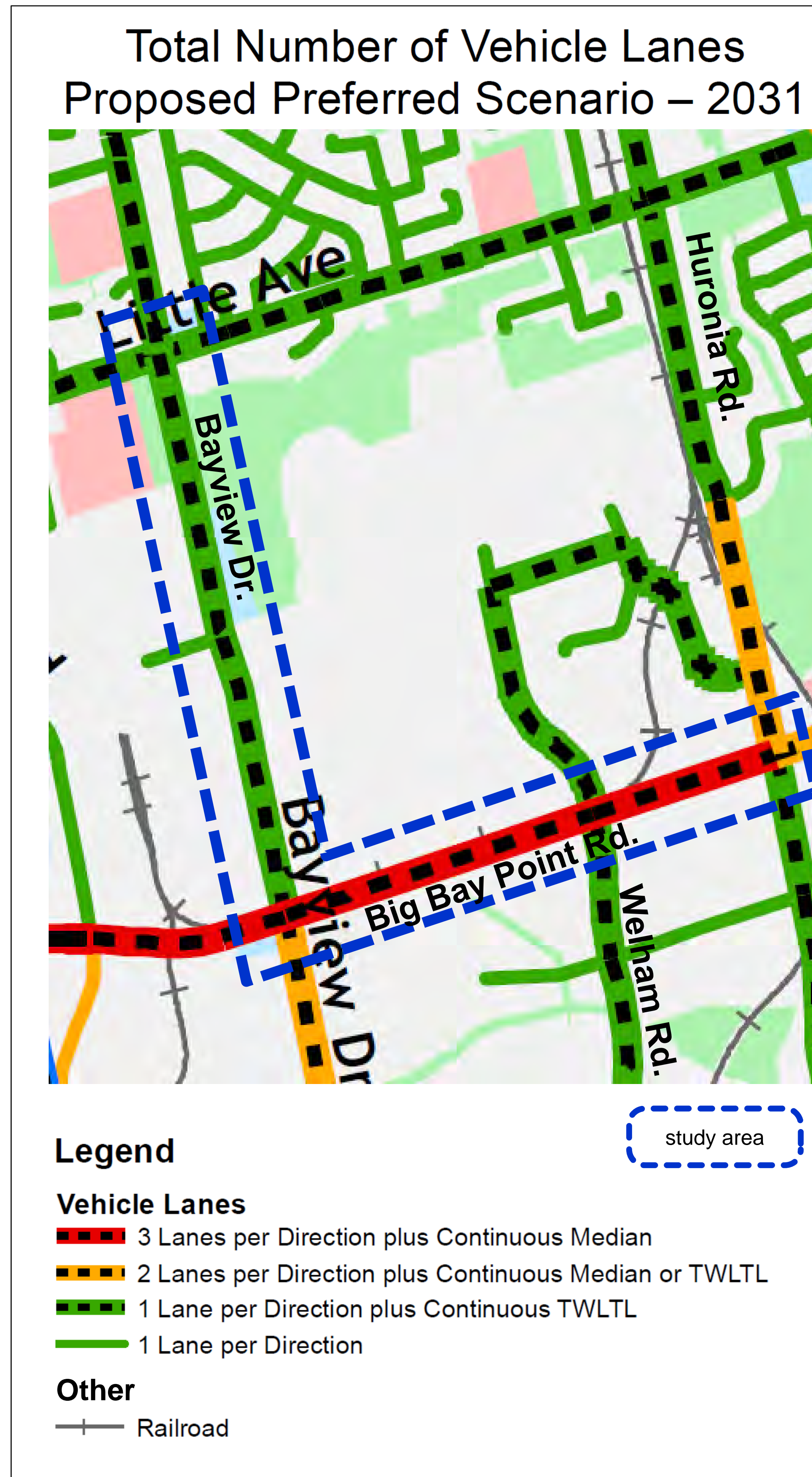
recommendations:

Bayview Drive

- 3-lane profile
- 1 lane per direction w/two-way left turn lane
- Beyond 2031 – 5-lane profile may be required (2 lanes per direction w/ two-way left turn lane)

Big Bay Point Road

- 7-lane profile
- 3 lanes per direction w/left turn lanes & raised median
- Beyond 2031 – no additional capacity required



MMATMP – Active Transportation

The **MMATMP** active transportation recommendations:

Bayview Drive

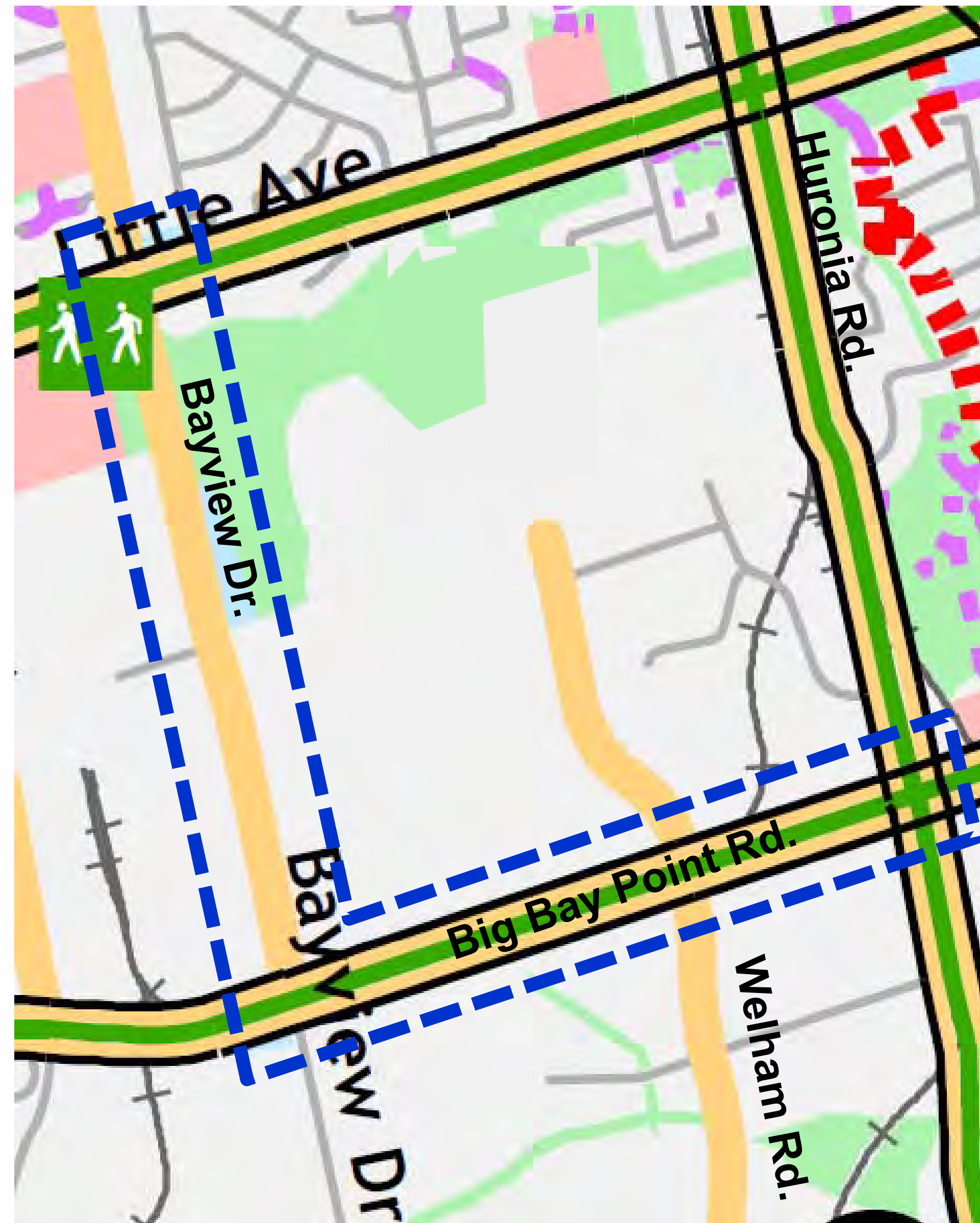
- Implementation of regular bicycle lanes
- Implementation of sidewalks on both sides of street

Big Bay Point Road

- Implementation of buffered bicycle lanes
- Implementation of sidewalks on both sides of street

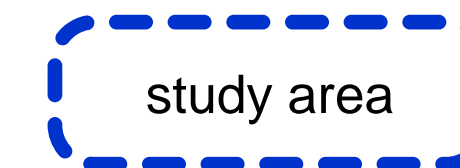


Cycling, Pathway and Trail Network
Proposed Preferred Scenario – 2031

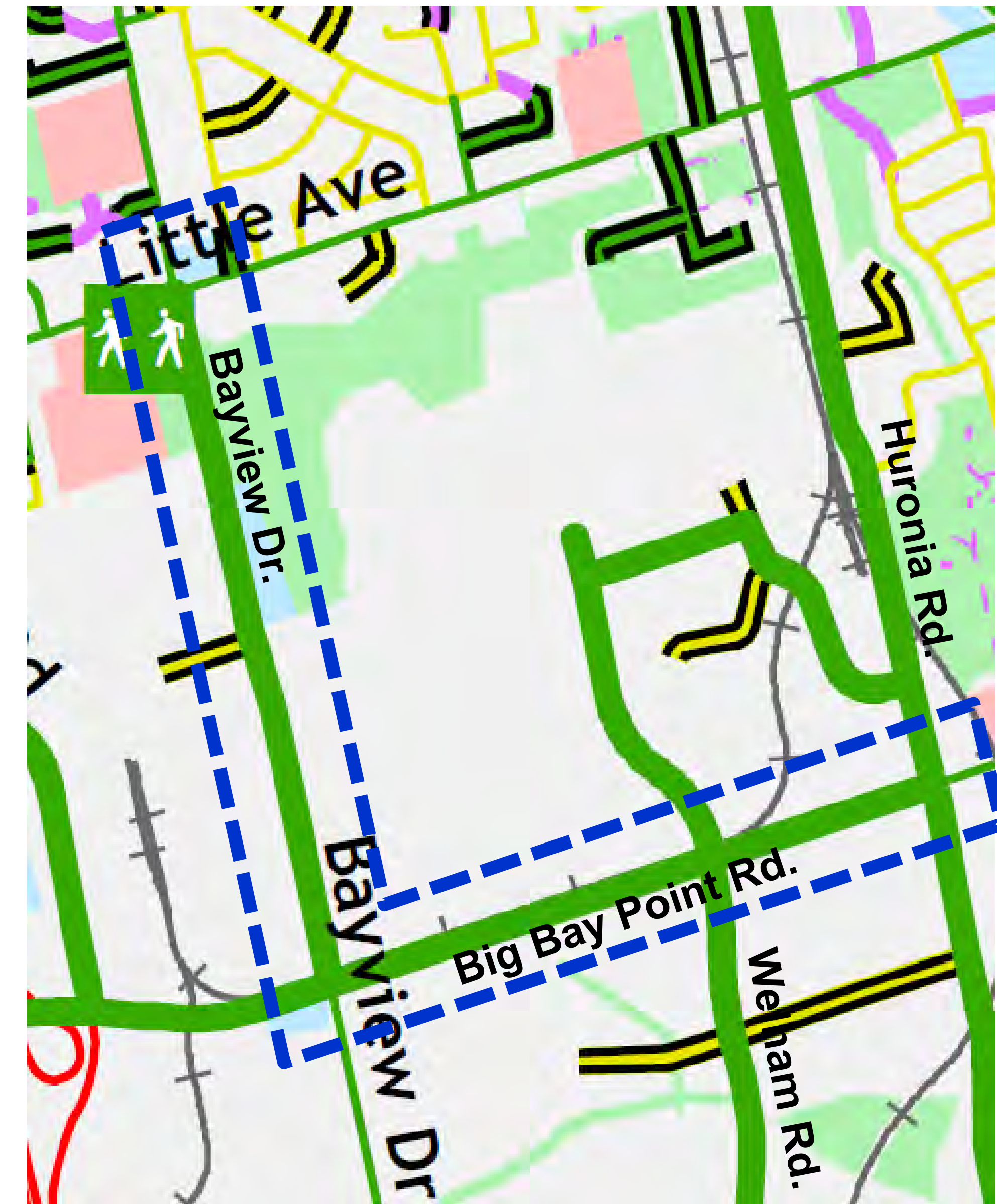


Road ROW Cycling Facilities

- Buffered Bicycle Lanes
- Bicycle Lanes
- Signed Route (Mixed Traffic)
- Standard AT Pathway
- Hiking Trail
- Streets with No Cycling Facilities
- Civic Facility

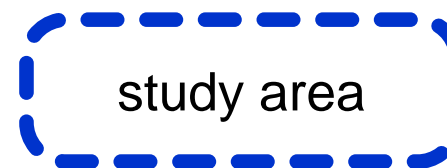


Sidewalk Network (2012 Base Data)
Proposed Preferred Scenario – 2031



Number of Sides with Sidewalks

- 0: No Change from Existing
- 1: Add Sidewalk as Sidewalk Project
- 1: No Change from Existing
- 2: Add Sidewalk(s) as part of Road Project
- 2: Add 1 or 2 Sidewalk(s) as Sidewalk Project
- 2: No Change from Existing
- Civic Facility



Future Highway 400 Overpass

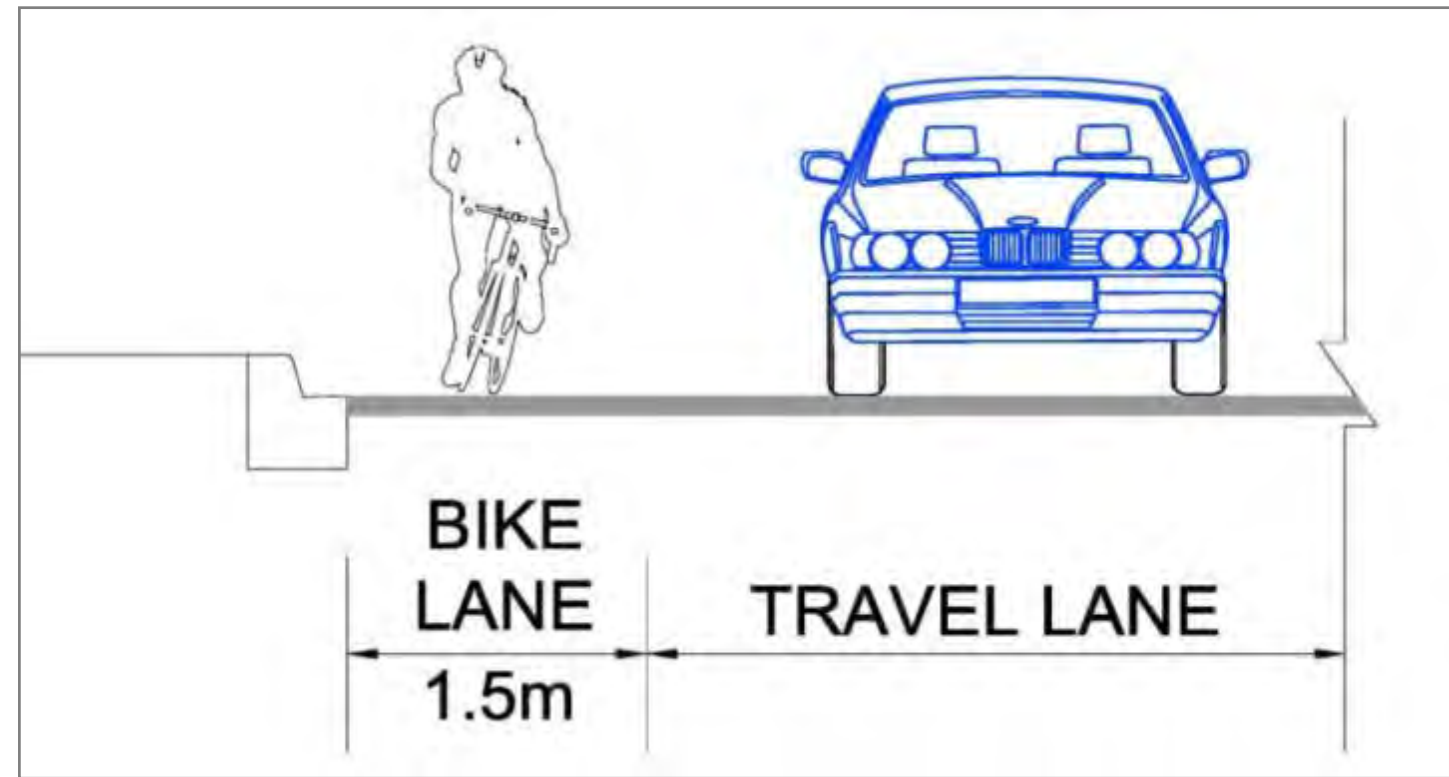
7

- Preferred Highway 400 Overpass:
 - 5-Lane crossing over existing Highway 400
 - Crossing will be designed to be compatible with a potential future 7-lane interchange and a widened Highway 400
 - Buffered bicycle lanes
 - Sidewalks on both sides of road/overpass
 - Railway spur crossing Big Bay Point Road will be removed
 - Land to be protected for potential future interchange



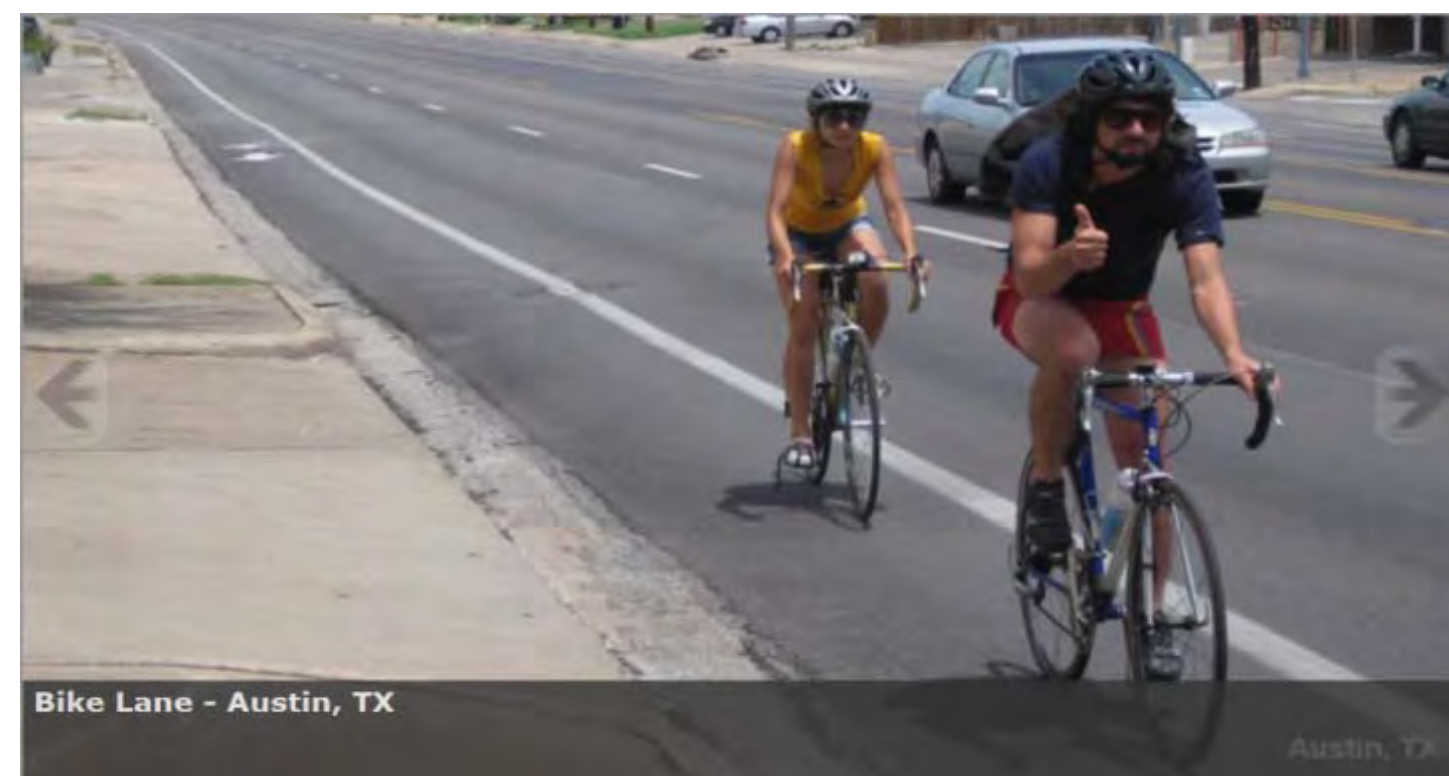
Active Transportation – Bicycle Lanes

Regular Bicycle Lanes

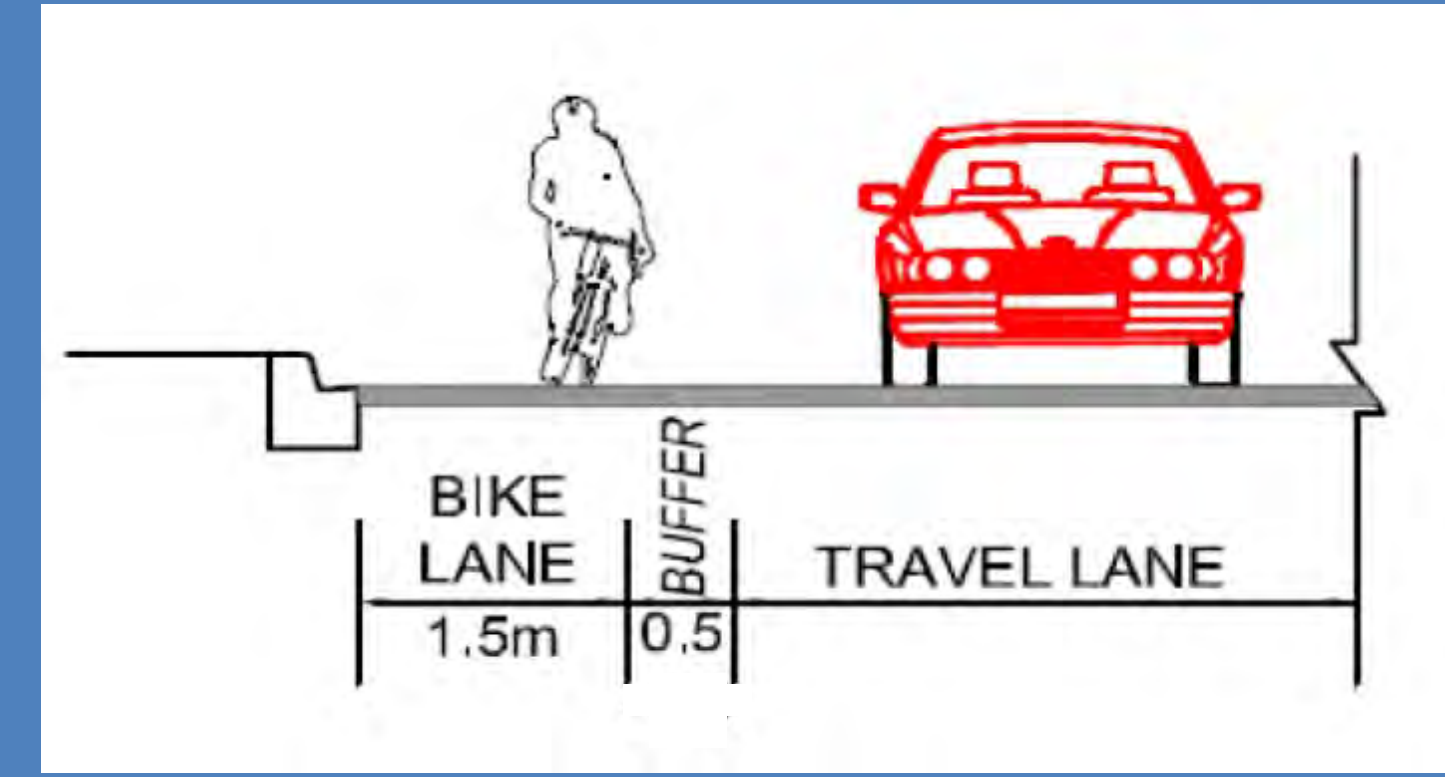


Source: Multi-Modal Active Transportation Master Plan

Source: National Association of City Transportation Officials

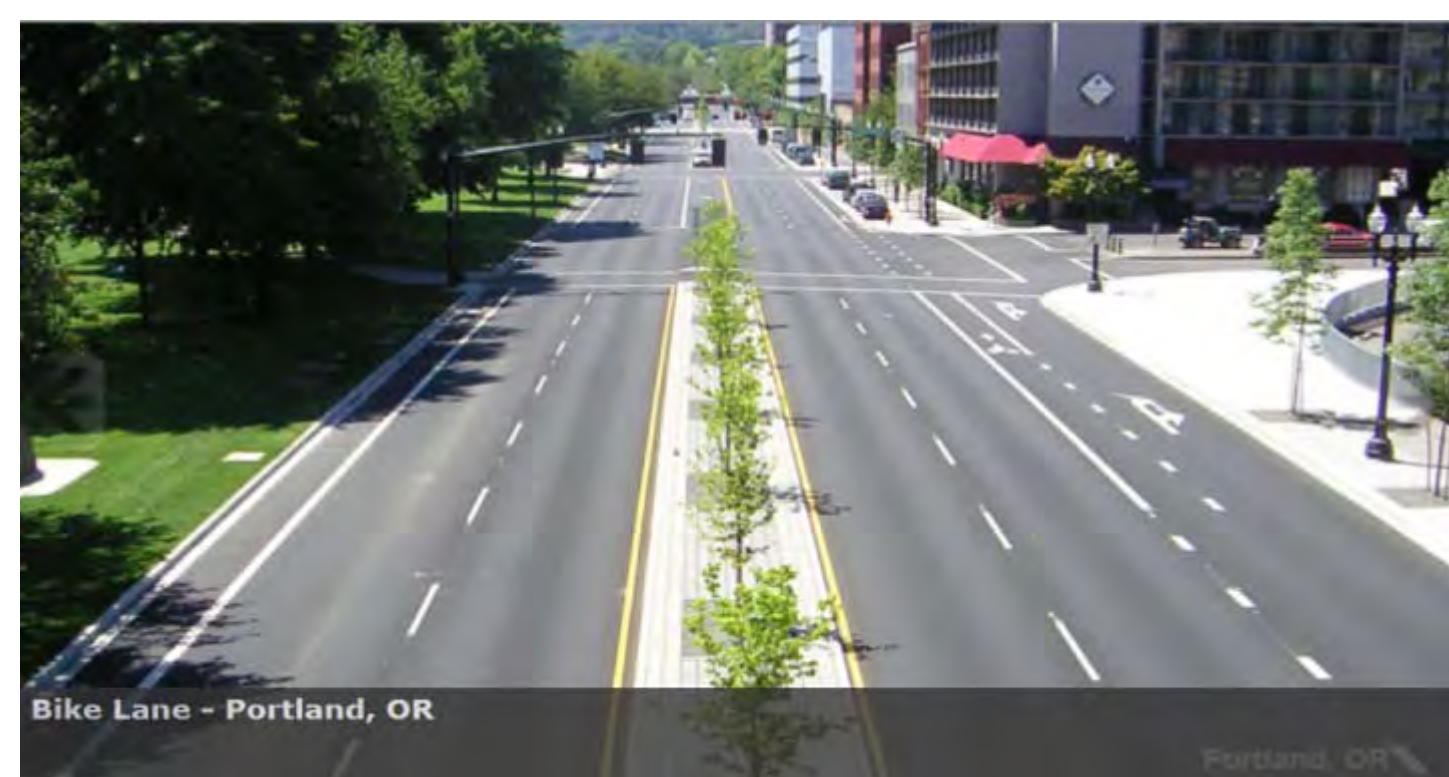
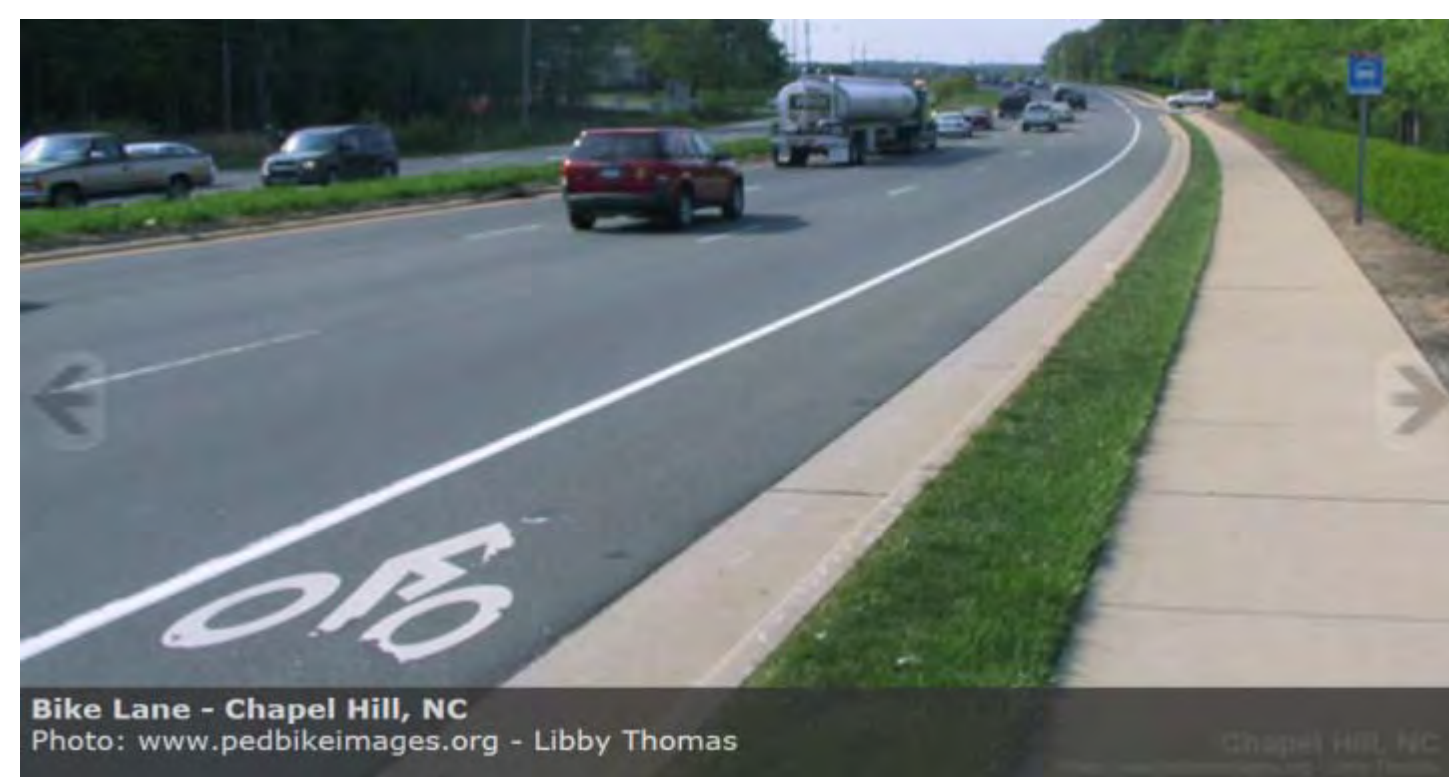
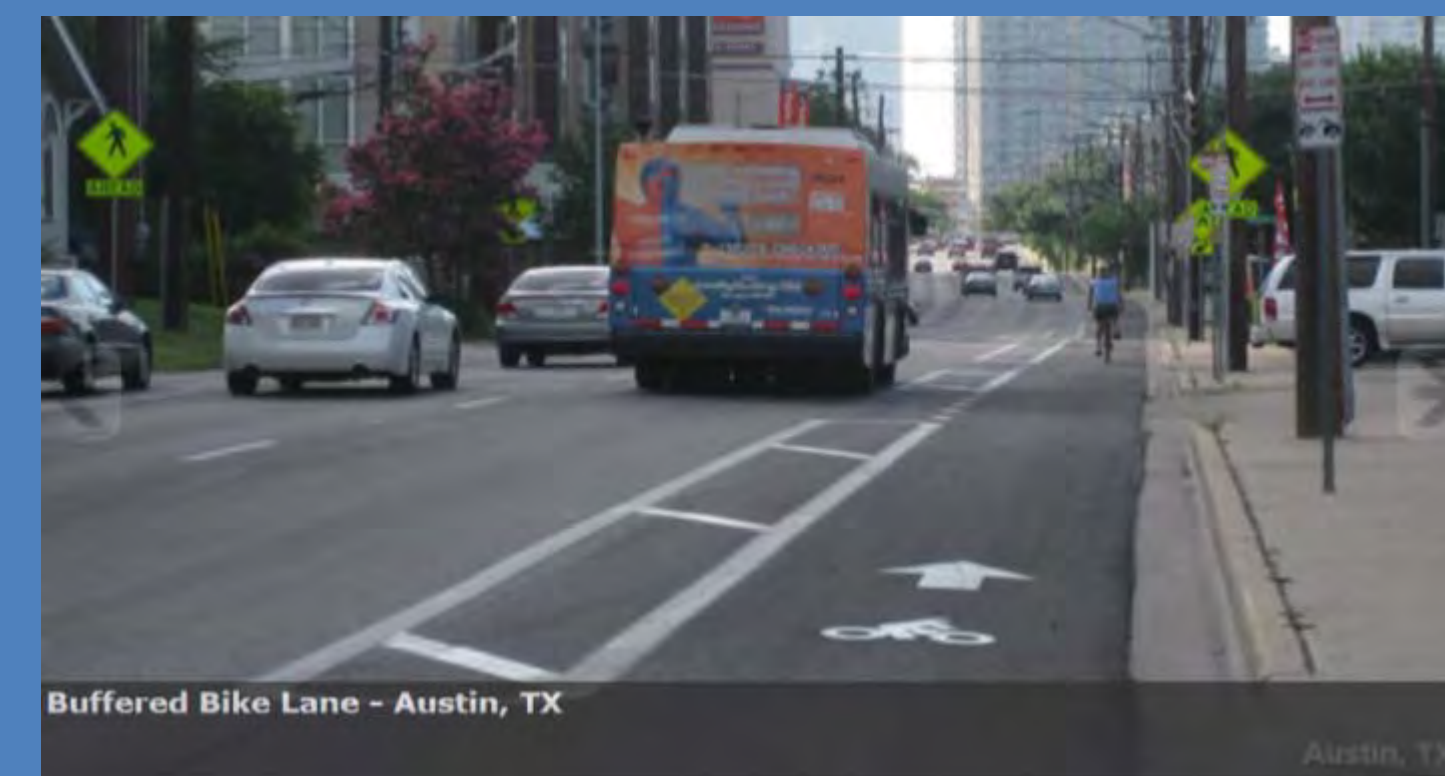


Buffered Bicycle Lanes



Source: Multi-Modal Active Transportation Master Plan

Source: National Association of City Transportation Officials



Study Objectives

The **OBJECTIVES** of the study are:

- To complete the EA process initiated through the *Multi-Modal Active Transportation Master Plan*
- To improve the traffic operations and road conditions along Bayview Drive (Little Ave. Big Bay Point Rd.) and Big Bay Point Road (Bayview Dr. to Huronia Rd.) to accommodate future growth through 2031
- To consider additional infrastructure improvements (i.e. new watermain, stormwater management upgrades, etc.) in parallel with the proposed transportation works

Big Bay Point Road



Study Purpose

10

The **PURPOSE** of the study is to:

- Develop alternative design concepts for the preferred solution identified in the *Multi-Modal Active Transportation Master Plan*
- Identify the location, extent & sensitivity of affected environments
- Assess the design alternatives given the potential environmental impacts
- Seek public input & comment
- Identify a preferred design solution
- Establish measures to mitigate adverse impacts as required
- Satisfy the requirements of the Class EA process

Bayview Drive



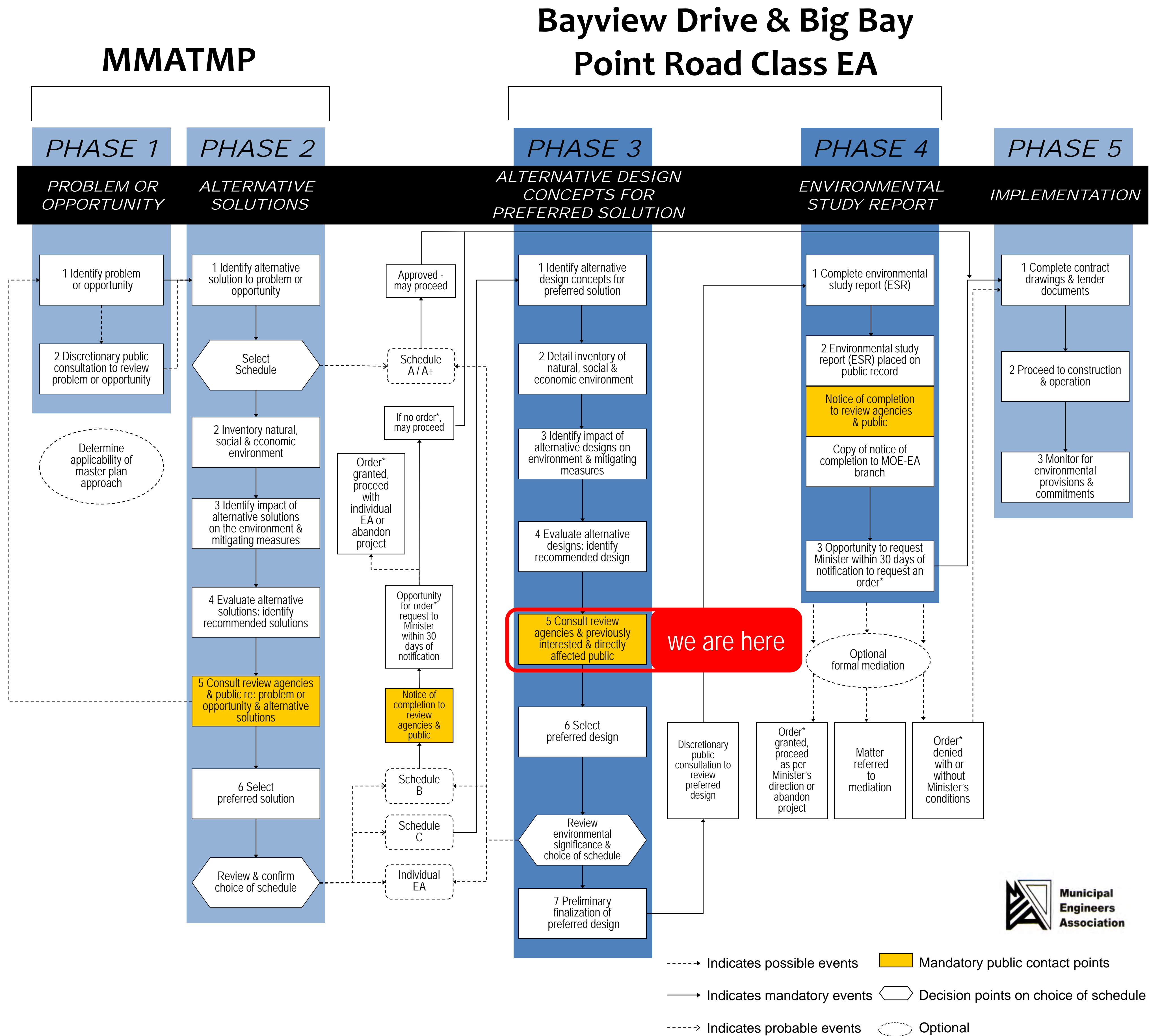
Study Process

Multi-Modal Active Transportation Plan

- fulfilled Phases 1 & 2 of Class EA process

Bayview Dr. & Big Bay Point Rd. Class EA

- addresses Phases 3 & 4
- provides opportunity for public input:
 - PIC (today)
 - 30-day review of final report & findings
- Following completion of Phases 3 & 4, the City may proceed to Phase 5 (subject to available budget)



Existing Conditions

Bayview Drive



Looking south from Little Avenue



Looking north from Innisdale (north access)



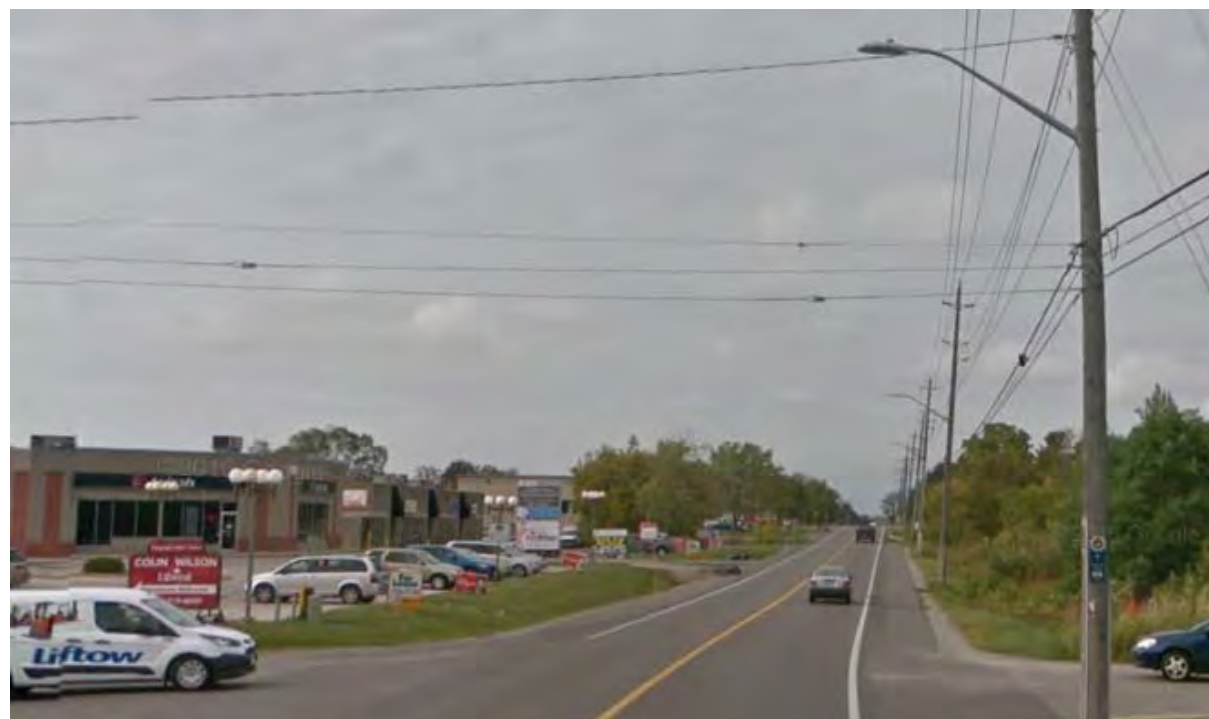
Looking south from Innisdale (north access)



Looking north of Innisdale (south access)



Looking south from Innisdale (south access)



Looking north from Mollard Court



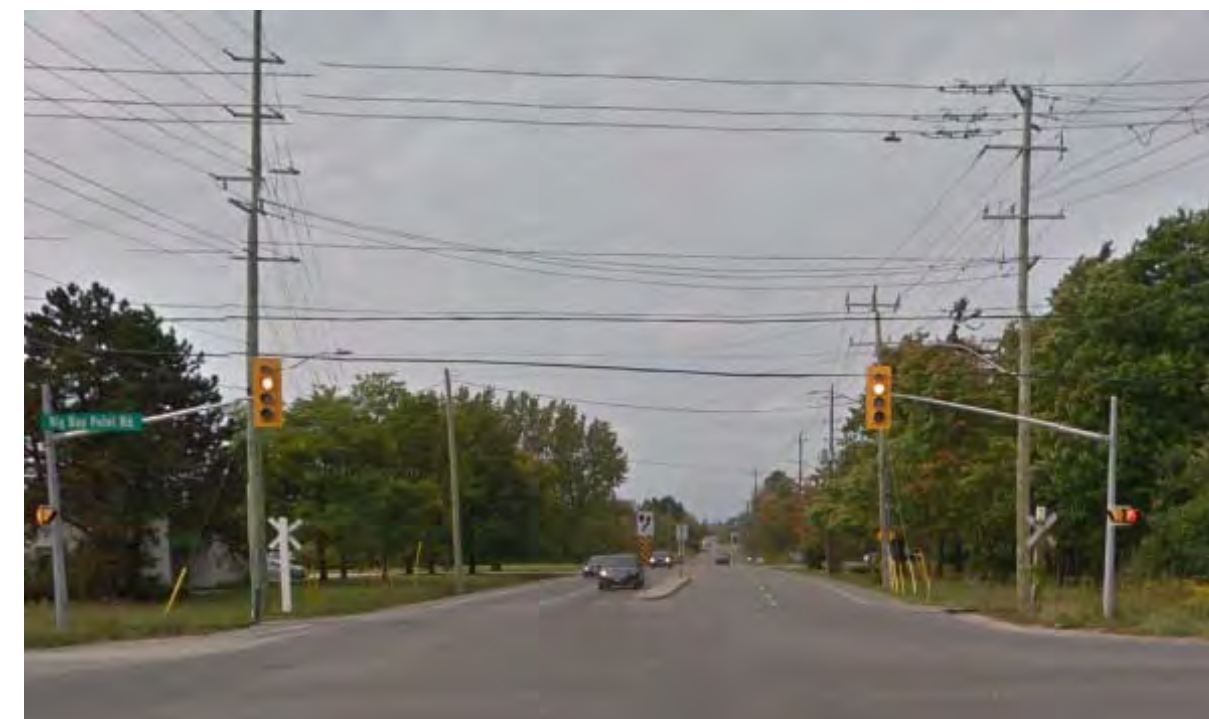
Looking south from Mollard Court



Looking north from The Source (south access)



Looking south towards Big Bay Point Road



Looking north from Big Bay Point Road

Big Bay Point Road



Looking west from Bayview Drive



Looking east from Bayview Drive



Looking west from 131 Big Bay Point Road



Looking east from 131 Big Bay Point Road



Looking west from Welham Road



Looking east from Welham Road



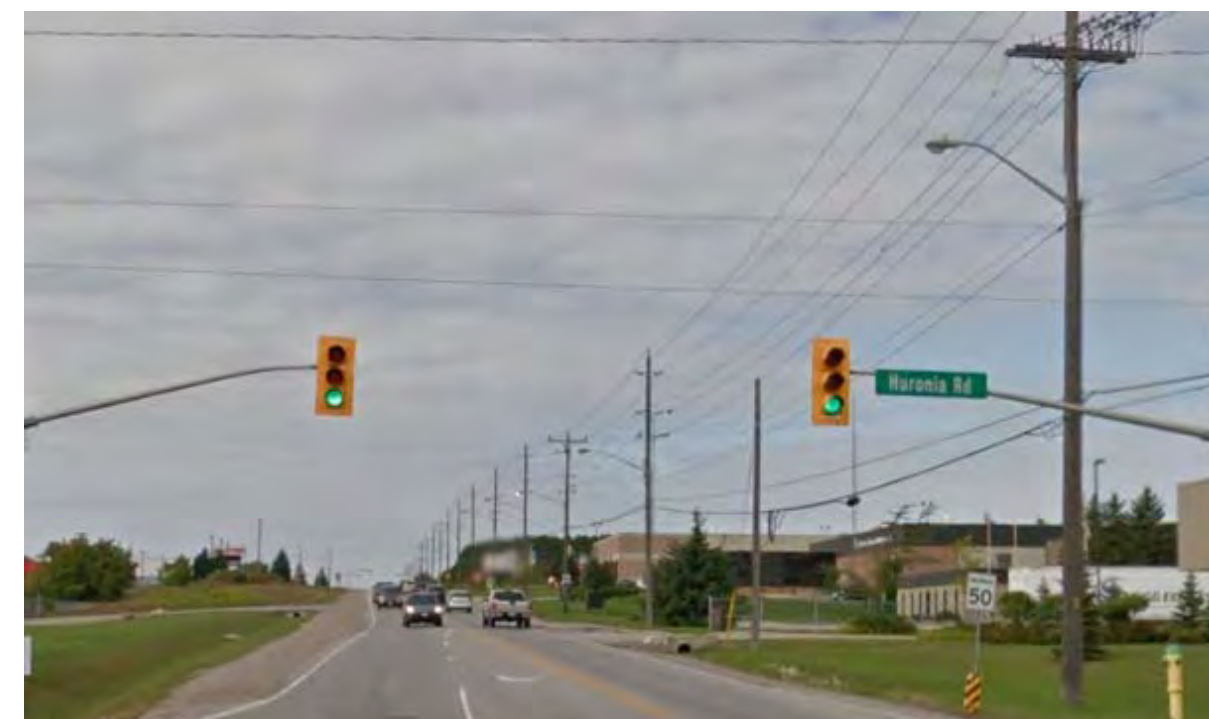
Looking west from 120 Big Bay Point Road



Looking east from 120 Big Bay Point Road



Looking east towards Huronia Road

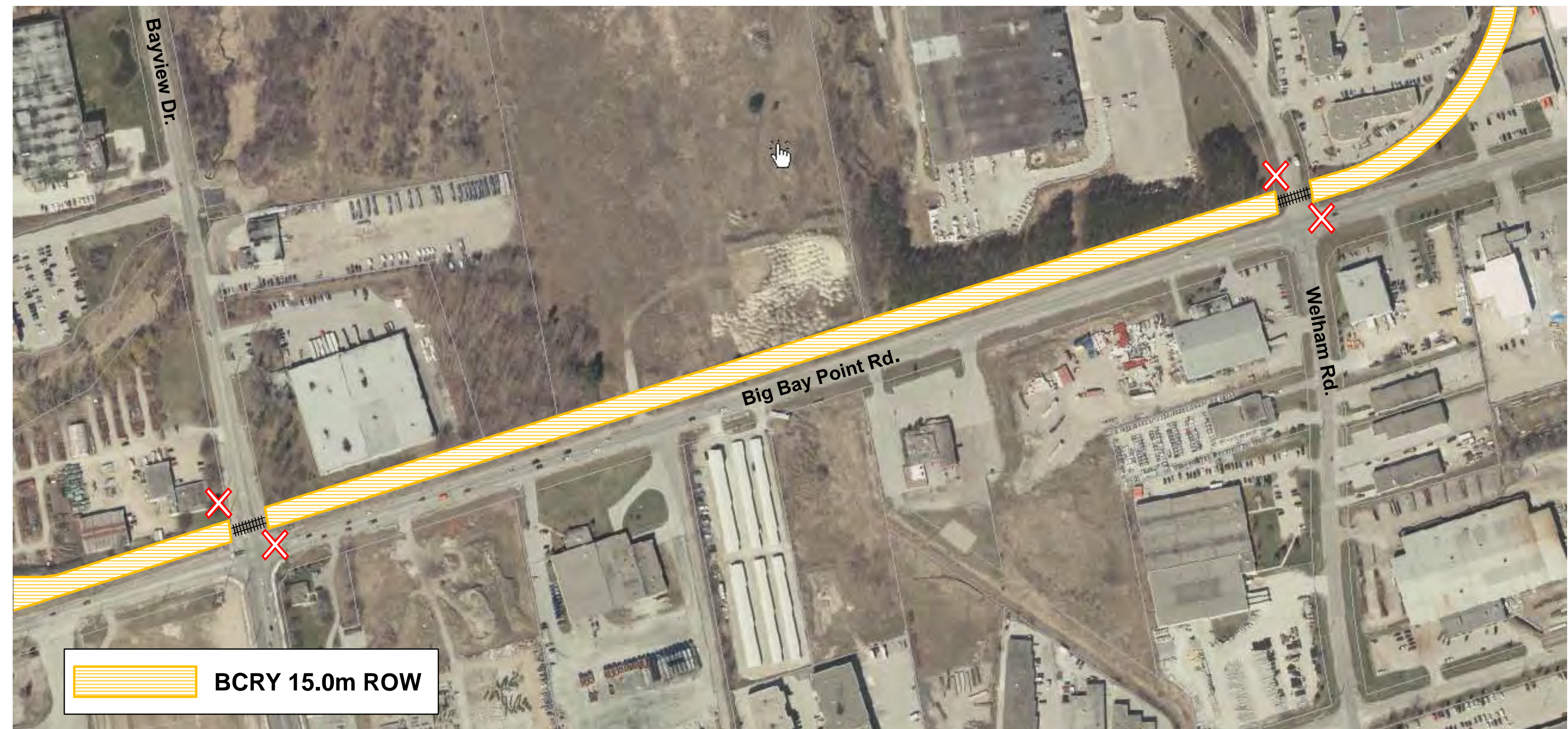


Looking west from Huronia Road

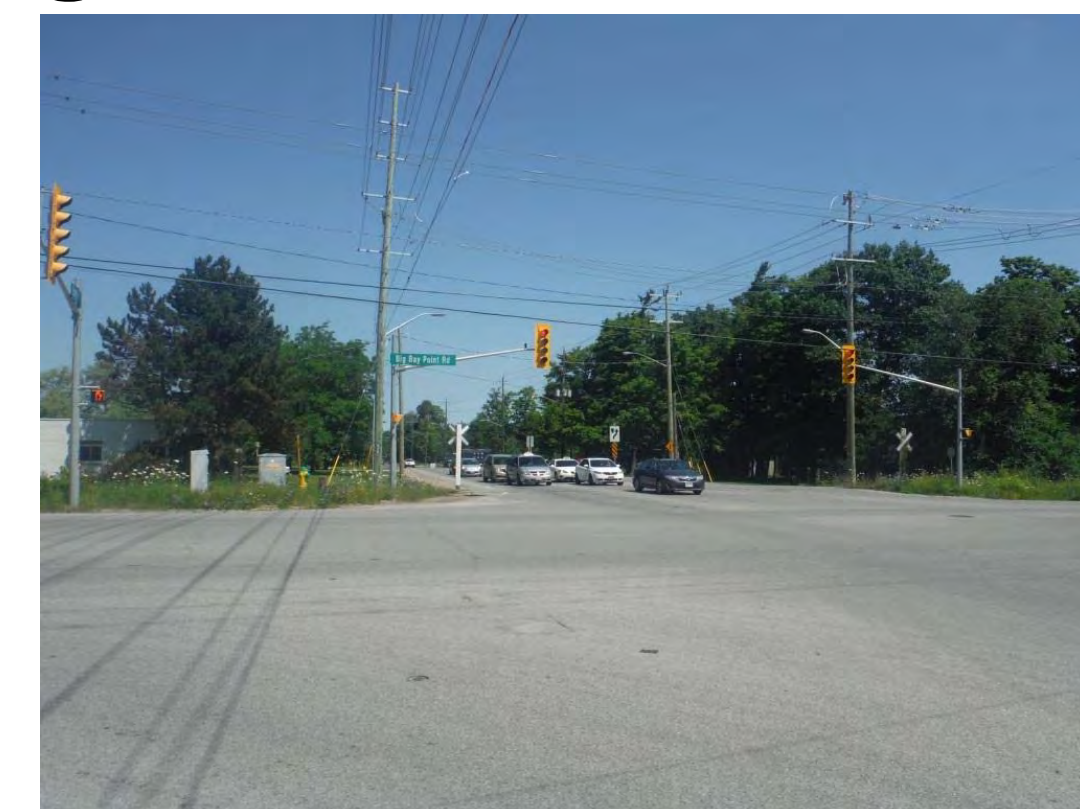
Barrie Collingwood Railway (BCRY)

13

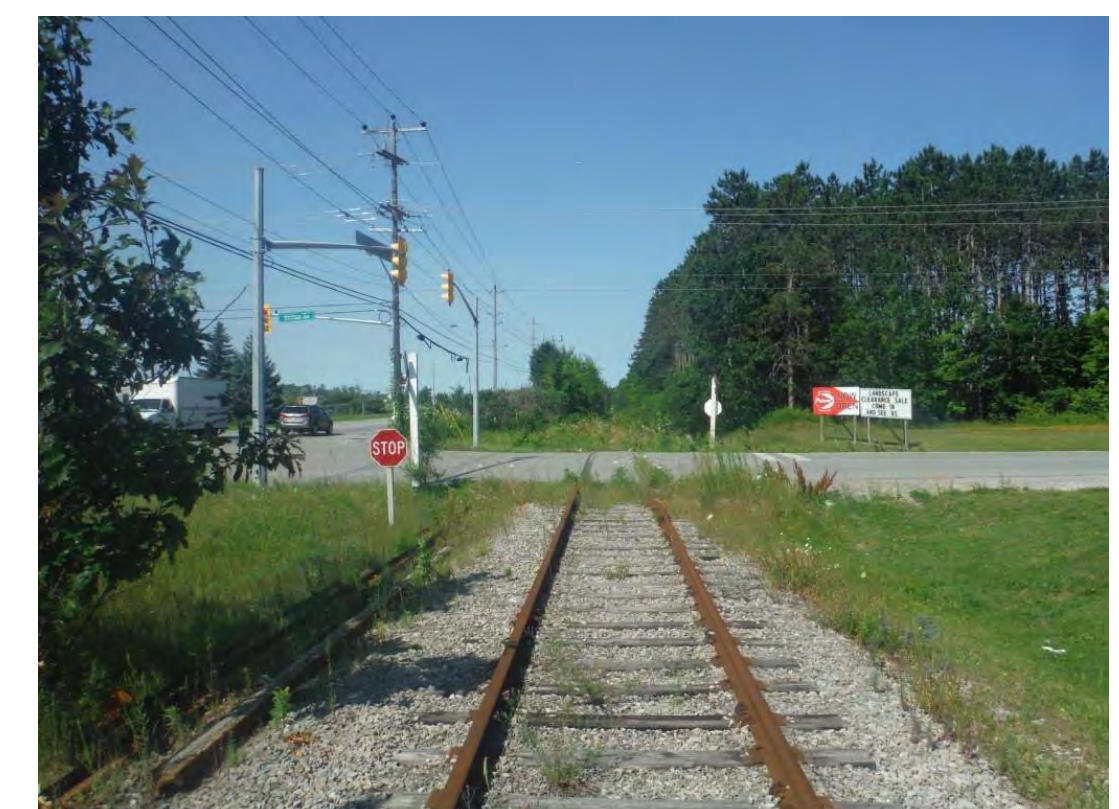
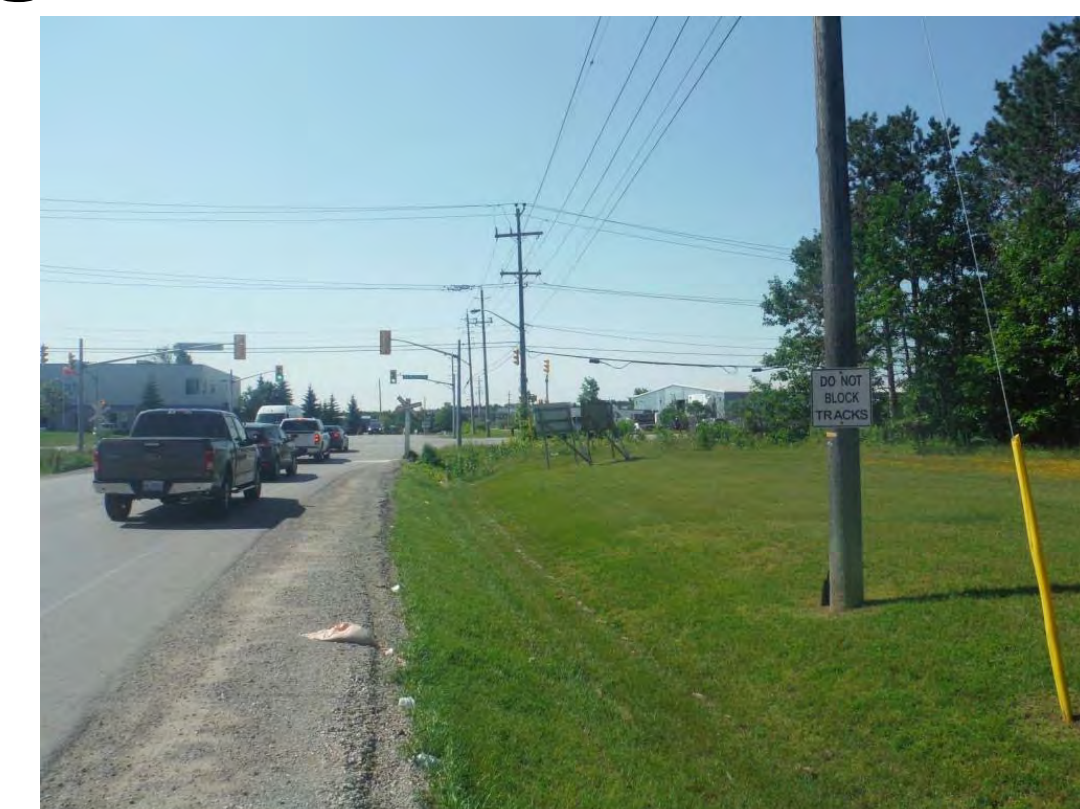
- The BCRY is a short-line rail operation providing limited freight service to customers in the City of Barrie and Town of Innisfil
- The railway has a 15.0m right-of-way that abuts Big Bay Point Road to the north, with a spur that runs parallel to the road through the study area
- The spur crosses Bayview Drive and Welham Road, immediately north of Big Bay Point Road
- Currently no rail activity along the spur
- Grade crossing warning systems may be required should rail activity be re-introduced



Bayview Drive Crossing



Welham Road Crossing

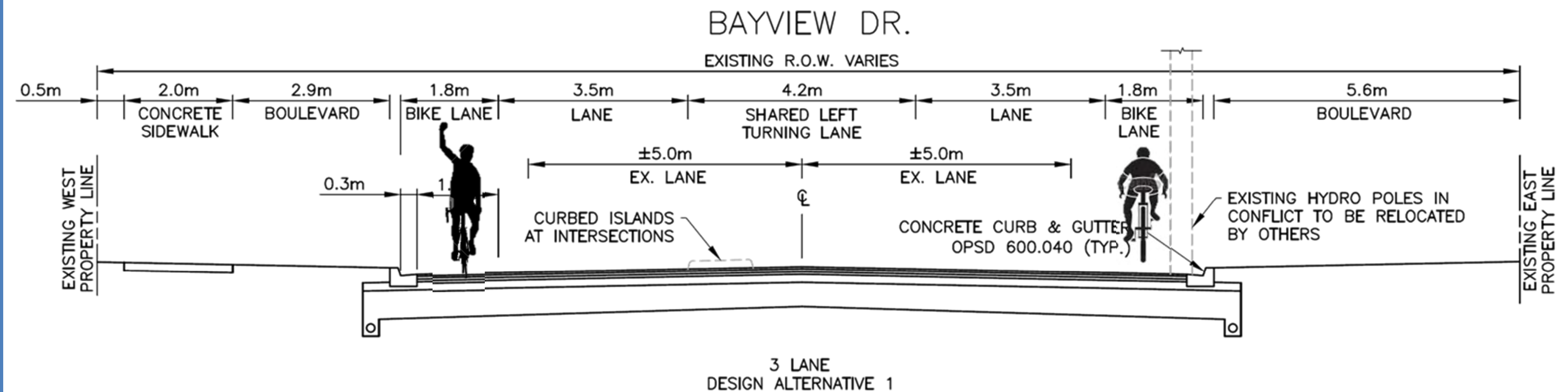


Design Alternatives - Bayview Drive

■ Design Alternative 1:

- 3-lane cross-section
- fits within existing ROW
- 3.5 m vehicular lanes
- 4.2 m two-way left turn lane
- 1.8 m bicycle lanes (includes 0.3m gutter)
- 2.9 m to 5.6 m boulevards
- 2.0 m sidewalk on west side of the road only
- maintain existing centreline

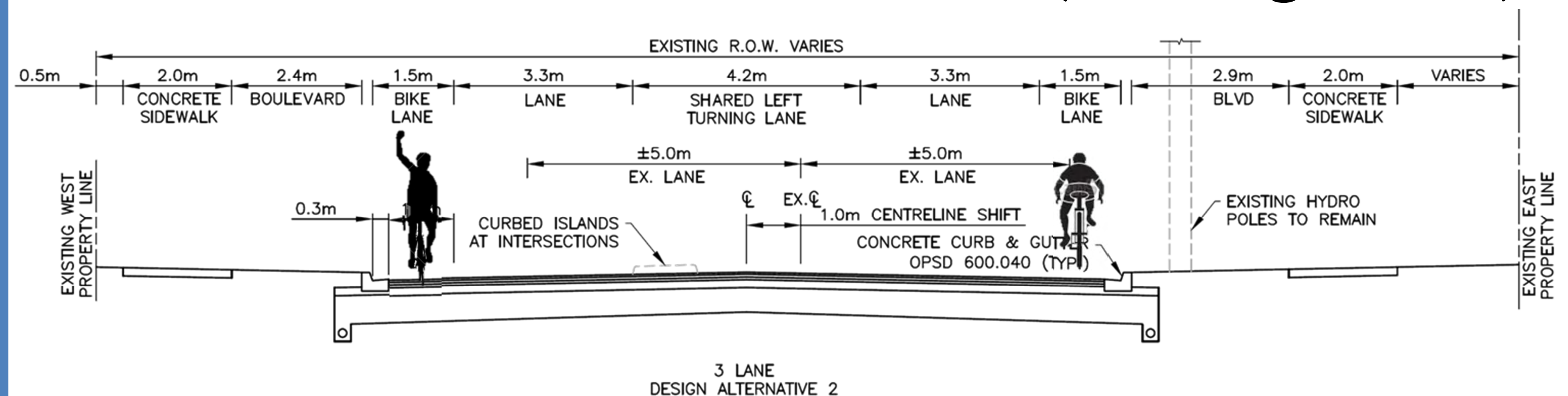
Design Alternative 1: 3-Lane Cross-Section (looking north)



■ Design Alternative 2:

- 3-lane cross-section
- fits within existing ROW
- 3.3 m vehicular lanes
- 4.2 m two-way left turn lane
- 1.5 m bicycle lanes (includes 0.3m gutter)
- 2.4 m to 5.9 m boulevards
- 2.0 m sidewalk on both sides of the road
- centreline shift of 1.0 m to the west

Design Alternative 2: Reduced 3-Lane Cross-Section (looking north)



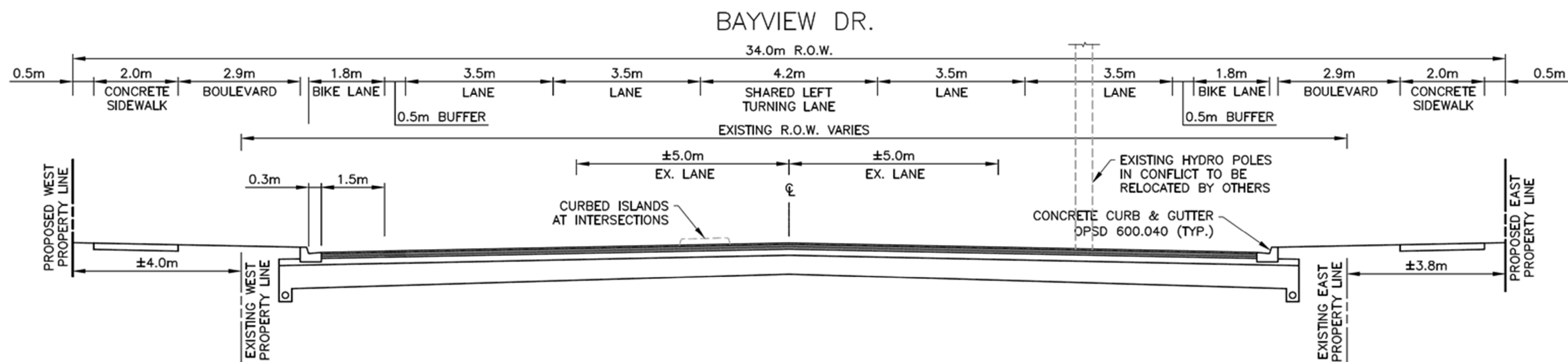
The plan view and ROW requirements for each alternative are illustrated on the large plots

Future Design Concept - Bayview Drive

15

- MMATMP identified Bayview Drive as potentially requiring additional capacity beyond 2031
- Future Design Concept was developed to illustrate potential future impacts
- Not evaluated as part of this EA
- 5-Lane Future Design Concept considers:
 - 34.0 m right-of-way
 - 3.5 m vehicular lanes (two per direction)
 - 4.2 m two-way left turn lane
 - 1.8 m bicycle lanes (includes 0.3m gutter)
 - 0.5 m bicycle lane buffers
 - 2.0 m sidewalks on both sides of the road
 - 2.9 m boulevards

Future Concept Cross-Section



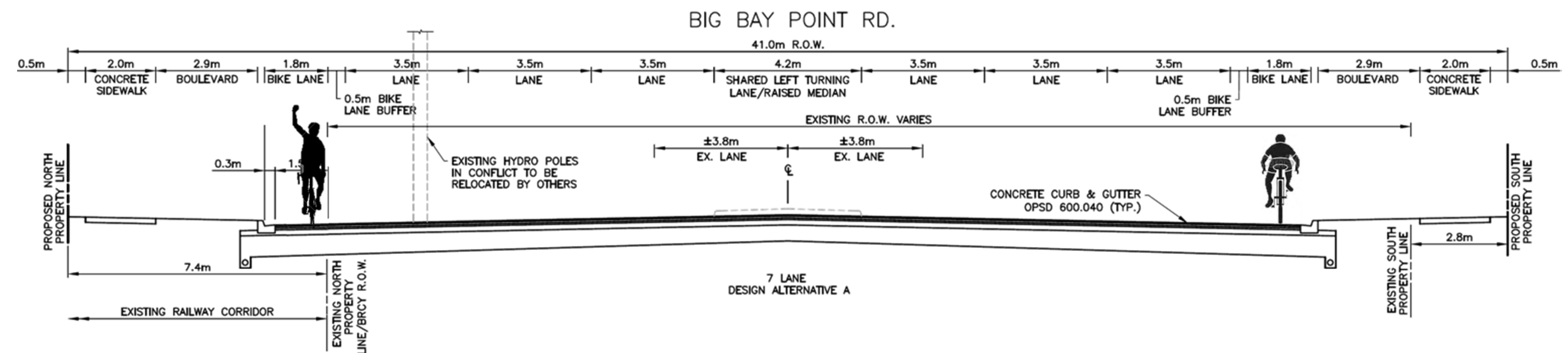
The plan view and ROW requirements are illustrated on the large plots

Design Alternatives – Big Bay Point Road

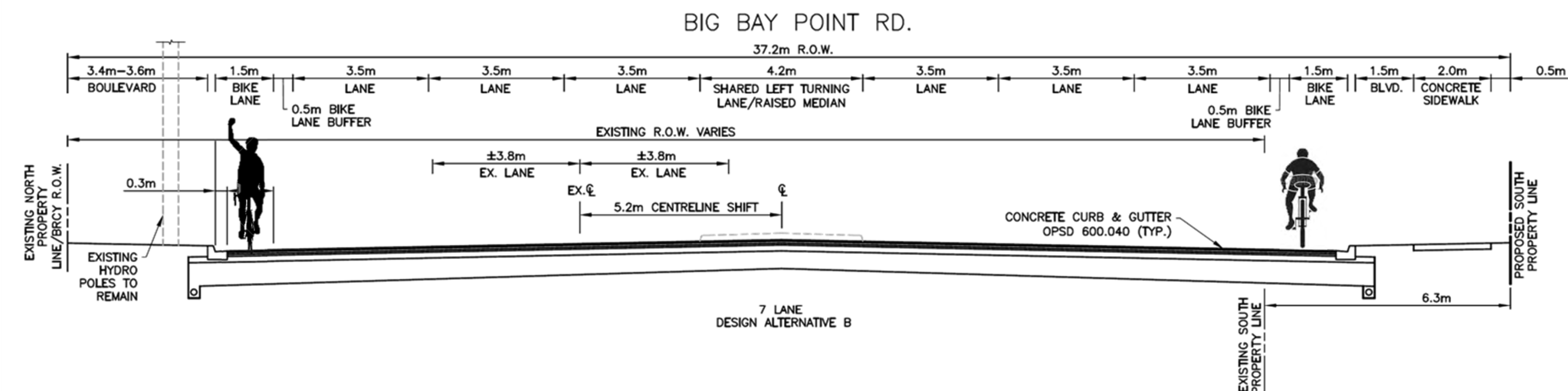
- Design Alternative A:
 - 7-lane cross-section (41.0 m ROW)
 - 3.5 m vehicular lanes
 - 4.2 m raised median/left turn lane
 - 1.8 m bicycle lanes (includes 0.3m gutter)
 - 0.5 m bicycle lane buffers
 - 2.9 m boulevards
 - 2.0 m sidewalk on both sides
 - maintain existing centreline
 - assumes removal of railway corridor

- Design Alternative B:
 - reduced 7-lane cross-section (37.2 m ROW)
 - 3.5 m vehicular lanes
 - 4.2 m raised median/left turn lane
 - 1.5 m bicycle lanes (includes 0.3m gutter)
 - 0.5 m bicycle lane buffers
 - reduced boulevard widths
 - 2.0 m sidewalk on south side only
 - centreline shift of 5.2 m to the south
 - assumes railway corridor will remain

Design Alternative A: 7-Lane Cross-Section (looking east)



Design Alternative B: Reduced 7-Lane Cross-Section (looking east)



The plan view and ROW requirements for each alternative are illustrated on the large plots

Design Alternatives – Big Bay Point Road

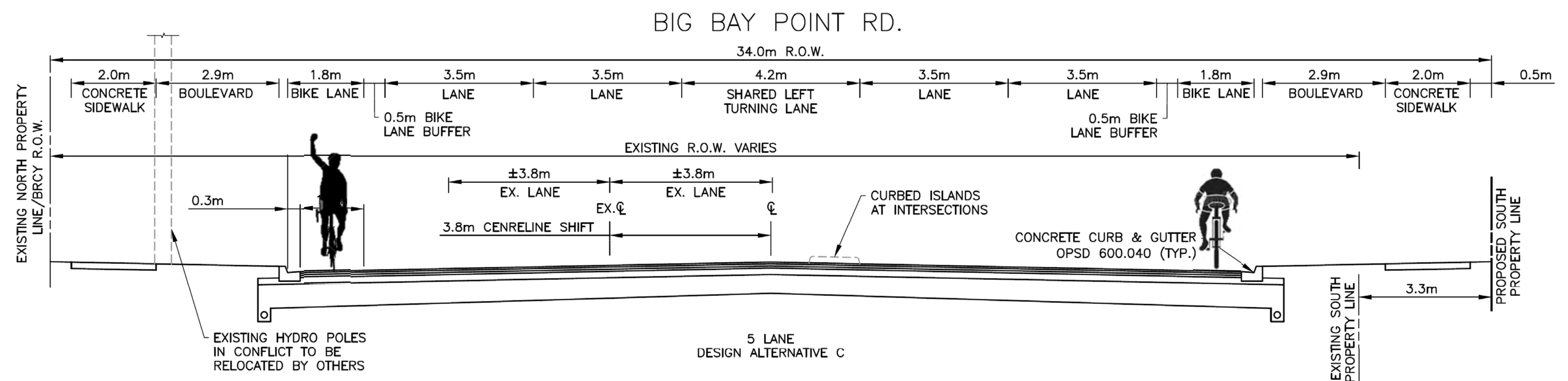
■ Design Alternative C:

- 5-lane cross-section (34.0 m ROW)
- 3.5 m vehicular lanes
- 4.2 m two-way left turn lane
- 1.8 m bicycle lanes (includes 0.3m gutter)
- 0.5 m bicycle lane buffers
- 2.9 m boulevards
- 2.0 m sidewalk on both sides
- centreline shift of 3.8m to the south
- assumes railway corridor will remain

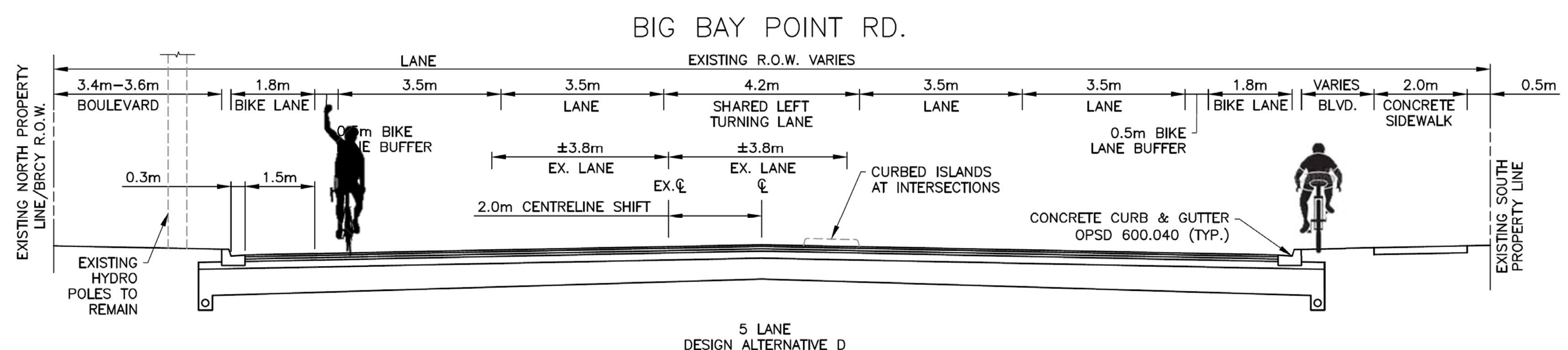
■ Design Alternative D:

- reduced 5-lane cross-section
- fits within existing ROW
- 3.5 m vehicular lanes
- 4.2 m two-way left turn lane
- 1.8 m bicycle lanes (includes 0.3m gutter)
- 0.5 m bicycle lane buffers
- reduced boulevard widths
- 2.0 m sidewalk on south side only
- centreline shift of 2.0 m to the south
- assumes railway corridor will remain

Design Alternative C: 5-Lane Cross-Section (looking east)



Design Alternative D: Reduced 5-Lane Cross-Section (looking east)



The plan view and ROW requirements for each alternative are illustrated on the large plots

Design Alternative Comparison

	Number of Lanes	Thru Lane Width (metres)	Median/TWLTL Width (metres)	Boulevard Width (metres)	Bicycle Lane Width ⁽¹⁾ (metres)	Sidewalk Width ⁽²⁾ (metres)	Pavement Width ⁽³⁾ (metres)	ROW Width ⁽⁴⁾ (metres)	Centreline Shift (metres)	Median/TWLTL ⁽⁵⁾	BCRY Spur
Bayview Drive (Little Avenue to Big Bay Point Road)											
Alternative 1	3	3.5	4.2	2.9 - 5.6	1.8	2.0 - 2.5 ⁽⁶⁾ (west side only)	14.8	±26.1 - 26.3	n/a	TWLTL	n/a
Alternative 2	3	3.3	4.2	2.4 - 2.9	1.5	2.0 - 2.5 ⁽⁶⁾	13.8	±26.1 - 26.3	1.0 (to the west)	TWLTL	n/a
Future Concept	5	3.5	4.2	2.9	2.3 (1.8 + 0.5 buffer)	2.0 - 2.5 ⁽⁶⁾	22.8	34.0	n/a	TWLTL	n/a
Big Bay Point Road (Bayview Drive to Huronia Road)											
Alternative A	7	3.5	4.2	2.9	2.3 (1.8 + 0.5 buffer)	2.0	29.8	41.0	n/a	Raised ⁽⁷⁾	Remove
Alternative B	7	3.5	4.2	1.5 - 3.6	2.0 (1.5 + 0.5 buffer)	2.0 (south side only)	29.2	37.2	5.2 (to the south)	Raised ⁽⁷⁾	Remain
Alternative C	5	3.5	4.2	2.9	2.3 (1.8 + 0.5 buffer)	2.0 - 2.5 ⁽⁶⁾	22.8	34.0 - 35.8	3.8 (to the south)	TWLTL	Remain
Alternative D	5	3.5	4.2	1.5 - 3.6	2.3 (1.8 + 0.5 buffer)	2.0 - 2.5 ⁽⁶⁾ (south side only)	22.8	±30.8 - 35.8	2.0 (to the south)	TWLTL	Remain

Note (1): Bicycle Lane Width includes 0.3m gutter
 Note (2): Sidewalks on both sides of the road unless otherwise noted
 Note (3): Pavement width measured from curb face to curb face
 Note (4): Does not include additional ROW width required at some intersections
 Note (5): Raised concrete median or Two-Way Left Turn Lane (TWLTL)
 Note (6): Wider curb face sidewalk to be implemented as deemed appropriate (particularly at intersections)
 Note (7): Exclusive left turn lanes will be provided at main intersections and some driveways

Natural Environment

■ Key Features

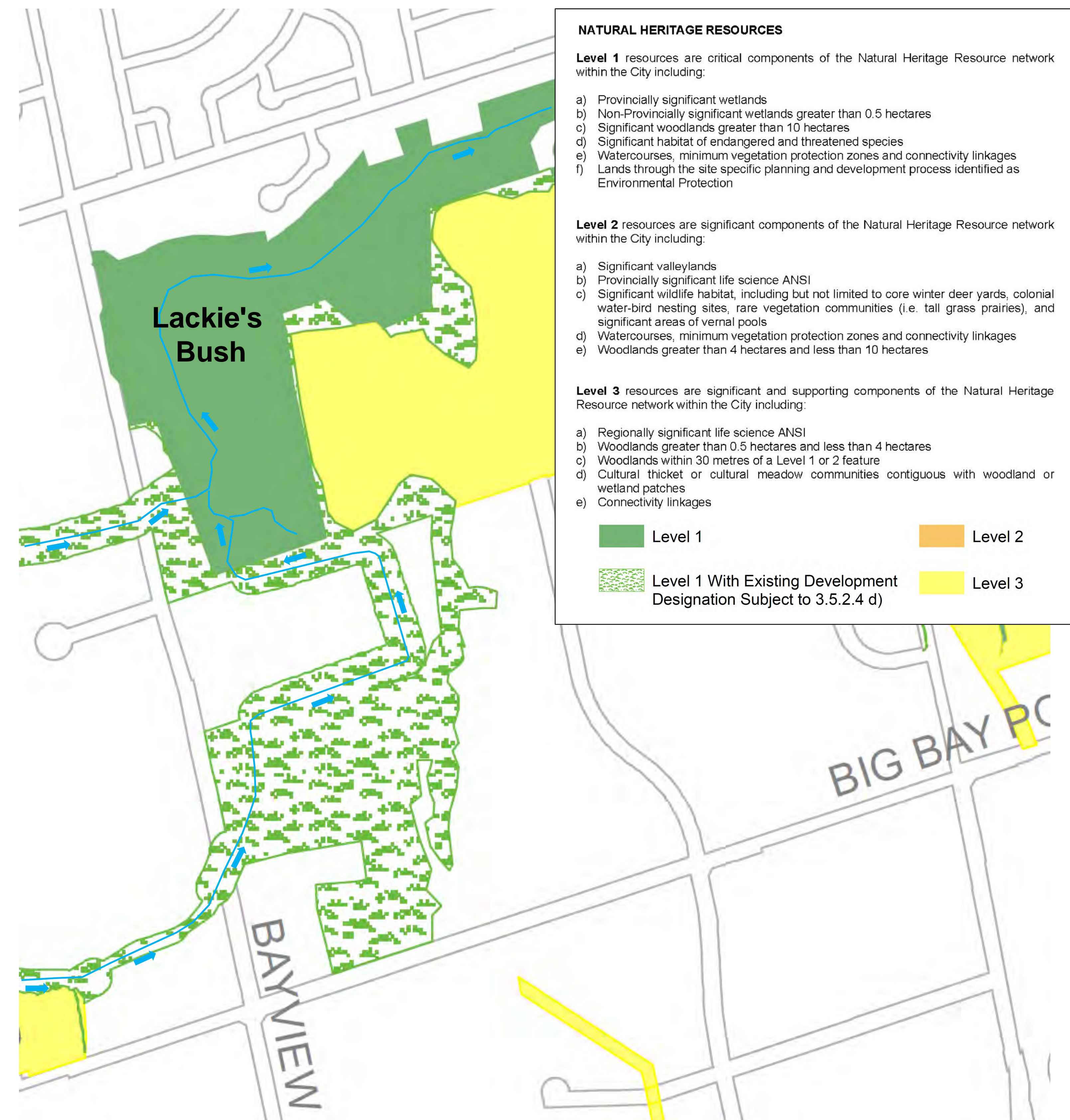
- Lackie's Bush
- Whiskey Creek water crossings

■ Potential Impacts

- culvert extensions may impact fish habitat
- minor loss of wildlife habitat
- disruption to bat maternity roosting habitat

■ Mitigation

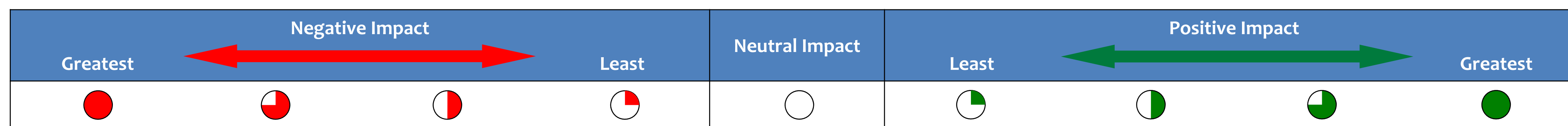
- with implementation of recommended mitigation measures during detail design and construction phases, no significant environmental impacts to the terrestrial and aquatic natural features and functions within the study area are expected



Evaluation - Bayview Drive

Evaluation Criteria		How Criteria is Being Assessed	Alternative 1: 3-Lane Cross-Section		Design Alternative 2: Reduced 3-Lane Cross-Section	
Physical Environment	Traffic Operations	Impact to intersection operations & road capacity (based on results of Traffic Operations Assessment)	●	Improved lane capacity and access to adjacent properties due to implementation of continuous TWLTL	●	Improved access to adjacent properties due to implementation of continuous TWLTL Reduced lane widths slightly reduces potential capacity
	Cycling Operations	Impact to cycling facilities along study corridor	●	Provides cycling facilities designed to desired standards as per <i>MMATMP</i> recommendations	●	Provides cycling facilities designed to minimum standards (narrow lanes)
	Transit Operations	Impact to transit service	●	Transit infrastructure to remain as currently exists; left turn traffic no longer impacts buses	●	Transit infrastructure to remain as currently exists; left turn traffic no longer impacts buses
	Pedestrian Operations	Impact to pedestrian facilities along study corridor	◐	Wider & continuous sidewalk to be provided on west side of road.	●	Wider & continuous sidewalk to be provided on both sides of road
	Municipal Services (Water, Stormwater & Sanitary systems)	Upgrades	○	New watermain to be included with proposed works – same for all alternatives Upgrades to existing storm water management system included with proposed works. No significant difference between alternatives Opportunity to upgrade existing sanitary – same for all alternatives	○	New watermain to be included with proposed works – same for all alternatives Upgrades to existing storm water management system included with proposed works. No significant difference between alternatives Opportunity to upgrade existing sanitary – same for all alternatives
	Utilities	Impact to utilities (i.e. relocation)	●	Full relocation of utilities required.	◑	Relocation of underground utilities required. Limited relocation of overhead utilities to accommodate intersection improvements
	Driveway Grades	Impact to driveway grades as a result of required road widening	◑	Slight to moderate impact to driveways serving properties abutting Bayview Drive to the west	◑	Moderate impact to driveways serving properties abutting Bayview Drive to east and west
	Driveway Operations	Impact to driveway operations	○	No significant difference between alternatives	○	No significant difference between alternatives
	Railway Corridor	Impact to BCRY corridor/crossings	○	No significant difference between alternatives	○	No significant difference between alternatives
Social Environment	Property/ Development Impacts	Impacts to property based on widening of road platform and/or ROW	◑	Least impact to adjacent properties (811 m ²)	◑	Greatest impact to adjacent properties (849 m ²) Additional property impacts at signalized intersections to accommodate sidewalks on both sides of road
	Aesthetics	Visual impacts	◐	Greatest opportunity to enhance aesthetics due to desired boulevard width	◐	Limited opportunity to enhance aesthetics due to reduced boulevard width
	Noise Impacts	Impacts to residents/businesses during construction phase. Future impacts to residents/businesses (as per <i>Noise Assessment</i>)	○	No significant difference between alternatives	○	No significant difference between alternatives
	Construction Impacts	Impacts to adjacent properties through construction phase	○	No significant difference between alternatives	○	No significant difference between alternatives

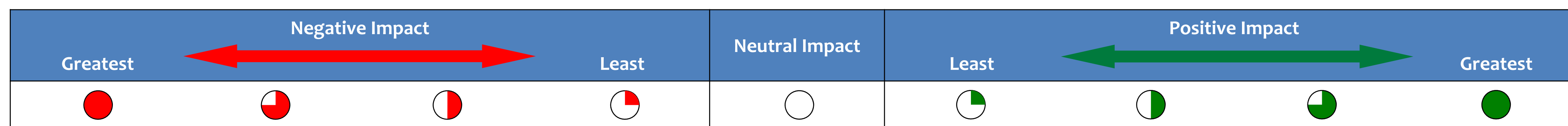
Note: 5-Lane Future Design Concept has not been evaluated as part of this EA



Evaluation - Bayview Drive

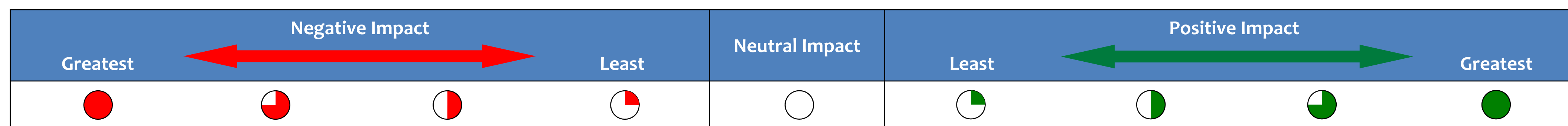
Evaluation Criteria		How Criteria is Being Assessed	Alternative 1: 3-Lane Cross-Section		Design Alternative 2: Reduced 3-Lane Cross-Section	
Natural Environment	Fisheries/ Aquatic Impacts	Impact to fish habitat, if applicable, and other aquatic features within the study area	<input type="radio"/>	Culvert extensions will cause minor alteration to fish habitats or aquatic features – same for all alternatives All other impacts to fisheries are fully mitigable	<input type="radio"/>	Culvert extensions will cause minor alteration to fish habitats or aquatic features – same for all alternatives All other impacts to fisheries are fully mitigable
	Wildlife/ Terrestrial Impacts	Impact to wildlife species within study area	<input type="radio"/>	Minimal impacts to wildlife – same for all alternatives	<input type="radio"/>	Minimal impacts to wildlife – same for all alternatives
	Species at Risk	Impact on SAR's and endangered species	<input type="radio"/>	No species at risk within study corridor. No negative impacts – same for all alternatives	<input type="radio"/>	No species at risk within study corridor. No negative impacts – same for all alternatives
	Vegetation Impacts	Impact to vegetation communities on adjacent properties (i.e. trees, shrubs, plants, etc.)	<input type="radio"/>	No federal or provincially rare species or vegetation communities were identified within the development footprint. No negative impacts – same for all alternatives	<input type="radio"/>	No federal or provincially rare species or vegetation communities were identified within the development footprint. No negative impacts – same for all alternatives
	Land use	Impact of proposed works on surrounding land use (i.e. are improvements consistent with surrounding land-uses)	<input type="radio"/>	Improvements consistent with existing land use. No negative impacts – same for all alternatives	<input type="radio"/>	Improvements consistent with existing land use. No negative impacts – same for all alternatives
Cultural Heritage	Archaeological & Heritage Impacts	Impacts to the cultural and heritage features as per the results of the Stage 1 Archaeological Assessment completed for the study corridor	<input type="radio"/>	Limited areas identified as retaining archaeological potential – Stage II assessment required. Impacts to the cultural and heritage environment are similar for all design alternatives	<input type="radio"/>	Limited areas identified as retaining archaeological potential – Stage II assessment required. Impacts to the cultural and heritage environment are similar for all design alternatives
Economic Environment	Construction Costs	Costs to construct individual alternatives	<input type="radio"/>	Similar cost to construct \$2,700/m x 1,400m = \$3,785,000 Includes cost to construct sidewalk - \$141,000 (sidewalk on west side only)	<input type="radio"/>	Similar cost to construct \$2,710/m x 1,400m = \$3,800,000 Includes cost to construct sidewalk - \$282,000 (sidewalk on both sides)
	Maintenance Costs	Future maintenance requirements	<input type="radio"/>	No significant difference between alternatives	<input type="radio"/>	Slightly reduced lane widths but additional sidewalk No significant difference between alternatives
	Land Acquisition Costs	Total land acquisition costs	<input type="radio"/>	Least land acquisition costs: \$184,700 648m ² x \$215/m ² = \$139,000 (Industrial land) 151m ² x \$270/m ² = \$41,000 (Residential land) 12m ² x \$375/m ² = \$4,700 (Commercial land)	<input type="radio"/>	Greatest land acquisition costs: \$190,700 718m ² x \$215/m ² = \$154,000 (Industrial land) 118m ² x \$270/m ² = \$32,000 (Residential land) 12m ² x \$375/m ² = \$4,700 (Commercial land)

Note: 5-Lane Future Design Concept has not been evaluated as part of this EA



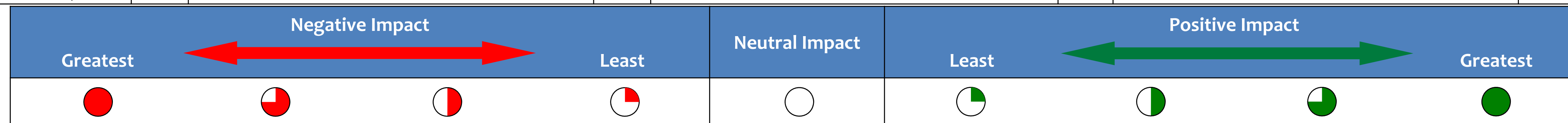
Evaluation - Big Bay Point Road

Evaluation Criteria		Alternative A: 7-Lane Cross-Section		Design Alternative B: Reduced 7-Lane Cross-Section		Design Alternative C: 5-Lane Cross-Section		Design Alternative D: Reduced 5-Lane Cross-Section	
Physical Environment	Traffic Operations	Impact to intersection operations & road capacity (based on results of Traffic Operations Assessment)	● 7-lanes provide ample capacity. Will accommodate traffic demands beyond 2031. Satisfies <i>MMATMP</i> recommendation	● 7-lanes provide ample capacity. Will accommodate traffic demands beyond 2031. Satisfies <i>MMATMP</i> recommendation	● 5-lanes provide adequate capacity. Will accommodate traffic demands to 2031 as per Traffic Operations Assessment	● 5-lanes provide adequate capacity. Will accommodate traffic demands to 2031 as per Traffic Operations Assessment			
	Cycling Operations	Impact to cycling facilities along study corridor	● Provides cycling facilities designed to desired standards as per <i>MMATMP</i> recommendations	● Provides cycling facilities designed to minimum standards (narrow lanes)	● Provides cycling facilities designed to desired standards as per <i>MMATMP</i> recommendations	● Provides cycling facilities designed to desired standards as per <i>MMATMP</i> recommendations			
	Transit Operations	Impact to transit service	● Transit infrastructure to remain as currently exists; 7-lane profile mitigates delays by providing 2 additional lanes per direction for vehicles to navigate around stopped buses.	● Transit infrastructure to remain as currently exists; 7-lane profile mitigates delays by providing 2 additional lanes per direction for vehicles to navigate around stopped buses.	● Transit infrastructure to remain as currently exists; 5-lane profile mitigates delays by providing 1 additional lane per direction for vehicles to navigate around stopped buses.	● Transit infrastructure to remain as currently exists; 5-lane profile mitigates delays by providing 1 additional lane per direction for vehicles to navigate around stopped buses.			
	Pedestrian Operations	Impact to pedestrian facilities along study corridor	● Continuous sidewalk to be provided on both sides of the road as per <i>MMATMP</i>	● Continuous sidewalk to be provided on south side only	● Continuous sidewalk to be provided on both sides of the road as per <i>MMATMP</i>	● Continuous sidewalk to be provided on south side only			
	Stormwater Management System	Extent of SWM upgrades	● Greatest SWM requirements	● Second greatest SWM requirements (reduced bike lane widths and sidewalk on one side of road)	● Second least SWM requirements	● Least SWM requirements (sidewalk on one side of road only slightly reduces requirements)			
	Municipal Services (Water & Sanitary systems)	Upgrades	○ Watermain replacement as needed; to be included with proposed works – same for all alternatives ○ Opportunity to upgrade existing sanitary – same for all alternatives	○ Watermain replacement as needed; to be included with proposed works – same for all alternatives ○ Opportunity to upgrade existing sanitary – same for all alternatives	○ Watermain replacement as needed; to be included with proposed works – same for all alternatives ○ Opportunity to upgrade existing sanitary – same for all alternatives	○ Watermain replacement as needed; to be included with proposed works – same for all alternatives ○ Opportunity to upgrade existing sanitary – same for all alternatives			
	Utilities	Impact to utilities (i.e. relocation)	● Full relocation of utilities required	● Relocation of underground utilities required. Limited relocation of overhead utilities/support poles.	● Full relocation of utilities required	● Relocation of underground utilities required. Limited relocation of overhead utilities/support poles.			
	Driveway Grades	Impact to driveway grades as a result of required road widening	● Greatest impact to adjacent driveways	● Second greatest impact to adjacent driveways	● Second least impact to adjacent driveways	● Least impact to adjacent driveways			
	Driveway Operations	Impact to driveway operations	● Raised median restricts turning movements at most driveways	● Raised median restricts turning movements at most driveways	● Continuous TWLTL improves operations at adjacent driveways	● Continuous TWLTL improves operations at adjacent driveways			
	Railway Corridor	Impact to BCRY corridor	● Requires complete removal of BCRY corridor	● No impact to BCRY corridor	● No impact to BCRY corridor	● No impact to BCRY corridor			



Evaluation - Big Bay Point Road

Evaluation Criteria		How Criteria is Being Assessed	Alternative A: 7-Lane Cross-Section		Design Alternative B: Reduced 7-Lane Cross-Section		Design Alternative C: 5-Lane Cross-Section		Design Alternative D: Reduced 5-Lane Cross-Section	
Social Environment	Property/ Development Impacts	Impacts to property based on widening of road platform and/or ROW Does not include railway corridor requirements (City owned)		Second greatest impact to adjacent properties (5192 m ²)		Greatest impact to adjacent properties (6,162 m ²)		Second least impact to adjacent properties (3,694 m ²)		Least impact to adjacent properties (284 m ²)
	Aesthetics	Visual impacts		Optimal opportunity to enhance aesthetics due to maximum boulevard width		Limited opportunity to enhance aesthetics due to reduced boulevard width		Optimal opportunity to enhance aesthetics due to maximum boulevard width		Limited opportunity to enhance aesthetics due to reduced boulevard width
	Noise Impacts	Impacts to residents during construction phase. Future impacts to residents (as per <i>Noise Assessment</i>)		No significant difference between alternatives		No significant difference between alternatives		No significant difference between alternatives		No significant difference between alternatives
	Construction Impacts	Impacts to adjacent properties through construction phase		No significant difference between alternatives		No significant difference between alternatives		No significant difference between alternatives		No significant difference between alternatives
Natural Environment	Fisheries/ Aquatic Impacts	Impact to fish habitat, if applicable, and other aquatic features within the study area		No impacts to fish habitats or aquatic features		No impacts to fish habitats or aquatic features		No impacts to fish habitats or aquatic features		No impacts to fish habitats or aquatic features
	Wildlife/ Terrestrial Impacts	Impact to wildlife species within study area		No impacts to wildlife		No impacts to wildlife		No impacts to wildlife		No impacts to wildlife
	Species at Risk	Impact on SAR's and endangered species		No species at risk within study corridor. No negative impacts		No species at risk within study corridor. No negative impacts		No species at risk within study corridor. No negative impacts		No species at risk within study corridor. No negative impacts
	Vegetation Impacts	Impact to vegetation communities on adjacent properties (i.e. trees, shrubs, plants, etc.)		No federal or provincially rare species or vegetation communities were identified within the development footprint		No federal or provincially rare species or vegetation communities were identified within the development footprint		No federal or provincially rare species or vegetation communities were identified within the development footprint		No federal or provincially rare species or vegetation communities were identified within the development footprint
	Land use	Impact of proposed works on surrounding land use (i.e. are improvements consistent with surrounding land-uses)		Improvements consistent with existing land use. No negative impacts.		Improvements consistent with existing land use. No negative impacts.		Improvements consistent with existing land use. No negative impacts.		Improvements consistent with existing land use. No negative impacts.
Cultural Heritage	Archaeological & Heritage Impacts	Impacts to the cultural and heritage features as per the results of the Stage 1 Archaeological Assessment completed for the study corridor		Limited areas identified as retaining archaeological potential – Stage II assessment required. Second least impact to areas identified as retaining archaeological potential		Limited areas identified as retaining archaeological potential – Stage II assessment required. Greatest impact to areas identified as retaining archaeological potential		Limited areas identified as retaining archaeological potential – Stage II assessment required. Second greatest impact to areas identified as retaining archaeological potential		Limited areas identified as retaining archaeological potential – Stage II assessment required. Least impact to areas identified as retaining archaeological potential
Economic Environment	Construction Costs	Costs to construct individual alternatives		Greatest cost to construct. \$4,156/m x 1,240m = \$5,155,000 Includes cost to construct sidewalk - \$248,000 (sidewalk both sides)		Second greatest cost to construct. \$3,974/m x 1,240m = \$4,928,000 Includes cost to construct sidewalk - \$124,000 (sidewalk on south side only)		Least cost to construct – similar to Alternative D \$3,515/m x 1,240m = \$4,359,000 Includes cost to construct sidewalk - \$248,000 (sidewalk on both sides)		Least cost to construct – similar to Alternative C. \$3,467/m x 1,240m = \$4,301,431 Includes cost to construct sidewalk - \$124,000 (sidewalk on south side only)
	Maintenance Costs	Future maintenance requirements		Greatest cost to maintain		Second greatest cost to maintain		Second least cost to maintain		Least cost to maintain
	Land Acquisition Costs	Total land acquisition costs (Does not include City owned railway corridor requirements)		Second greatest land acquisition costs 5,192m ² x \$215/m ² = \$1,116,000 (Industrial land)		Greatest land acquisition costs 6,162m ² x \$215/m ² = \$1,325,000 (Industrial land)		Second least land acquisition costs 3,694m ² x \$215/m ² = \$792,000 (Industrial land)		Least land acquisition costs 284m ² x \$215/m ² = \$61,000 (Industrial land)



Next Steps to Complete the Study

To **COMPLETE** the study, the team will:

- Review & address public, agency & stakeholder comments
- Identify a preferred design solution considering the initial assessment & any comments received (the preferred design solution may be a combination of the design alternatives proposed)
- Prepare a final Class EA report for City Council review & endorsement
- Place the final Class EA report on Public Record for 30-day review period (Notice of Study Completion to be posted)
- Proceed to design & implementation

Important

- If concerns are raised which cannot be resolved in discussions with the City through the public consultation process, the Ministry of the Environment & Climate Change (MOECC) may be requested (subsequent to the filing of the Notice of Completion) to make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments

Your Input is Important to Us

25

BEFORE you leave:

- Have all your questions been answered?
- Have you signed the project registry to be informed?
- Have you completed a comment sheet?
- Do you wish to stay informed? Please indicate so on the project sign-in sheet and/or check the appropriate box on your comment sheet.

Who to **CONTACT** for further information:

Lloyd Spooner, C.E.T.
Senior Water Technologist
City of Barrie
70 Collier Street, Box 400
Barrie, ON L4M 4T5



(705) 739-4220 x4991
Lloyd.Spooner@barrie.ca

Public Comments

- Comments regarding this project are being collected to assist the project team in meeting the Class EA requirements.
- Comments will be maintained for reference during the study and, with the exception of personal information, may be used in the Class EA report which will become public information.

Access to Information

- The City continues to enhance accessibility that is inclusive of all ages & abilities.
- Please let us know if you have any special needs.