

**Appendix L:**  
**Public Information Centre 2**

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



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

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

February 16, 2016

File: T05-BA3

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](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:

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

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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

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](mailto:Lloyd.Spooner@barrie.ca)

Yours truly,



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

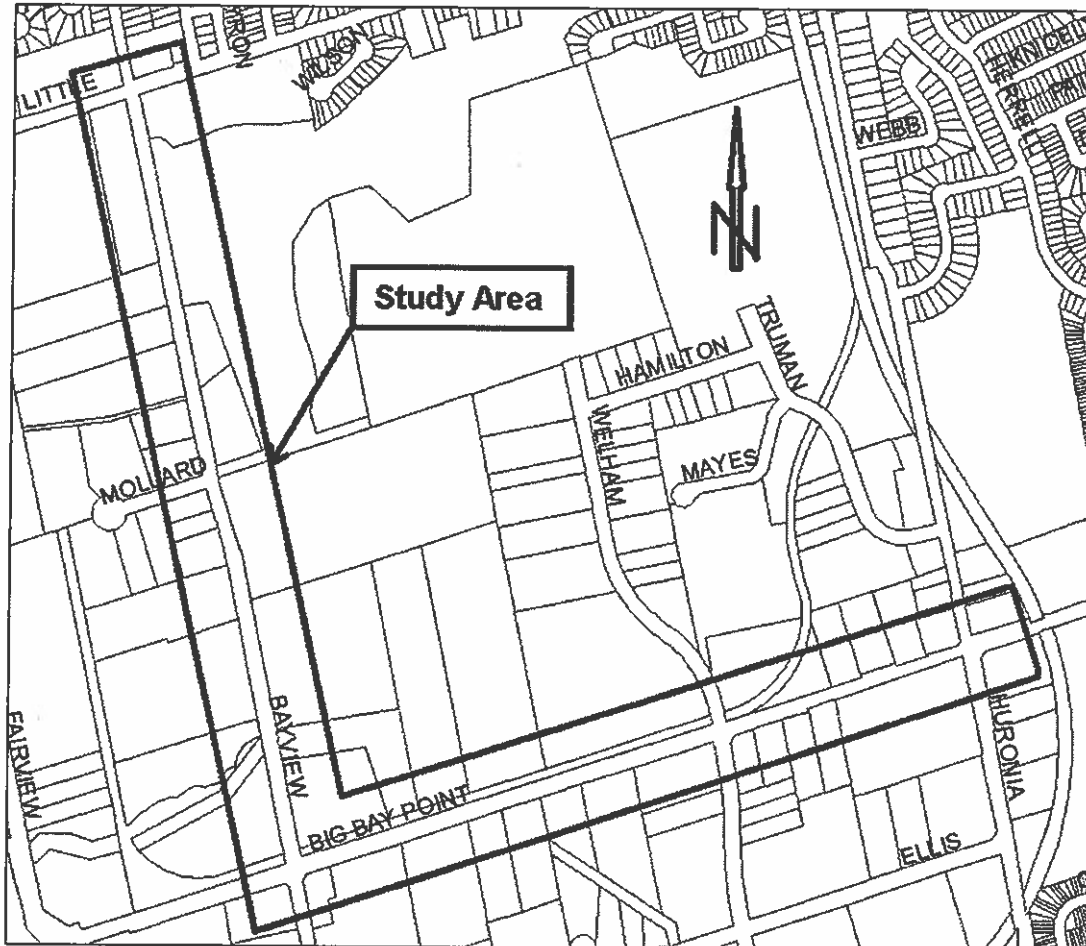
LS/sm

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

February 16, 2016

**Figure 1**

**Map of Study Area**





**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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:

---

---

---

---

---

---

---

---

---

---

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](http://www.barrie.ca/leastudies))?

- |   |   |                          |                          |                          |
|---|---|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/>                      | <input type="checkbox"/>                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Poor</b><br>(Much Improvement<br>Required) | <b>Marginal</b><br>(Some Improvement<br>Required) | <b>Good</b>              | <b>Very Good</b>         | <b>Excellent</b>         |

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

---



---



---



---



---



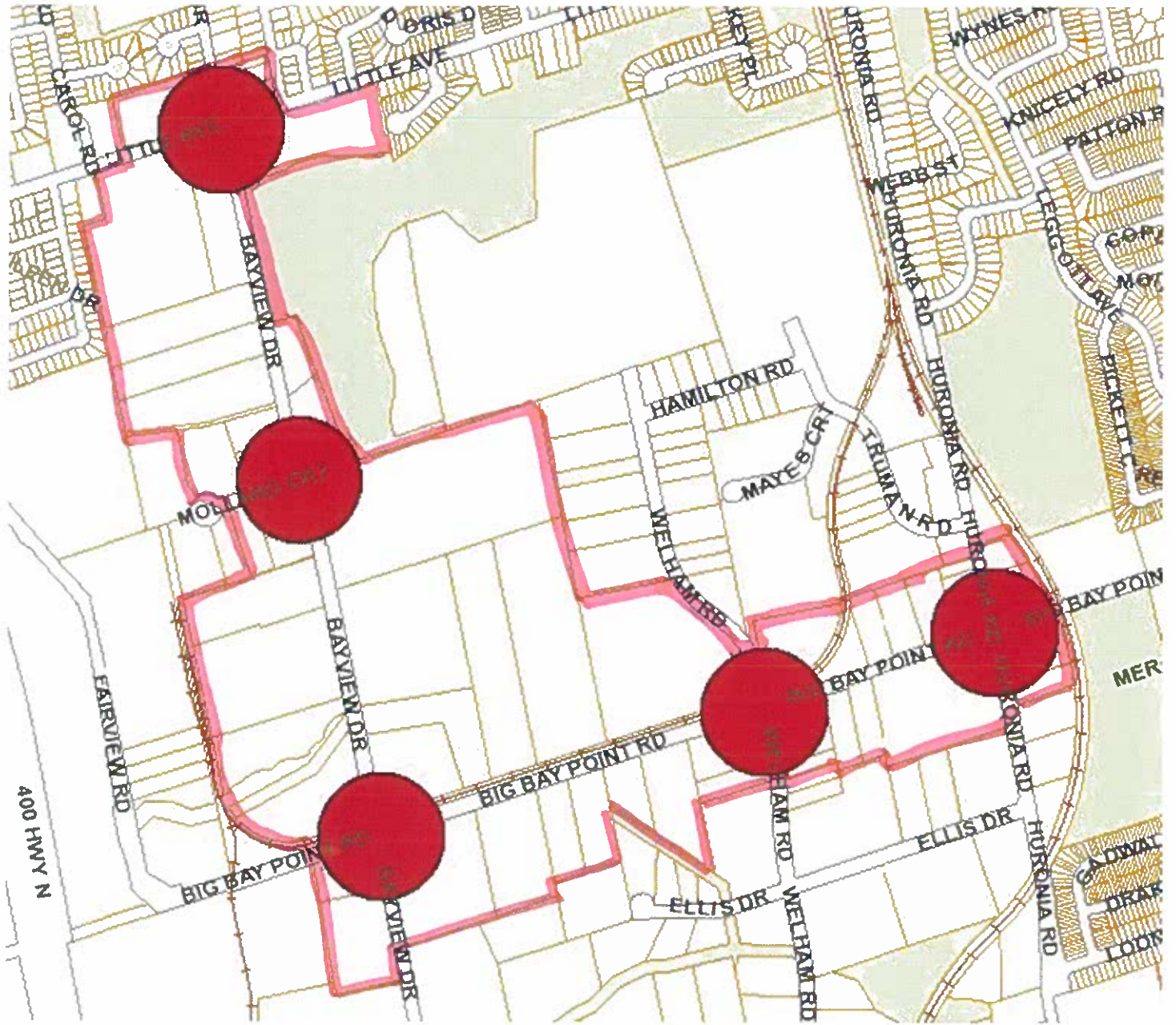
---

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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*Thank you for your comments.*

T05-BA3 – Bayview Drive-Big Bay Point Road  
Map for Mail Out List – February 16, 2016



NOTE: INCLUDE ALL PARCELS INSIDE THE PINK LINES.



A Channel Barrie  
Station Manager  
3 Beacon Road  
Barrie, ON L4N 9J9

City of Barrie  
Dawn McAlpine  
Secretary c/o City Clerk's Office  
70 Collier Street  
P.O. Box 400  
Barrie, ON L4M 4T5

City of Barrie  
Geoff Mitchinson  
Technical Operations Supervisor  
70 Collier Street  
P.O. Box 400  
Barrie, ON L4M 4T5

City of Barrie  
Holly Hayes  
Policy & Standards Supervisor  
70 Collier Street  
P.O. Box 400  
Barrie, ON L4M 4T5

Barrie Land Developer's Association pdf via email only  
c/o Esther Tunstall  
Lawton Realities Group  
67 Barre Drive  
Barrie, ON L4N 7P1

Bell Canada  
Angela Taylor  
Manager, Access Network Facilities  
136 Bayfield Street  
2nd Floor  
Barrie, ON L4M 3B1

Bell Canada  
Robert McKay  
Network Manager  
136 Bayfield Street  
Barrie, ON L4M 3B1

Canadian Home Builders Association-Simcoe County  
Ms. Sheila Hissa  
Executive Director  
P.O. Box 305  
Barrie ON L4M 4T5

City of Barrie  
Walter Fischer  
Supervisor of Parks Planning & Development  
70 Collier Street  
P.O. Box 400  
Barrie, ON L4M 4T5

City of Barrie  
Craig Morton  
Manager of Roads and Parks Operations  
70 Collier Street  
P.O. Box 400  
Barrie, ON L4M 4T5

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  
70 Collier Street  
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

Greater Barrie Chamber of Commerce  
Ms. Sybil Goruk  
Executive Director  
97 Toronto Street  
Barrie ON L4N 1V1

Heritage Barrie Development Inc.  
Eric Hodgins  
Policy Planner  
70 Collier Street  
P.O. Box 400  
Barrie, ON L4M 4T5

Infrastructure Ontario via PDF E-Mail only  
Lisa Myslicki  
Environmental Advisor  
1 Dundas St. W., Suite 2000,  
Toronto, ON M5G2L5

Lake Simcoe Region Conservation Authority  
Charles Burgess  
Senior Planning Coordinator  
120 Bayview Parkway  
P.O. Box 282  
Newmarket, ON L3Y 4X1

Lake Simcoe Region Conservation Authority  
Tom Hogenbirk  
Manager, Engineering and Technical Services  
120 Bayview Parkway  
P.O. Box 282  
Newmarket, ON L3Y 4X1

Ministry of Culture  
Winston Wong  
Heritage Planner  
Heritage Operations Unit  
400 University Avenue, 4th Floor  
Toronto, ON M7A 2R9

Ministry of Economic Development, Employment &  
Infrastructure  
Brad Duguid  
Minister of Economic Development, Employment &  
Infrastructure  
Hearst Block, 8th Floor  
900 Bay Street  
Toronto ON M7A 2E1

Ministry of Energy and Infrastructure  
Bob Chiarelli  
Minister of Energy  
900 Bay Street  
Hearst Block, 4th Floor  
Toronto ON M7A 2E1

Ministry of Health  
Secretary  
5700 Yonge Street  
1st Floor  
North York, ON M2M 4K5

Ministry of Municipal Affairs and Housing  
Central Municipal Services Office  
777 Bay Street  
13th Floor  
Toronto, ON M5G 2E5

Ministry of Natural Resources  
Kathryn Woeller  
District Planner  
Midhurst District  
2284 Nursery Road  
Midhurst, ON L0L 1X0

Ministry of Natural Resources  
Alison MacKenzie  
Director  
Legal Services Branch  
99 Wellesley St. W  
Toronto, ON M7A 1W3

Ministry of the Environment and Climate Change  
Cindy Hood  
Barrie District Manager  
54 Cedar Pointe Drive  
Unit 1203  
Barrie, ON L4N 5R7

Ministry of the Environment and Climate Change  
Dan Orr  
Manager, Technical Support Section  
Central Region  
5775 Yonge Street, 8th Floor  
North York, ON M2M 4J1

Ministry of the Environment and Climate Change  
Chunmei Liu, M.E.S.  
EA and Planning Coordinator  
Central Region  
5775 Yonge Street, 8th Floor  
Toronto, ON M2M 4J1

Ministry of the Environment and Climate Change  
CEAA Branch  
Paul Heeney  
Supervisor - Project Review Unit  
2 St. Clair Avenue West  
12th Floor  
Toronto, ON M4V 1L5

Ministry of Transportation  
Michael Sit  
Senior Project Engineer  
Central Region  
159 Sir William Hearst Avenue (4th floor)  
Toronto, ON M3M 0B7

Ministry of Transportation  
Glenn Higgins  
Team Leader  
777 Bay Street  
30th Floor, Suite 3000  
Toronto ON M7A 2J8

Ministry of Transportation  
Olga Garces  
Area Manager York & Simcoe  
Central Region  
1201 Wilson Avenue, Building "D", 4th Floor  
Downsview, ON M3M 1J8

Ministry of Aboriginal Affairs  
Raj Dhir, Director  
Legal Services  
160 Bloor Street East  
9th Floor  
Toronto, ON M7A 2E6

Ministry of Natural Resources  
Alison MacKenzie, Director  
Legal Services Branch  
99 Wellesley Street West  
Toronto, ON M7A 1W3

Nottawasaga Valley Conservation Authority  
Glenn Switzer  
Director-Engineering & Technical Services  
John Hix Conservation Administration Centre  
Tiffin Conservation Area, 8195 Concession Line 8  
Utopia, ON L0M 1T0

Ontario Provincial Police  
Andy Mayo  
Staff Sergeant  
20 Rose Street  
Barrie, ON L4M 2T2

Ontario Provincial Police  
Scott Couse  
Highway Safety Division  
20 Rose Street  
Barrie ON L4M 2T2

Ontario Realty Corporation  
Anton Pojasok  
Vice President, Professional Services  
1 Dundas Street West, Suite 2000  
Toronto, ON M5G 2L5

PowerStream  
Mark Henderson  
V.P. Asset Management & C.O.O.  
161 Cityview Boulevard  
Vaughan, ON L4H 0A9

PowerStream  
Engineering Clerk  
161 Cityview Boulevard  
Vaughan, ON L4H 0A9

Rogers Cable Inc.  
Doug Washburn  
Planning Manager  
1 Sperling Drive  
P.O. Box 8500  
Barrie, ON L4M 6B8

Simcoe County District School Board  
Holly Spapek  
Senior Planner  
1170 Highway #26  
Midhurst, ON L0L 1X0

Simcoe County Heavy Construction Association  
Mr. Roger Graham  
c/o K. J. Beamish Construction Co. Ltd.  
27 Napoleon Road  
Barrie ON L4M 4Y8

Simcoe Muskoka Catholic District School Board  
Jennifer Sharpe  
Planner  
46 Alliance Blvd.  
Barrie, ON L4M 5K3

Simcoe Muskoka District Health Unit  
Dr. Charles Gardner  
Medical Officer of Health  
Barrie Office  
15 Sperling Drive  
Barrie, ON L4M 6K9

Simcoe Muskoka District Health Unit  
Sherry Diaz  
Public Health Nurse  
Barrie Office  
15 Sperling Drive  
Barrie, ON L4M 6K9

Tourism Barrie  
Kathleen Trainor  
Executive Director  
205 Lakeshore Drive  
Barrie, ON L4N 7Y9

Fisheries Protection Program, DFO  
867 Lakeshore Road  
Burlington, ON L7S 1A1

Enbridge  
Municipal Notices  
500 Consumers Road  
Toronto, ON M2J 1P8

#### FIRST NATIONS CONTACTS

Ministry of Aboriginal Affairs - Strategic Policy and Planning  
Division  
Susan Rudnick  
Senior Policy Advisor  
160 Bloor St. E.,  
4th Floor  
Toronto, ON M7A 2E6

Alderville First Nation  
Dave Simpson  
Lands and Resources Coordinator  
11696 Second Line P.O. Box 46  
Roseneath, ON K0K 2X0

Algonquins of Ontario Consultation Office  
Janet Stavinga  
Executive Director  
31 Riverside Drive, Suite 101  
Pembroke, ON K8A 8R6

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

Indian and Northern Affairs - Specific Claims Branch  
Department, Ontario Research Team  
Don Boswell  
Senior Claims Analyst  
10 Wellington Street  
Room 1310  
Gatineau, QC K1A 0H4

Indian and Northern Affairs Canada  
Linda MacWilliams  
Lands ART Lands and Trust Services  
25 St. Clair Avenue East  
8th Floor  
Toronto, ON M4T 1M2

Indian and Northern Affairs Canada  
Sean Darcy  
Research Manager, Assessment and Historical Research  
Directorate  
10 Wellington Street  
Room 1310  
Gatineau, QC K1A 0H4

Indian and Northern Affairs Canada  
Josee Beauregard  
Litigation Team Leader, Ontario/Nunavut, Litigation  
Management and Resolution Branch  
10 Wellington Street  
25 Eddie 1430  
Gatineau, QC K1A 0H4

Indian and Northern Affairs Canada  
Jeffrey Betker  
Senior Policy Analyst, Office of the Federal Interlocutor for  
Métis and Non-Status Indians  
66 Slater Street, Room 1218  
Ottawa, ON K1A 0H4

Indian and Northern Affairs Canada  
Daniel Johnson  
Environmental Assessment Coordinator  
25 St. Clair Avenue East  
8th Floor  
Toronto, ON M4T 1M2

Indian and Northern Affairs Canada  
Environmental Unit, Environments and Natural Resources,  
Lands and Trusts Services  
25 St. Clair Avenue East  
8th Floor  
Toronto, ON M4T 1M2

Indian and Northern Affairs Canada  
Janet Townson  
Claims Analyst, Ontario Team  
Specific Claims Branch  
1310-10 Wellington Street  
Gatineau QC K1A 0H4

Métis Nation of Ontario Head Office  
Ms. Melanie Paradis  
Métis Consultation Unit  
500 Old St. Patrick Street  
Unit D  
Ottawa, ON K1N 9G4

Ministry of Aboriginal Affairs  
Heather Levecque  
Manager, Consultation Unit  
160 Bloor Street East  
9th Floor  
Toronto, ON M7A 2E6



Ministry of Aboriginal Affairs  
Lorena Weesit  
Correspondence Coordinator  
Communications Branch  
160 Bloor Street East, 4th Floor  
Toronto, ON M7A 2E6

Ministry of Aboriginal Affairs  
Consultation Unit  
160 Bloor Street East, 4th Floor  
Toronto, ON M7A 2E6

Ministry of Aboriginal Affairs - Policy and Relations Branch  
Ontario Secretary of Aboriginal Affairs  
Ms. Pam Wheaton  
Director  
720 Bay Street  
4th Floor  
Toronto, ON M5G 2K1

Mississauga's of Scugog Island First Nation  
Kelly LaRocca  
Chief  
22521 Island Road RR #5  
Port Perry, ON L9L 1B6

Moon River Métis Council  
Larry Duquette  
President  
PO Box 386  
Washago, ON L0K 2B0

Moose Deer Point First Nations  
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

OWNER / RESIDENT  
241 GOLF AVE  
WOODBIDGE 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  
18 MOLLARD CRT  
BARRIE ON L4N 8Y1

OWNER / RESIDENT  
240 BAYVIEW DR  
BARRIE ON L4N 4Y8

OWNER / RESIDENT  
230 BAYVIEW DR  
BARRIE ON L4N 4Y8

OWNER / RESIDENT  
220 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  
1000 RAGLAN ST  
SS 2  
COLLINGWOOD ON L9Y 3Z1

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

OWNER / RESIDENT  
316 BAYVIEW DR  
BARRIE ON L4N 8X9

OWNER / RESIDENT  
270 BAYVIEW DR  
BARRIE ON L4N 4Y8

OWNER / RESIDENT  
98 ARDAGH RD  
BARRIE ON L4N 9B7

OWNER / RESIDENT  
330 BAYVIEW DR  
BARRIE ON L4N 8X9

OWNER / RESIDENT  
181 BIG BAY POINT ROAD  
BARRIE ON L4N 8M5

OWNER / RESIDENT  
1 YORKDALE RD SUITE 602  
TORONTO ON M6A 3A1

OWNER / RESIDENT  
C/O DAVID MCCULLOUGH  
56 OAKRIDGE DR  
BARRIE ON L4N 5N8

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

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

OWNER / RESIDENT  
333 BAYVIEW DR  
BARRIE ON L4N 8X9

OWNER / RESIDENT  
286 BAYVIEW DR  
BARRIE ON L4N 4Y8

OWNER / RESIDENT  
PO BOX 310 STN MAIN  
BARRIE ON L4M 4T5

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

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

OWNER / RESIDENT  
191 BIG BAY POINT RD  
BARRIE ON L4N 0M6

OWNER / RESIDENT  
37 ESNA PARK DR  
MARKHAM ON L3R 1C9

OWNER / RESIDENT  
C/O HARVEY INGWER  
179 BURTON AVE  
BARRIE ON L4N 2R9

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

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

OWNER / RESIDENT  
323 BAYVIEW DR  
BARRIE ON L4N 8X9

OWNER / RESIDENT  
274 BAYVIEW DR  
BARRIE ON L4N 4Y8

OWNER / RESIDENT  
150 CONNIE CRESCENT  
UNIT 4  
CONCORD ONTARIO L4K 1L9

OWNER / RESIDENT  
342 BAYVIEW DR  
BOX 310, STN MAIN  
BARRIE ON L4M 4T5

OWNER / RESIDENT  
2639 20TH SIDEROAD  
INNISFIL ON L9S 4J2

OWNER / RESIDENT  
PO BOX 22  
KIRKLAND LAKE ON P2N 3M6

OWNER / RESIDENT  
5093 FOUNTAIN ST N  
PO BOX 249  
BRESLAU ON N0B 1M0

OWNER / RESIDENT  
8 TRUMAN RD  
BARRIE ON L4N 8Y8

OWNER / RESIDENT  
187 LITTLE AVE  
BARRIE ON L4N 6R8

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

OWNER / RESIDENT  
199 BIG BAY POINT RD  
BARRIE ON L4N 0M6

OWNER / RESIDENT  
400 HURONIA RD  
BARRIE ON L4N 8Y9

OWNER / RESIDENT  
374 HURONIA RD  
BARRIE ON L4N 8Y9

OWNER / RESIDENT  
120 WELHAM RD  
BARRIE ON L4N 8Y4

OWNER / RESIDENT  
124 BIG BAY POINT RD  
BARRIE ON L4N 9B4

OWNER / RESIDENT  
366 HURONIA RD  
BARRIE ON L4N 8Y9

OWNER / RESIDENT  
130 BIG BAY POINT RD  
BARRIE ON L4N 9B4

OWNER / RESIDENT  
364 HURONIA RD  
BARRIE ON L4N 8Y9

OWNER / RESIDENT  
417 HURONIA RD  
BARRIE ON L4N 9B3

OWNER / RESIDENT  
C/O WALTER CARDIFF  
417 HURONIA RD  
BARRIE ON L4M 6E7

OWNER / RESIDENT  
56 OAKRIDGE DR  
BARRIE ON L4N 5N8

OWNER / RESIDENT  
33 SAUNDERS RD  
BARRIE ON L4N 9A7

OWNER / RESIDENT  
56 OAKRIDGE DR  
BARRIE ON L4N 5N8

OWNER / RESIDENT  
5001 YONGE ST SUITE 303  
BOX 138  
TORONTO ON M2N 6P6

OWNER / RESIDENT  
C/O THE NIGHTINGALE GROUP  
5001 YONG STREET - SUITE 303  
TORONTO ON M2N 6P6

OWNER / RESIDENT  
411 HURONIA RD  
BARRIE ON L4N 9B3

OWNER / RESIDENT  
116 BIG BAY POINT RD  
BARRIE ON L4N 9B4

OWNER / RESIDENT  
141-149 WELHAM RD  
BARRIE ON L4N 8Y3

OWNER / RESIDENT  
120 BIG BAY POINT RD  
BARRIE ON L4N 9B4

OWNER / RESIDENT  
373 HURONIA RD  
BARRIE ON L4N 8Z1

OWNER / RESIDENT  
369 HURONIA RD  
BARRIE ON L4N 8Z1

OWNER / RESIDENT  
359 HURONIA RD  
BARRIE ON L4N 8Z1

SIMCOE COUNTY SCHOOL BOARD  
GD  
MIDHURST ON L0L 1X0

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 101  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 102  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 103  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 104  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 105  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 106  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 107  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 201  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 202  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 203  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 204  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 205  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 206  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 207  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 208  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 301  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 302  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 303  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 304  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 305  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 306  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 307  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
80 LITTLE AVENUE  
UNIT 308  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 101  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 102  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 103  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 104  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 105  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 106  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 107  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 108  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 109  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 201  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 202  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 203  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 204  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 205  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 206  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 207  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 208  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 209  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 210  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 211  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 301  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 302  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 303  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 304  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 305  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 306  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 307  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 308  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 309  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 310  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
90 LITTLE AVENUE  
UNIT 311  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 101  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 102  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 103  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 104  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 105  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 106  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 107  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 201  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 202  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 203  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 204  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 205  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 206  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 207  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 208  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 301  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 302  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 303  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 304  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 305  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 306  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 307  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
100 LITTLE AVENUE  
UNIT 308  
BARRIE, ON L4N 7P9

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 101  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 102  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 103  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 104  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 105  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 106  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 107  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 201  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 202  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 203  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 204  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 205  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 206  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 207  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 208  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 301  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 302  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 303  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 304  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 305  
BARRIE, ON L4N 3P4

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 306  
BARRIE, ON L4N 3P4

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

OWNER/RESIDENT  
150 BAYVIEW DRIVE  
UNIT 308  
BARRIE, ON L4N 3P4

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

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

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 2  
BARRIE, ON L4N 4K8

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

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

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 5  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 6  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 8  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 10&11  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 9  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 204  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 203  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 202  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 201  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
110 LITTLE AVENUE  
UNIT 200  
BARRIE, ON L4N 4K8

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 1  
BARRIE, ON L4N 4Y6

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

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 3  
BARRIE, ON L4N 4Y6

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

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



OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 6  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 7  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 8  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 9  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 10  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 11  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 12  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 13  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 14  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 15  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 16  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 17  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 18  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 19  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 20  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 21  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 22  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 23  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 24  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 25  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 26  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 27  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 28  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 29  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 30  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 31  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 32  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 33  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 34  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 35  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 36  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 37  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 38  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 39  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 40  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 41  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 42  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 43  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 44  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 45  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 46  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 47  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 48  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 49  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 50  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 51  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 52  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 53  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 54  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 55  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 56  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 57  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 58  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 59  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 60  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 61  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 62  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 63  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 64  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 65  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 66  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 67  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 68  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 69  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 70  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 71  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 72  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 73  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 74  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 75  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 76  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 77  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 78  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 79  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 80  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 81  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 82  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 83  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 84  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 85  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 86  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 87  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 88  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 89  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 90  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 91  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
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

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 96  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 97  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 98  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 99  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 100  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 101  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 102  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 103  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 104  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 105  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 106  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
177 BAYVIEW DRIVE  
UNIT 107  
BARRIE, ON L4N 4Y6

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 9  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 1  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 2  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 3 & 4  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 5  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 6  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 7&8RR  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 8 FRT  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 9  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 10  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 11&12  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 12R13  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 14  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
240 BAYVIEW DRIVE  
UNIT 15  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 1  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 2  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 3  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 4  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 5  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 6  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 7  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 8  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 9  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 10  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
250 BAYVEIW DRIVE  
UNIT 11  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 1A  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 1B  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 2  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 3  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 4 & 5  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 6  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 7  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 8  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 9  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 10  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
411 HURONIA ROAD  
UNIT 12  
BARRIE, ON L4N 9B3

OWNER/RESIDENT  
18 MOLLARD COURT  
UNIT 2  
BARRIE, ON L4N 8Y1

OWNER/RESIDENT  
18 MOLLARD COURT  
UNIT 3  
BARRIE, ON L4N 8Y1

OWNER/RESIDENT  
18 MOLLARD COURT  
UNIT 4  
BARRIE, ON L4N 8Y1

OWNER/RESIDENT  
18 MOLLARD COURT  
UNIT 5  
BARRIE, ON L4N 8Y1

OWNER/RESIDENT  
18 MOLLARD COURT  
UNIT 6  
BARRIE, ON L4N 8Y1

OWNER/RESIDENT  
18 MOLLARD COURT  
UNIT 7  
BARRIE, ON L4N 8Y1

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 1  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 2  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 3  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 4  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 5  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 6  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 7  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 8  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 9  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 10  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 11  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 12  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 13  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 14  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 15  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 16  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 17  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 18  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 19  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 20  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 21  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 22  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 23  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 24  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 25  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 26  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
220 BAYVIEW DRIVE  
UNIT 27  
BARRIE, ON L4N 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 1  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 2  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 3  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 4  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 5  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 6  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 7  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 8  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 9  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 10  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 11  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 12  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 13  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 14  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 15  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 16  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 17  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 18  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 19  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
230 BAYVIEW DRIVE  
UNIT 20  
BARRIE, ON L48 4Y8

OWNER/RESIDENT  
141 WELHAM ROAD  
UNIT 1  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
141 WELHAM ROAD  
UNIT 2  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
141 WELHAM ROAD  
UNIT 3  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
141 WELHAM ROAD  
UNIT 4  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
141 WELHAM ROAD  
UNIT 5  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
145 WELHAM ROAD  
UNIT 6  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
145 WELHAM ROAD  
UNIT 7  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
145 WELHAM ROAD  
UNIT 8  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
145 WELHAM ROAD  
UNIT 9  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
145 WELHAM ROAD  
UNIT 10  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
145 WELHAM ROAD  
UNIT 11  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 12  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 13  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 14  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 15  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 16  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 17  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 18  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 19  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 20  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 21  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 22  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
149 WELHAM ROAD  
UNIT 23  
BARRIE, ON L4N 8Y3

OWNER/RESIDENT  
18 MOLLARD COURT  
UNIT 1  
BARRIE, ON L4N 8Y1



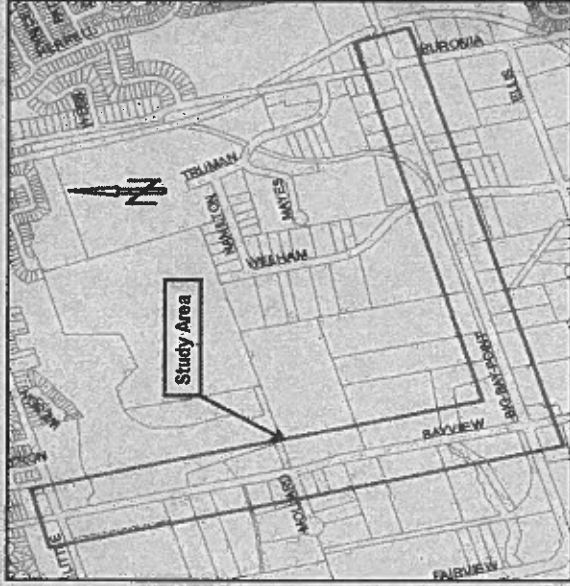
**BAYVIEW DRIVE (LITTLE AVENUE TO BIG BAY POINT ROAD) and  
BIG BAY POINT ROAD (BAYVIEW DRIVE TO HURONIA ROAD)  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT-PHASE 3 & 4**

**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 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 Multi-Modal Active Transportation Master Plan was endorsed by Council on December 2, 2013 (Council Direction Memorandum 13-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/ea/studies](http://www.barrie.ca/ea/studies) 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:

City of Barrie	City of Barrie	Barrie Public Library	Barrie Public Library
City Clerk's Office	Engineering Dept.	Downtown	Painiswick Branch
1 <sup>st</sup> Floor City Hall	6 <sup>th</sup> Floor City Hall	Information Desk	Information Desk
70 Collier Street	70 Collier Street	60 Worsley Street	48 Dean Avenue

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

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

Dawn McAlpine  
City Clerk

J. Weston, M.A.Sc., P. Eng., PMP  
Director of Engineering

Notice issued on February 18th and February 20th, 2016.

*Barrie Examiner - Feb. 18, 2016*



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

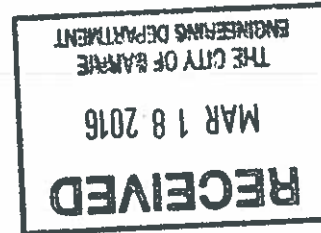
# The City of BARRIE

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

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

February 16, 2016

File: T05-BA3



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](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:

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

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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

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](mailto:Lloyd.Spooner@barrie.ca)

Yours truly,



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

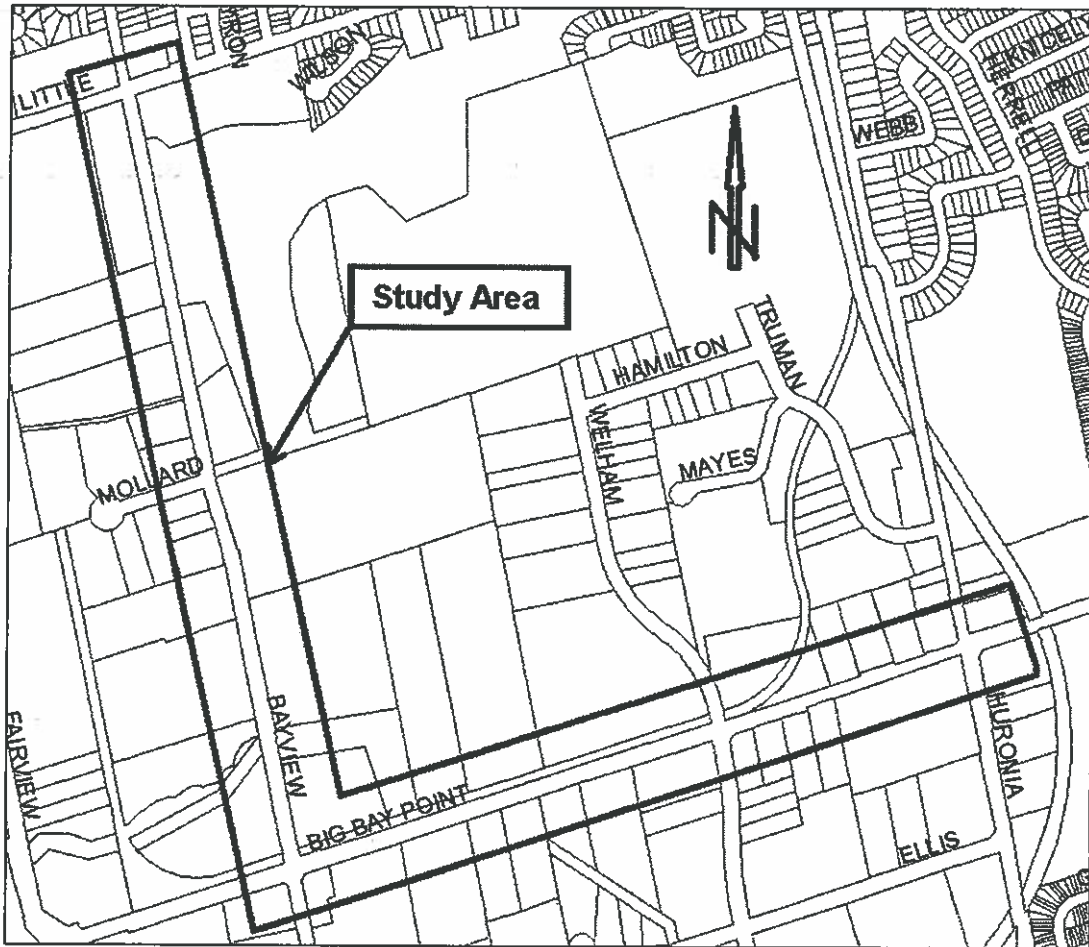
LS/sm

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

February 16, 2016

Figure 1

Map of Study Area

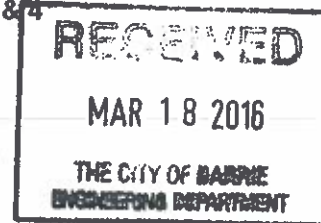




The City of  
**BARRIE**

**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.):**

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:**

405 Huronia Rd

441 Bayview Dr

Unit/Apt:

Rd

**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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:

---



---



---



---



---



---



---



---



---



---

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 8<sup>th</sup> / 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](http://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:

<p>Mr. Lloyd Spooner, C.E.T. City of Barrie Engineering Department 70 Collier Street, P.O. Box 400 Barrie, ON L4M 4T5</p>	<p>Tel: (705) 739-4220, Ext. 4491 Fax: (705) 739-4247 E-mail: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a></p>
---	--

*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**

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:** 342 Bayview Drive **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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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.

ENGINEERING DEPARTMENT

-2-

File: T05-BA3

**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:

- ① Removal of the rail spur may affect future commercial/industrial development opportunities. Once removed it is lost forever. Careful consideration is required/suggested.
- ② 5 lanes on Bayview would put traffic very close to our office front entrance @ 342 Bayview Drive.

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: Feb 28 / 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/leastudies](http://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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*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**

**INDEX NO. 3**

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.):**

*AERARIUM DEVELOPMENT CORPORATION LTD. (PROPERTY OWNER)*

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** *80 BRADFORD ST* **Unit/Apt:** *306*

**Postal Code:** *BARRIE L4N 6S7* **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](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 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, 1 <sup>st</sup> Floor 70 Collier Street Barrie, ON L4M 4T5	City of Barrie Engineering City Hall, 6 <sup>th</sup> 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:

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

ALTERNATE 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/eastudies](http://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:

NICELY SET 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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

**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**

**INDEX NO. 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.):** *PROPERTY OWNER & TENANT*

**ADDRESS (Including Postal Code & Telephone Number):** *GK WORKWEAR*

**Street Address:** *116 BIG BAY PT. 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](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 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, 1 <sup>st</sup> Floor 70 Collier Street Barrie, ON L4M 4T5	City of Barrie Engineering City Hall, 6 <sup>th</sup> 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 &amp; Big Bay Point Road Municipal Class EA Phases 3 &amp; 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****④ 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.

**⑤ 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.

**① 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/R - 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/leastudies](http://www.barrie.ca/leastudies))?

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

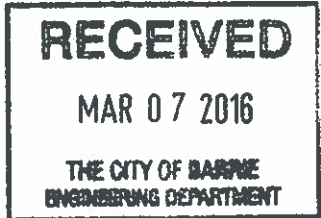
Please add a comment in support of your level of satisfaction below:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*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**

**INDEX NO. 5**

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.):**

TENANT - BARRIE GLASS  
OWNER - BARRIE SPORTS  
AREA (2002) INC.

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** 124 BIG BAY PT 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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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 &amp; Big Bay Point Road Municipal Class EA Phases 3 &amp; 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.barrie.ca/leastudies](http://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:

---



---



---



---



---

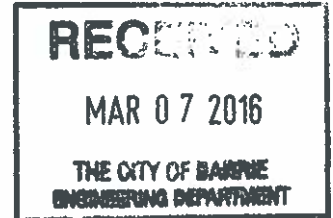


---

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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*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**

**INDEX NO. 6**

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.):**

*NATIONAL TRAINING  
RINKS*

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** *120 BIL BAY PT ROAD*

**Unit/Apt:**

**Postal Code:** *L4N 9R4*

**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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 &amp; Big Bay Point Road Municipal Class EA Phases 3 &amp; 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.

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

A/B - 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

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/eaastudies](http://www.barrie.ca/eaastudies))?

**Poor**  
(Much Improvement  
Required)

**Marginal**  
(Some Improvement  
Required)

**Good**

**Very Good**

**Excellent**

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

THE PRESENTATIONS AND DETAIL WAS  
EXCELLENT. GREATLY APPRECIATED THE  
EXPLANATIONS BY ALL

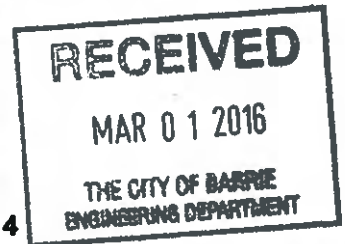
Please submit this comment sheet by **Wednesday, March 23, 2016** to:

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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*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**



**INDEX NO. 7**

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.):**

PROPERTY OWNER - HURONIA ROAD LTD.

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** 374 HURONIA ROAD & BIG BAY POINT ROAD **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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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:

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.barrie.ca/leastudies](http://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:

<p>Mr. Lloyd Spooner, C.E.T. City of Barrie Engineering Department 70 Collier Street, P.O. Box 400 Barrie, ON L4M 4T5</p>	<p>Tel: (705) 739-4220, Ext. 4491 Fax: (705) 739-4247 E-mail: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a></p>
---	--

*Thank you for your comments.*

**Lloyd Spooner**

---

**From:**  
**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,

Theta TTS 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 TTS Inc. cannot accept liability for any statements made which are clearly the sender's own and not expressly made on behalf of Theta TTS 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. 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.):**

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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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:

PLEASE SEE ATTACHED.

---



---



---



---



---



---



---



---



---



---

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



**From:**  
**Sent:**  
**To:**  
**Subject:**

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 COMMITTED 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/leastudies](http://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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*Thank you for your comments.*

## David Perks - RE: Trucking Access to Our Loading Docks

---

**From:** Lloyd Spooner <Lloyd.Spooner@barrie.ca>  
**To:**  
**Date:** 9/27/2016 5:05 PM  
**Subject:** RE: Trucking Access to Our Loading Docks  
**Cc:** Stephannie Schlichter <Stephannie.Schlichter@barrie.ca>, Frank Palka <Fr...  
**Attachments:** M - 130 Big Bay Point Road, Loading Docks.pdf

---

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, Mislal 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 manoeuvre 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.*

---



# C.C. Tatham & Associates Ltd.

## Consulting Engineers

Collingwood Bracebridge Orillia Barrie Ottawa

41 King Street, Unit 4  
Barrie, Ontario L4N 6B5  
Tel: (705) 733-9037  
Fax: (705) 733-1520  
Email: info@cctatham.com  
Web: www.cctatham.com

### MEMO

**Date:** September 13, 2016      **Pages:** 4      **CCTA File:** 415375  
**To:** Lloyd Spooner      City of Barrie      **Via:** email  
**Copy:** Ralph Scheunemann      City of Barrie      **Via:** email  
**From:** David Perks  
**Subject:** Bayview Drive & Big Bay Point Road EA  
130 Big Bay Point Road

---

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 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).

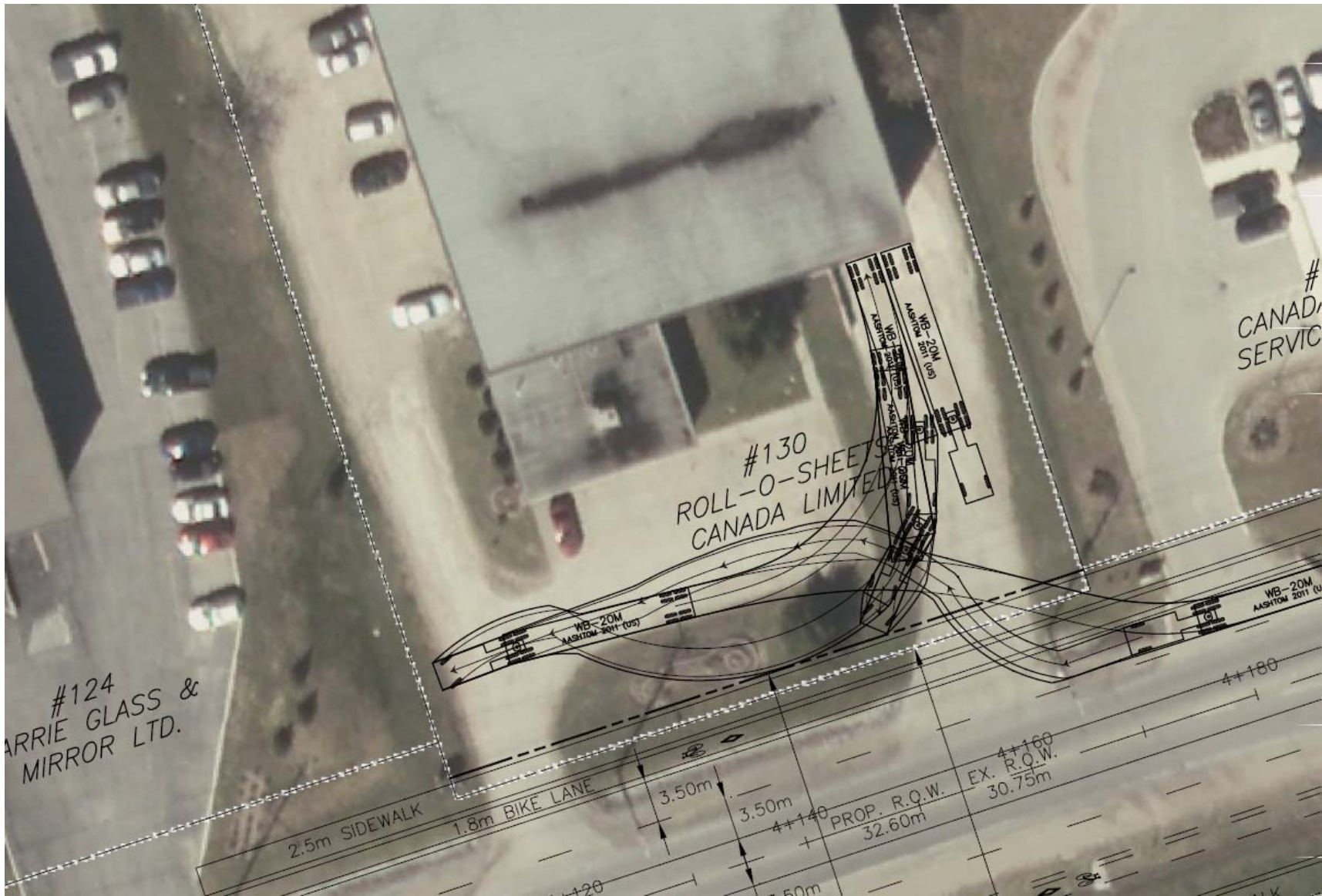
### **Other Considerations**

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).

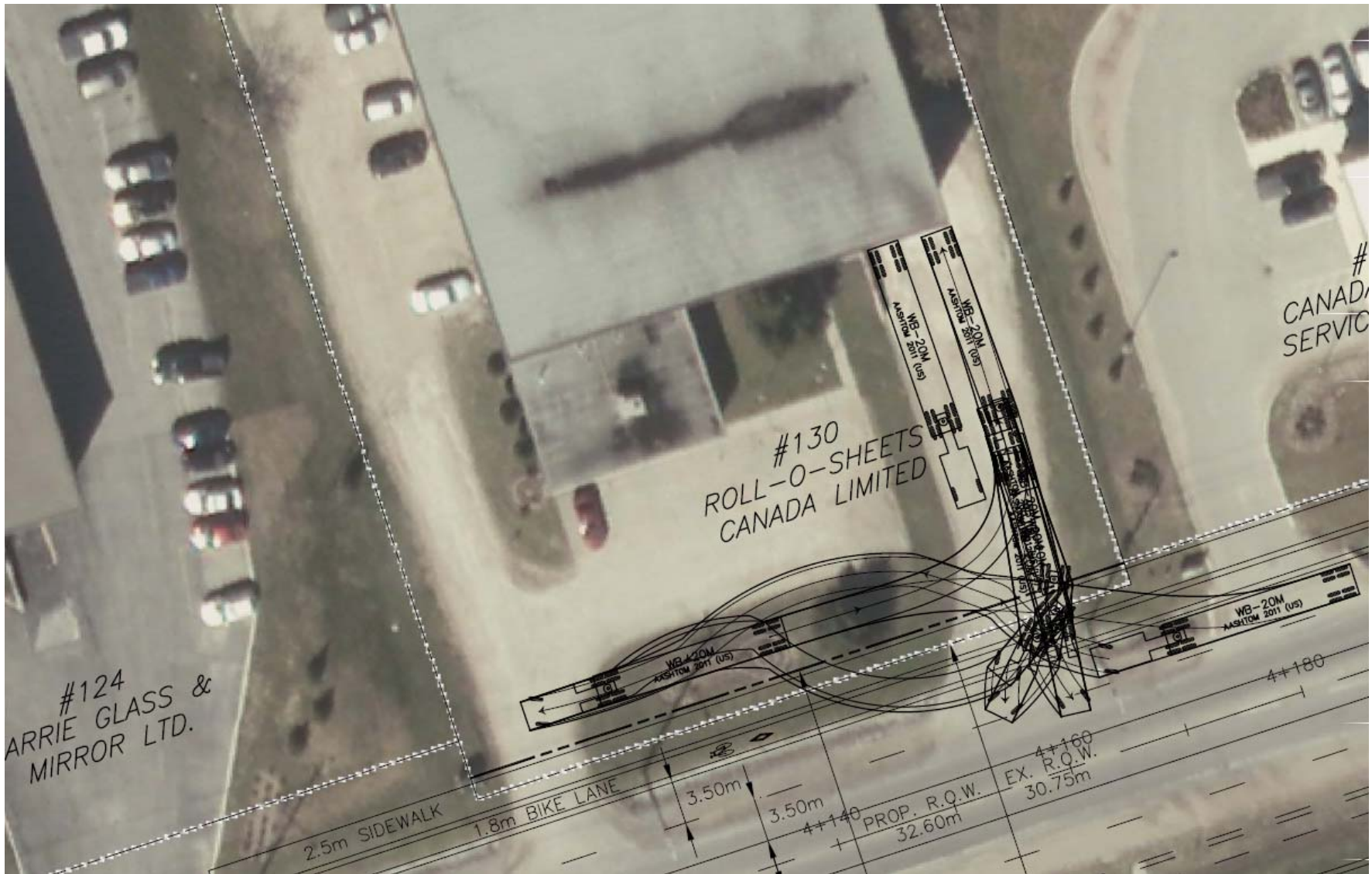


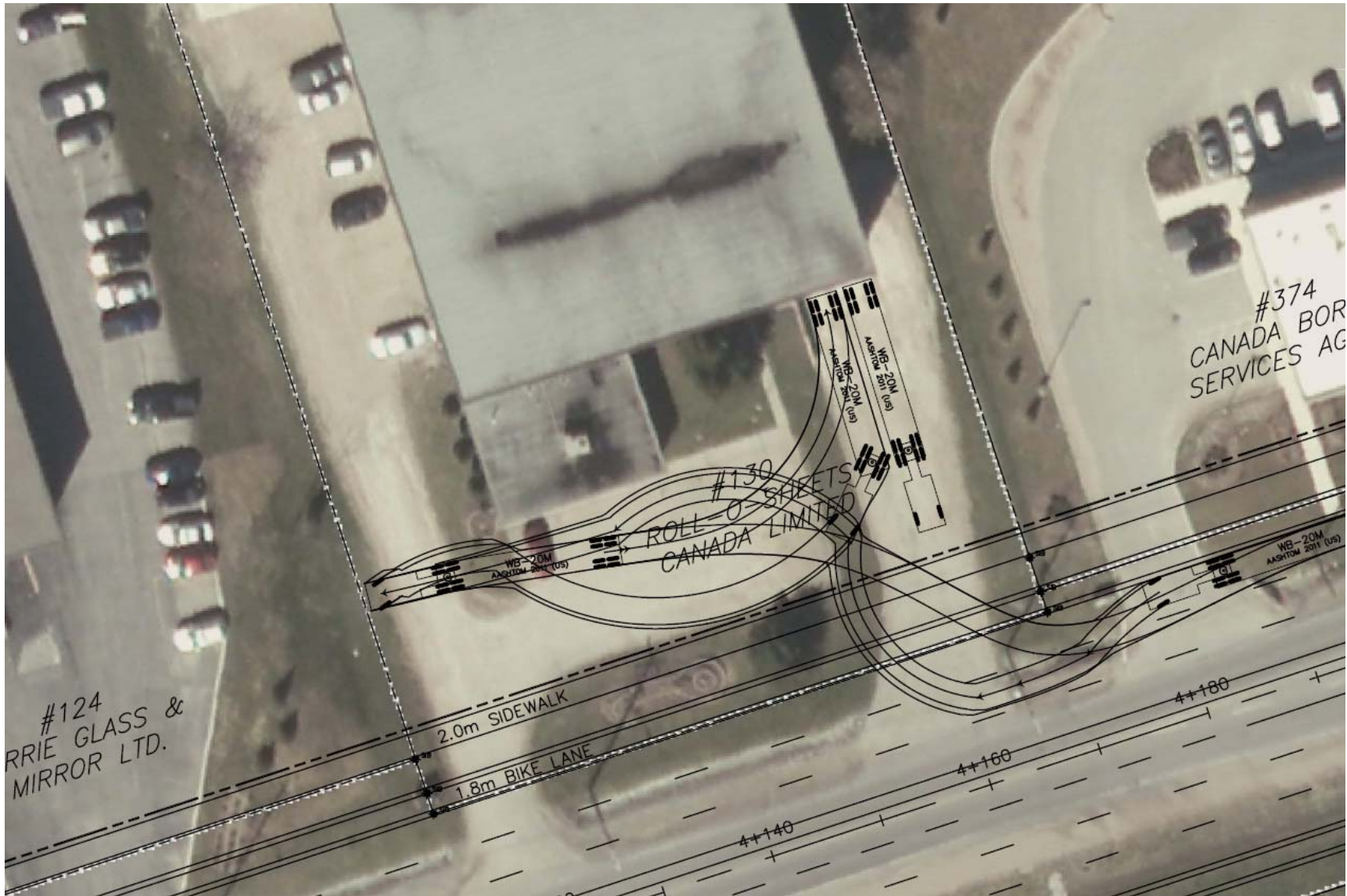
C.C. Tatham & Associates Ltd.  
Consulting Engineers

130 Big Bay Point Road — Truck Turning Templates  
Option 1: 5-Lanes (Left Door)

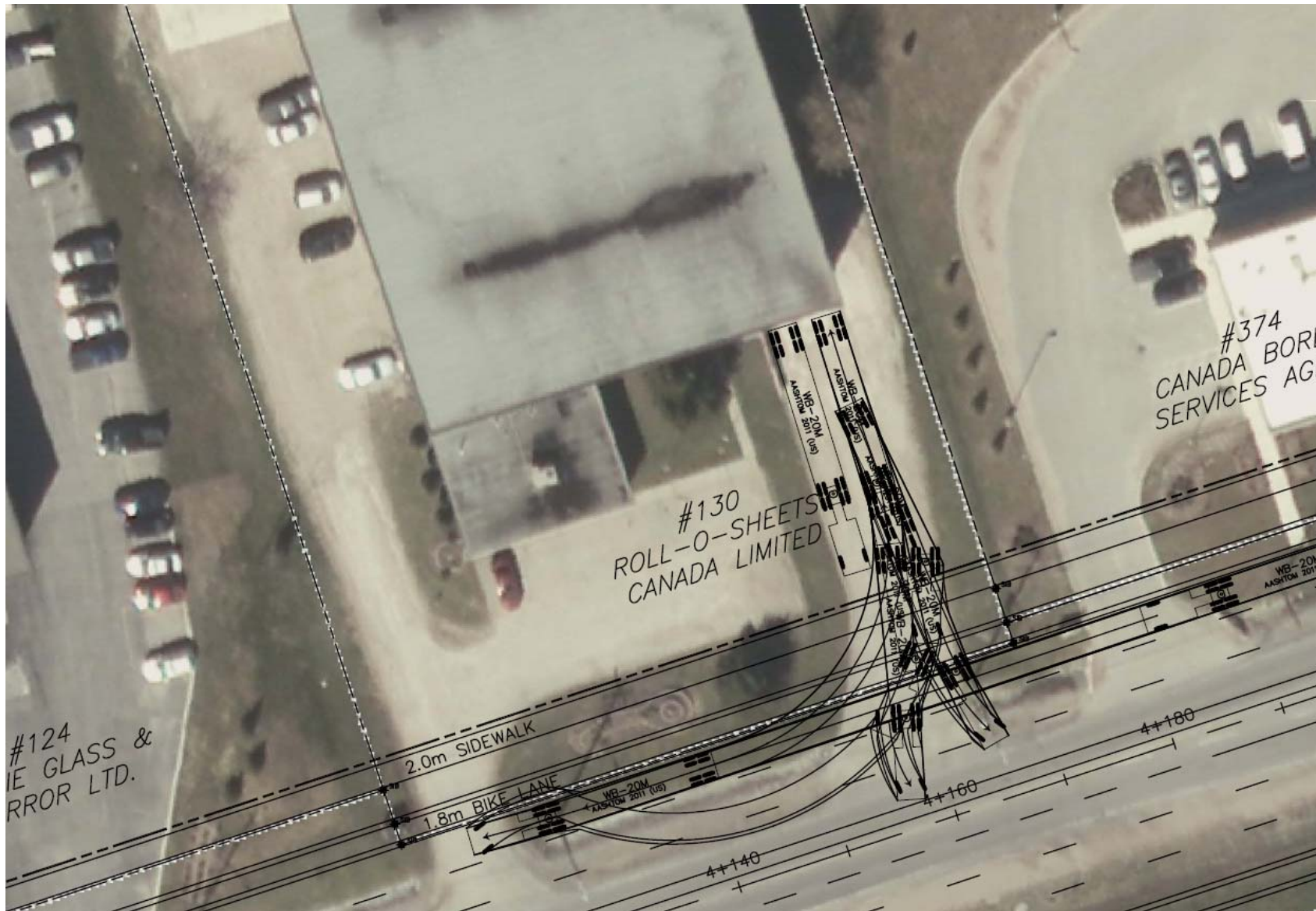
Figure  
1









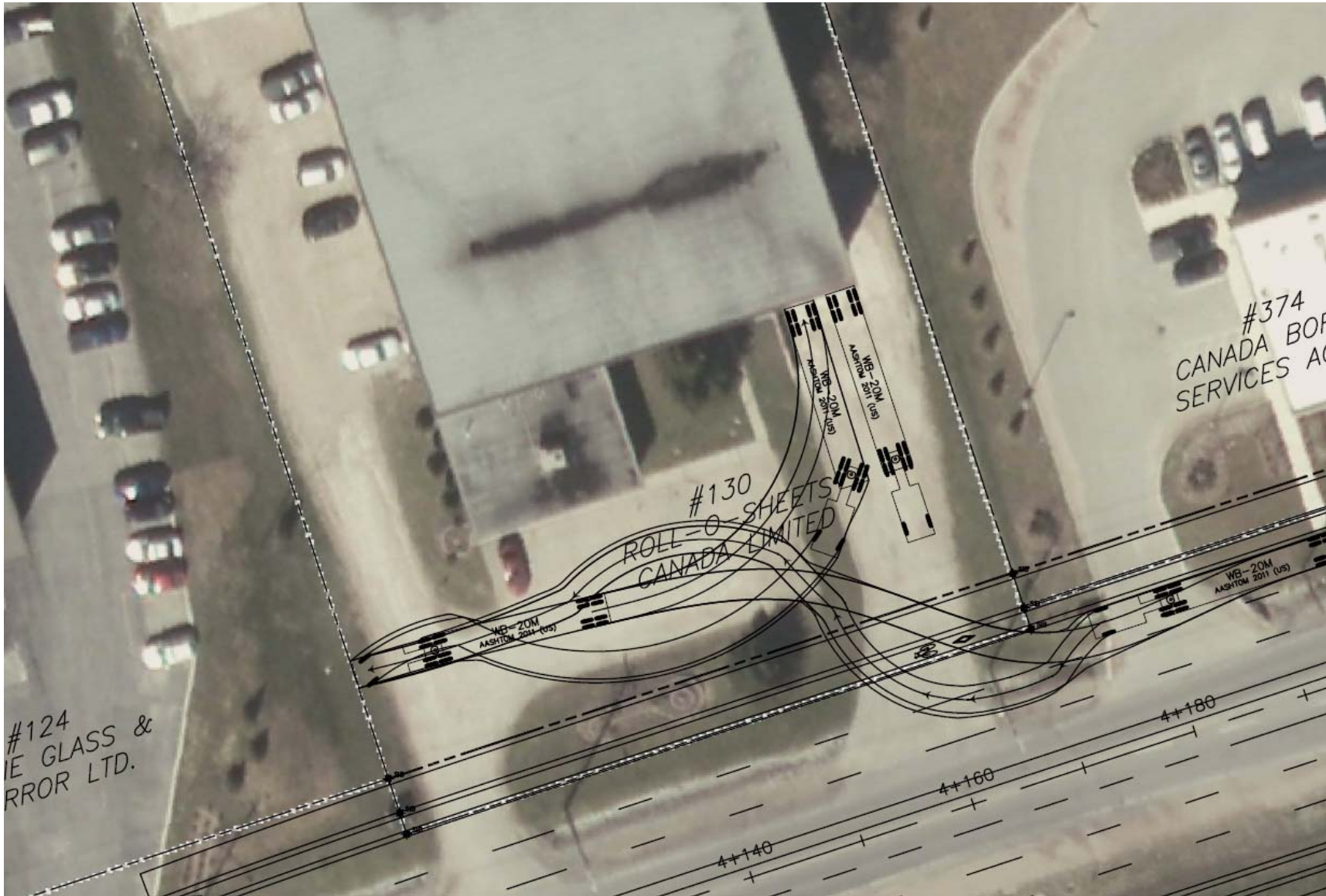


C.C. Tatham & Associates Ltd.  
Consulting Engineers

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

Figure  
4

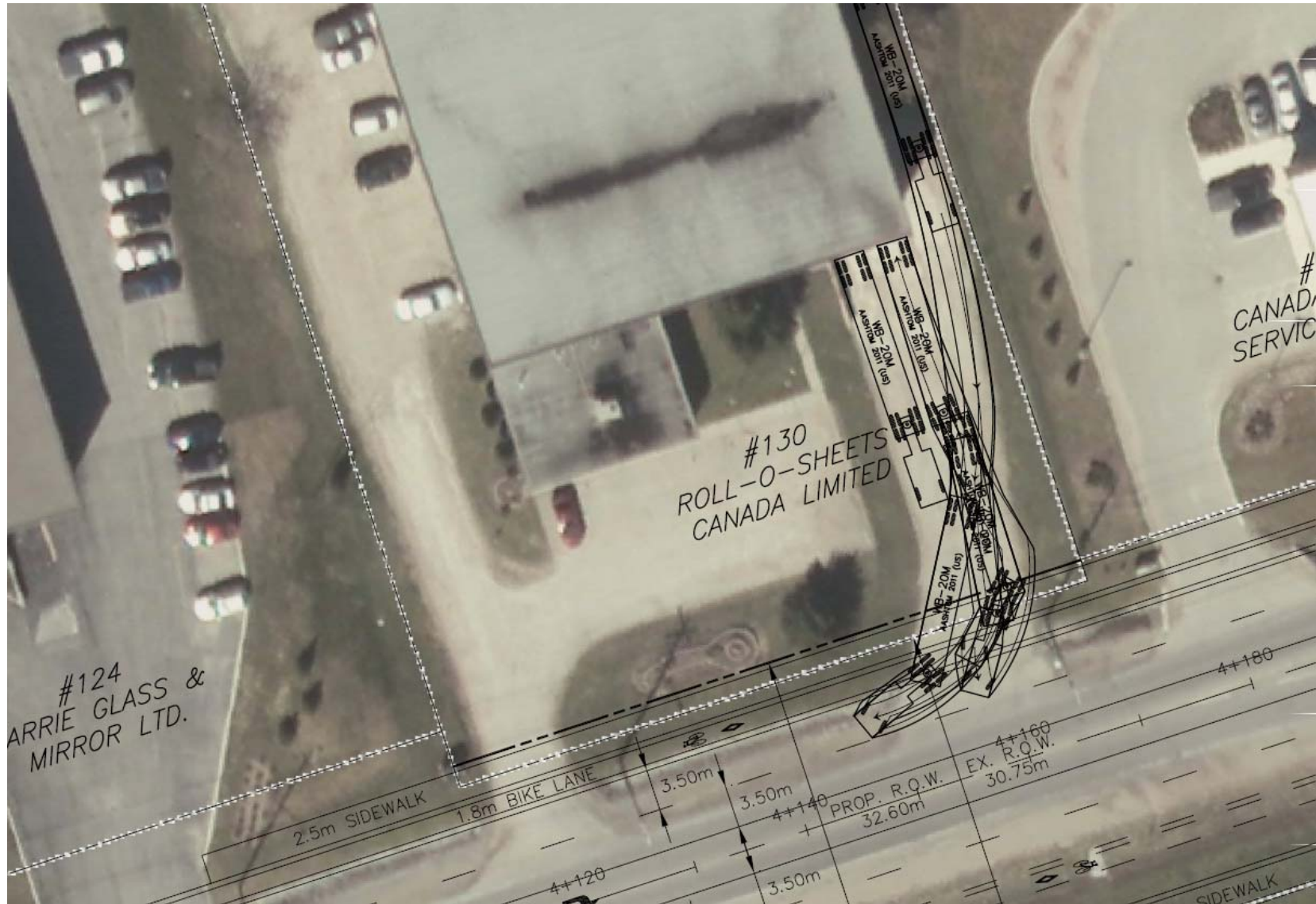












C.C. Tatham & Associates Ltd.  
Consulting Engineers

130 Big Bay Point Road — Truck Turning Templates  
Options 2&3 : 5-Lanes (Right Door)

Figure  
8

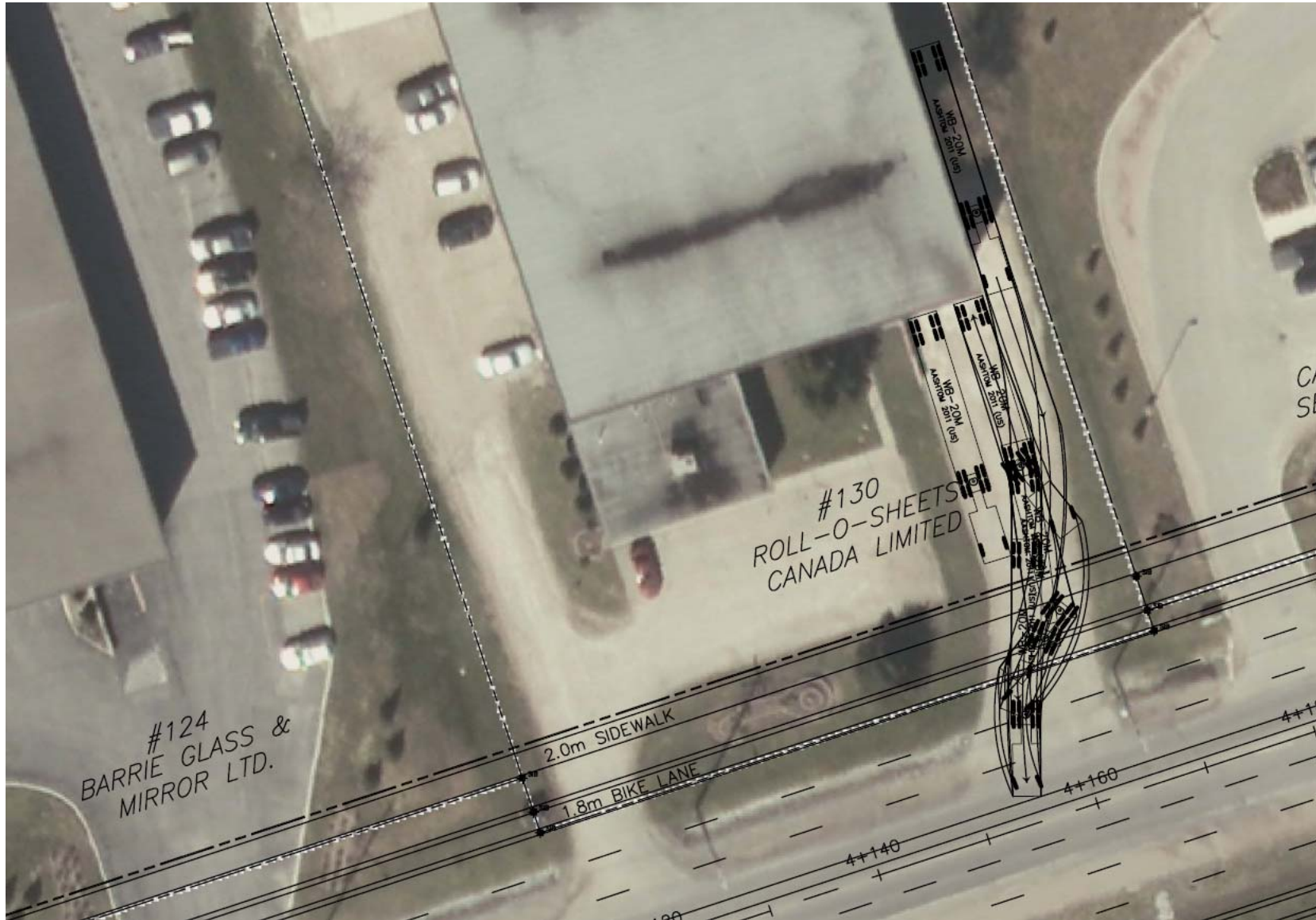




C.C. Tatham & Associates Ltd.  
Consulting Engineers

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

Figure  
9



C.C. Tatham & Associates Ltd.  
Consulting Engineers

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

Figure  
10



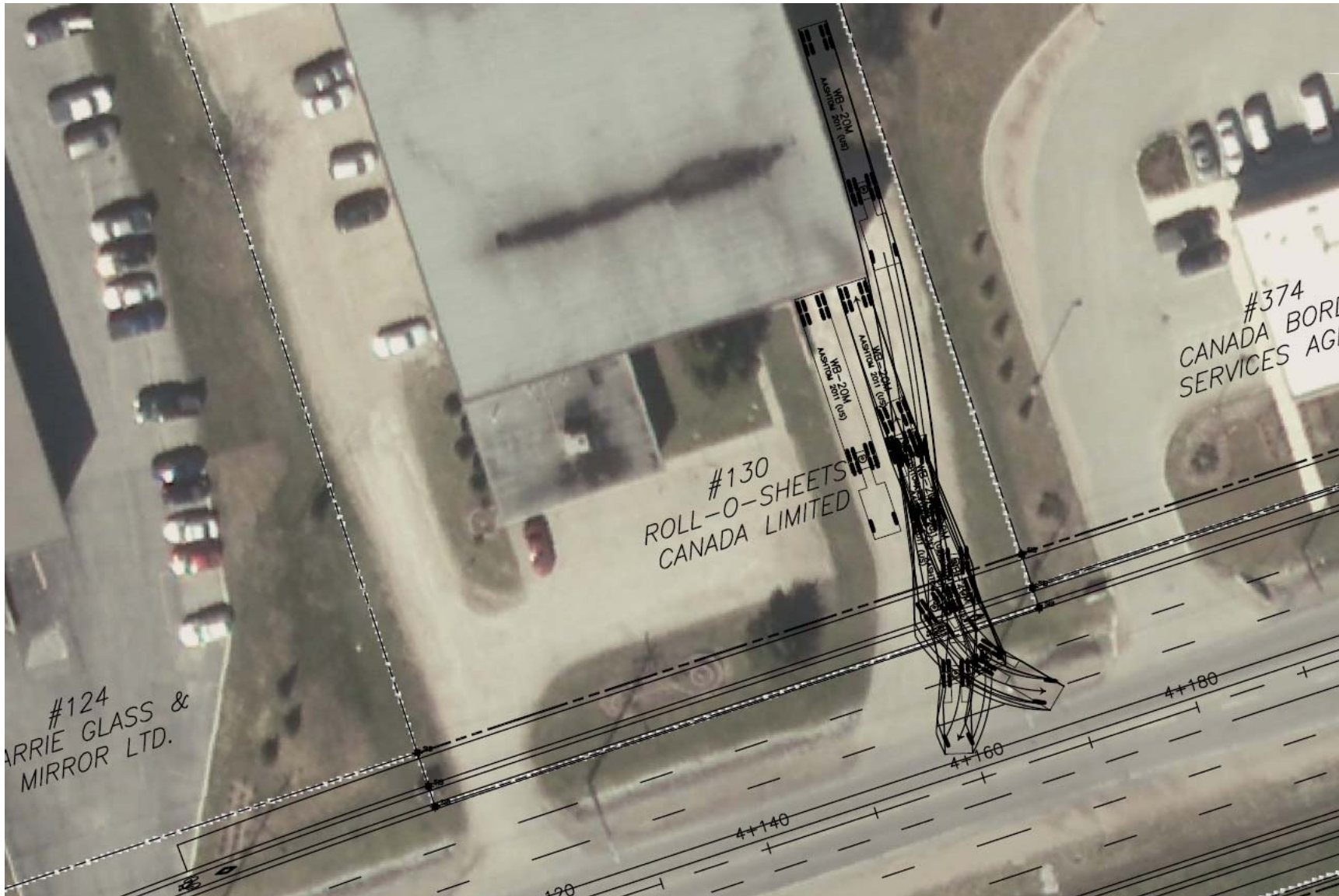


C.C. Tatham & Associates Ltd.  
Consulting Engineers

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

Figure  
11





C.C. Tatham & Associates Ltd.  
Consulting Engineers

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

Figure  
12

## Lloyd Spooner

---

**From:**  
**Sent:** Monday, March 21, 2016 7:48 AM  
**To:** Lloyd Spooner  
**Subject:** Big Bay Point Rd.widening proposal  
**Attachments:** scan0062.pdf

Mr. Spooner

Please see attached the comment forms.

Regards



**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:**

(1399731 ONTARIO INC)

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

OWNER - LOT 9 (PT) 316 BAY POINT RD

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:**

181 316 BAY POINT RD

**Unit/Apt:**

**Postal Code:**

L4N 8M5

**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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 &amp; Big Bay Point Road Municipal Class EA Phases 3 &amp; 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. *AND WIDEN ON BOTH SIDES*

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

*ALL PROPELTIAN TRAFFIC PASS OUR LOCATION IS ON THE SOUTH SIDE. WHY IS ALL OF THE WIDENING DONE TO THE NORTH? LAND IS ALREADY OWNED (RAILWAY) RAIL IS NOT USED! NO RAIL VEHICLES ON THAT LINE IN THE 17 YEARS WE HAVE BEEN HERE. THIS PROPOSAL WOULD CAUSE MINIMAL EFFECTS TO THE TAXPAYING BUSINESSES ON THE SOUTH SIDE OF BIG BAY POINT RD AND SIMPLY 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: MAR 18 / 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](http://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:

<p>Mr. Lloyd Spooner, C.E.T. City of Barrie Engineering Department 70 Collier Street, P.O. Box 400 Barrie, ON L4M 4T5</p>	<p>Tel: (705) 739-4220, Ext. 4491 Fax: (705) 739-4247 E-mail: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a></p>
---	--

**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**

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:**

*(872556 ONTARIO (NC))*

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

*owner - 191 BIG BAY POINT RD*

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** *2639-20th SIDE ROAD / NWISILL* Unit/Apt:

**Postal Code:**

*L9S4J2.*

**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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 &amp; Big Bay Point Road Municipal Class EA Phases 3 &amp; 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. 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. LANDS ON THE NORTH SIDE OF 1311 BPPR  
ARE UNUSED AND UNDERDEVELOPED AND WIDENING TO THE NORTH  
HAS LITTLE IMPACT ON PROPERTIES ON THE SOUTH SIDE.  
WIDENING TO THE SOUTH WOULD TAKE AWAY A LOT OF MY  
PARKING AREA AND SERIOUSLY REDUCE MY PROPERTY VALUE!

J. V.



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 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.barrie.ca/leastudies](http://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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*Thank you for your comments.*

**Lloyd Spooner**

---

**From:**  
**Sent:** Friday, March 11, 2016 8:07 AM  
**To:** Lloyd Spooner  
**Subject:** Bayview Dr. Municipal Class Assessment  
**Attachments:** \_20160311\_071525.pdf

Good Morning,

Please see attached.

Thank you,

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

Sent: Friday, March 11, 2016 7:15 AM  
To: [brent@gesallows.com](mailto: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.):**

*A.E. Sallows Corp.*

**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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.

3  **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: March 9/16.

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/eastudies](http://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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*Thank you for your comments.*



**Lloyd Spooner**

---

**From:**  
**Sent:** Thursday, March 03, 2016 9:29 AM  
**To:** Lloyd Spooner  
**Subject:** Comments from Garaga Inc - 333 Bayview Drive  
**Attachments:** image2016-03-03-082700.pdf

---

General Manager

---

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

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

**From:** [scan\\_barrie@garaga.com](mailto: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

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.):**

*Garaga Inc.*

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** *333 Bayview Dr, Barrie* **Unit/Apt:**

**Postal Code:** *L4N 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/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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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:

*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: 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](http://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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*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**

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.):**

*Harvie Road Crossing Coalition*

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** *115 Dunlop Street East*

**Unit/Apt:** *# 1*

**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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:

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.barrie.ca/eastudies](http://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:

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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

**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**

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:** 177 BAYVIEW Dr **Unit/Apt:** 21

---

**Postal Code:** L4N 4Y6 **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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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:

\* 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.

\* BULD FOR ~~TO~~ 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/eastudies](http://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:

VERY 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 4T5	Tel: (705) 739-4220, Ext. 4491 Fax: (705) 739-4247  E-mail: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

**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**

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.):**

MYSELF

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** 35 MELINDA CRESCENT **Unit/Apt:**  
**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/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 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, 1 <sup>st</sup> Floor 70 Collier Street Barrie, ON L4M 4T5	City of Barrie Engineering City Hall, 6 <sup>th</sup> 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**

3  **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

2  **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.

1  **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.

4  **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.

3  **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/eastudies](http://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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

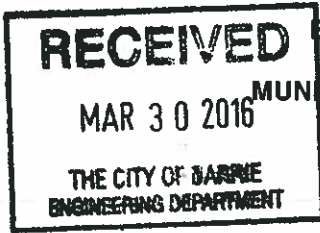
Please submit this comment sheet by **Wednesday, March 23, 2016** to:

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](mailto: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**

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:** 11

**Postal Code:** L4N 2Z5 **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](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 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, 1 <sup>st</sup> Floor 70 Collier Street Barrie, ON L4M 4T5	City of Barrie Engineering City Hall, 6 <sup>th</sup> 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**

**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.

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:

- KEEP AS MUCH GREENSPACE AS POSSIBLE

---



---



---



---



---



---



---



---



---



---



**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 30/16

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/eastudies](http://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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

***Thank you for your comments.***

Government Services  
Building  
22 Winookeeda Street  
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045  
Fax: 705.657.8708  
www.curveLakefirstnation.ca

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**

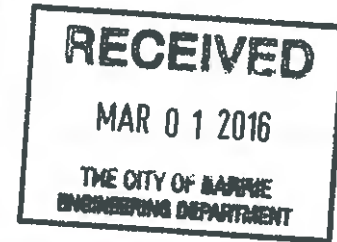
I would like to acknowledge receipt of your correspondence, which was received on 2/18/2016 regarding the above noted project.

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.



Government Services  
Building  
22 Winookeeda Street  
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045  
Fax: 705.657.8708  
[www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)

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](mailto:MelissaD@curvelake.ca), or by phone at 705-657-8045.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Phyllis Williams". The signature is fluid and cursive.

Chief Phyllis Williams  
Curve Lake First Nation

**Lloyd Spooner**

---

**From:** Ng, Joanna (MAA) <Joanna.Ng@ontario.ca>  
**Sent:** Friday, February 19, 2016 1:07 PM  
**To:** Brett Gratrix; Lloyd Spooner  
**Subject:** file: E03-FO1 & T05-BA3

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.,  
4<sup>th</sup> 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., 9<sup>th</sup> Floor  
Toronto, ON M7A 2E6

Thanks.

Joanna Ng  
Admin. Assistant  
Tel: 416-327-4274

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

*The City of*  
**BARRIE**

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

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

February 16, 2016

File: T05-BA3

**RECEIVED**

MAR 03 2016

THE CITY OF BARRIE  
ENGINEERING DEPARTMENT

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](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:

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

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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

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](mailto:Lloyd.Spooner@barrie.ca)

Yours truly,

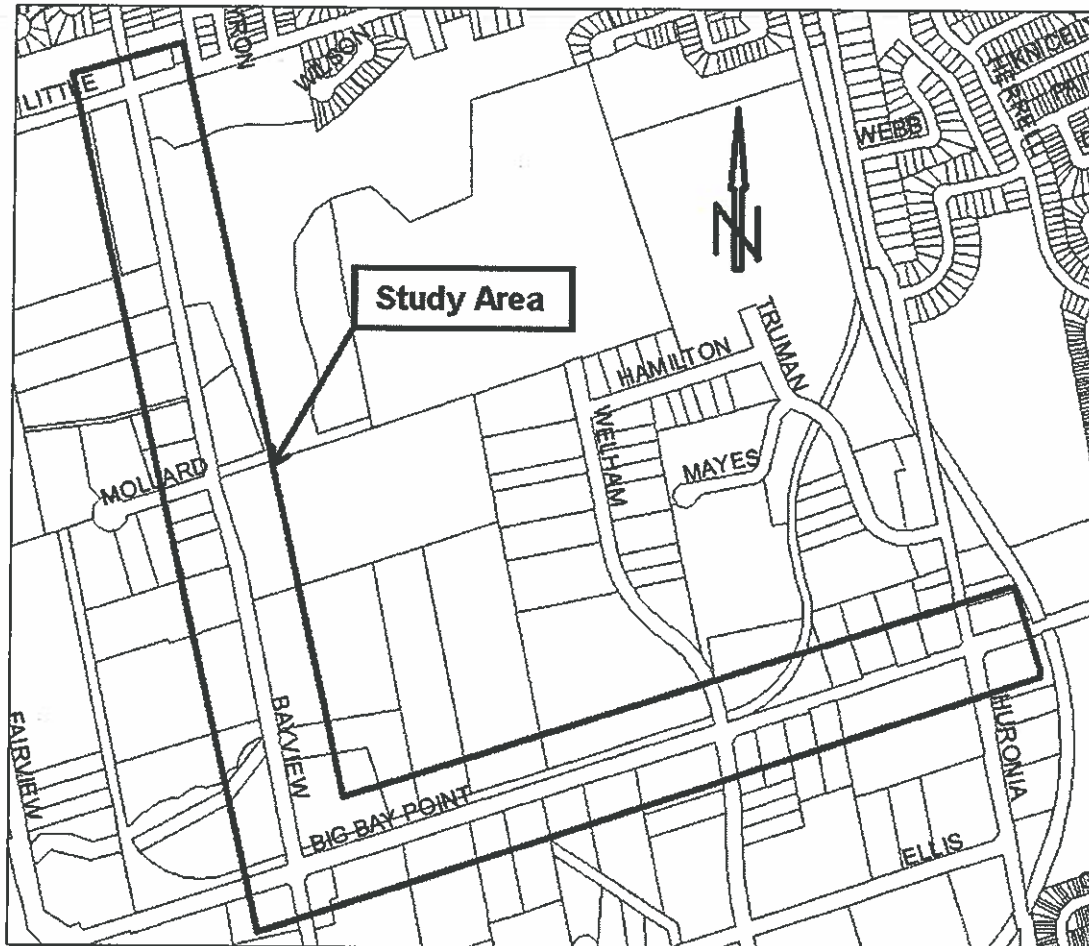


Lloyd Spooner, C.E.T.  
Senior Water Technologist

LS/sm

**Figure 1**

**Map of Study Area**





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**

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.):**

*BLES*

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:** *135 DUNLOP ST W.*

**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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 &amp; Big Bay Point Road Municipal Class EA Phases 3 &amp; 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:

BFES SUPPORTS SOLUTIONS THAT DO NOT INCLUDE LANE  
BARRIERS OR CENTER MEDIANS. CENTER MEDIAN STRUCTURES  
NARROW ROAD WIDTH MAKE EMERGENCY RESPONSES DIFFICULT  
FOR LARGE FIRE TRUCKS. A MULTI-LANE APPROACH  
OR WIDE TRAFFIC LANE SURFACE 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: FEB 24/2016

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](http://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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*Thank you for your comments.*



## Lloyd Spooner

---

**From:** Lloyd Spooner  
**Sent:** Friday, April 01, 2016 9:25 AM  
**To:** 'Yolanda.Zhang@infrastructureontario.ca'  
**Subject:** FW: Notice - Pollution Prevention and Control Plan Update Study  
**Attachments:** Bayview Dr and Big Bay Point - presentation of Alternative Design Soluti....pdf

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

---

**From:** Zhang, Yolanda (IO) [<mailto:Yolanda.Zhang@infrastructureontario.ca>]  
**Sent:** Wednesday, February 24, 2016 3:45 PM  
**To:** Lloyd Spooner  
**Subject:** RE: Notice - Pollution Prevention and Control Plan Update Study

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

---

**From:** Lloyd Spooner [<mailto:Lloyd.Spooner@barrie.ca>]  
**Sent:** Wednesday, February 24, 2016 3:30 PM  
**To:** Zhang, Yolanda (IO) <[Yolanda.Zhang@infrastructureontario.ca](mailto:Yolanda.Zhang@infrastructureontario.ca)>  
**Subject:** FW: Notice - Pollution Prevention and Control Plan Update Study

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](mailto: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.

---

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.

---

**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 managed 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*

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

*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](mailto: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](mailto: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](http://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](mailto: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: [danielle.anders@gmblueplan.ca](mailto:danielle.anders@gmblueplan.ca)

## Lloyd Spooner

---

**From:** Lisa-Beth Bulford <L.Bulford@lsrca.on.ca>  
**Sent:** Thursday, March 24, 2016 3:47 PM  
**To:** Lloyd Spooner  
**Cc:** DPERKS@cctatham.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  
[l.bulford@LSRCA.on.ca](mailto:l.bulford@LSRCA.on.ca) | [www.LSRCA.on.ca](http://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 by 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.



**Sent by E-mail: [lloyd.spooner@barrie.ca](mailto:lloyd.spooner@barrie.ca)**

March 24, 2016

**File No: T05-BA3**  
**IMS File No.: PEAA453**

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.

Page 1 of 4

March 24, 2016  
File No: T05-BA3  
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](mailto: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](mailto:dperks@cctatham.com))



# C.C. Tatham & Associates Ltd.

Consulting Engineers

Collingwood

Bracebridge

Orillia

Barrie

41 King Street, Unit 4

Barrie, Ontario L4N 6B5

Tel: (705) 733-9037

Fax: (705) 733-1520

Email: info@cctatham.com

Web: www.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.



Professional Engineers  
Ontario

Authorized by the Association of Professional Engineers of Ontario to offer Professional engineering services.



Consulting  
Engineers of  
Ontario

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.
9. Addressed.
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.
16. 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



Amanda Kellett, B.Sc.Eng., P.Eng.  
Project Manager

copy: Lloyd Spooner, City of Barrie (via email [lloyd.spooner@barrie.ca](mailto:lloyd.spooner@barrie.ca))

T:\2015 PROJECTS\415375 - Bayview Dr & Big Bay Pt Rd EA\Documents\Letters\L - Bulford - Response to LSRCA Comments.docx

**Lloyd Spooner**

---

**From:** Heywood, Trevor (MOECC) <Trevor.Heywood@ontario.ca>  
**Sent:** Friday, February 19, 2016 2:29 PM  
**To:** Lloyd Spooner  
**Subject:** Notices to Environmental Approvals Branch

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](mailto: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



**Ministry of Tourism,  
Culture and Sport**

Culture Services Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7147  
Fax: 416 212 1802

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité des services culturels  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 7147  
Télééc: 416 212 1802



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.

## Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes A Checklist for the Non-Specialist

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.

Project or Property Name

Project or Property Location (upper and lower or single tier municipality)

Proponent Name

Proponent Contact Information

### Screening Questions

1. Is there a pre-approved screening checklist, methodology or process in place? Yes  No

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 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? Yes  No

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): Yes  No

- 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

	Yes	No
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?	<input type="checkbox"/>	<input type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input type="checkbox"/>	<input type="checkbox"/>

## Part C: Other Considerations

	Yes	No
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?	<input type="checkbox"/>	<input type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input type="checkbox"/>

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](mailto: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](#).

**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
- ruins

**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](#).





# C.C. Tatham & Associates Ltd.

## Consulting Engineers

Collingwood    Bracebridge    Orillia    Barrie    Ottawa

41 King Street, Unit 4

Barrie, Ontario L4N 6B5

Tel: (705) 733-9037

Fax: (705) 733-1520

Email: info@cctatham.com

Web: www.cctatham.com

October 24, 2016

via e-mail: Dan.Minkin@Ontario.ca  
CCTA File 415375

### Dan Minkin

Heritage Planner

Ministry of Tourism, Culture & Sport

401 Bay Street, Suite 1700

Toronto, ON M7A 0A7

**Re: Bayview Drive & Big Bay Point Road Class EA – Draft ESR (MTCS File #0004242)  
Response to MTCS Comments**

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  
DP:dp

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](tel:416.314.7147) | Fax. [416.314.7175](tel:416.314.7175)

---

**From:** David Perks [[DPERKS@cctatham.com](mailto: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

**C.C. Tatham & Associates Ltd.**

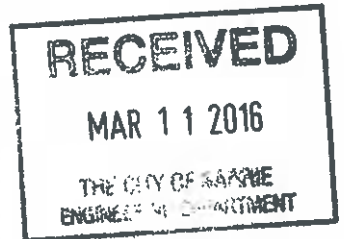
41 King Street, Unit 4

Barrie, Ontario L4N 6B5

Tel: [\(705\) 733-9037](tel:(705)733-9037)

Fax: [\(705\) 733-1520](tel:(705)733-1520)

[www.cctatham.com](http://www.cctatham.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**

**INDEX NO. 24**

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.):**

*Simcoe County District School Board*

**ADDRESS (Including Postal Code & Telephone Number):**

**Street Address:**

*1170 Highway 26 Midhurst*

**Unit/Apt:**

**Postal Code:**

*L0L 1X0*

**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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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

**2 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.

**3 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.

**4 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.

**3 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/leastudies](http://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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*Thank you for your comments.*

**Lloyd Spooner**

---

**From:** Kristin Dibble Pechkovsky <kdpechkovsky@smcdsb.on.ca>  
**Sent:** Thursday, March 03, 2016 4:07 PM  
**To:** Lloyd Spooner  
**Subject:** Fwd: Scanned from a Xerox Multifunction Printer  
**Attachments:** Scanned from a Xerox Multifunction Printer.pdf

Please find the attached a 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  
email: [kdpechkovsky@smcdsb.on.ca](mailto:kdpechkovsky@smcdsb.on.ca)

:) Reduce Your Carbon Footprint, Please Think Before You Print

----- Forwarded message -----

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

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Printer.

Attachment File Type: pdf, Multi-Page

Multifunction Printer Location: CEC 2nd Floor  
Device Name: CEC-295

For more information on Xerox products and solutions, please visit <http://www.xerox.com>

This is a staff email account managed by Simcoe Muskoka Catholic District School Board. This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender.

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: KRISTIN PEZHKOVSKY - C/O  
SIMCOE MUSKOKA CATHOLIC DISTRICT SCHOOL BOARD

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

ADDRESS (Including Postal Code & Telephone Number):

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

Postal Code: L4N 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 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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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**

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.

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

- 3  **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.
- 2  **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 EXISTS 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/ea/studies](http://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:

---



---



---



---



---



---

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: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a>
---	---

*Thank you for your comments.*



**Lloyd Spooner**

---

**From:** Kristin Dibble Pechkovsky <kdpechkovsky@smcdsb.on.ca>  
**Sent:** Thursday, March 31, 2016 4:43 PM  
**To:** Lloyd Spooner; Branch, Bonnie  
**Subject:** Fwd: Scanned from a Xerox Multifunction Printer  
**Attachments:** Scanned from a Xerox Multifunction Printer.pdf

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  
email: [kdpechkovsky@smcdsb.on.ca](mailto:kdpechkovsky@smcdsb.on.ca)

:) Reduce Your Carbon Footprint, Please Think Before You Print

----- Forwarded message -----

**From:** <[CEC-222-photocopier@smcdsb.on.ca](mailto:CEC-222-photocopier@smcdsb.on.ca)>  
**Date:** Thu, Mar 31, 2016 at 4:38 PM  
**Subject:** Scanned from a Xerox Multifunction Printer  
**To:** "[kdpechkovsky@smcdsb.on.ca](mailto:kdpechkovsky@smcdsb.on.ca)" <[kdpechkovsky@smcdsb.on.ca](mailto:kdpechkovsky@smcdsb.on.ca)>

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Printer.

Attachment File Type: pdf, Multi-Page

Multifunction Printer Location: CEC 2nd Floor  
Device Name: CEC-295

For more information on Xerox products and solutions, please visit <http://www.xerox.com>

This is a staff email account managed by Simcoe Muskoka Catholic District School Board. This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender.



SIMCOE MUSKOKA CATHOLIC  
DISTRICT SCHOOL BOARD

Simcoe Muskoka Catholic District School Board  
46 Alliance Boulevard  
Barrie, Ontario, Canada L4M 5K3  
Tel 705.722.3555 Fax 705.722.6534  
www.smcdsb.on.ca

**Transmitted VIA EMAIL ONLY**

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, MCIP RPP  
Planning Officer

cc. **Bonnie Branch, Simcoe County Student Transportation Consortium VIA EMAIL ONLY**

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



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

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

February 16, 2016

File: T05-BA3

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](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:

City of Barrie Clerk's Office City Hall, 1 <sup>st</sup> Floor 70 Collier Street Barrie, ON L4M 4T5	City of Barrie Engineering City Hall, 6 <sup>th</sup> 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
---	--	--	---

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](mailto:Lloyd.Spooner@barrie.ca)

Yours truly,



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

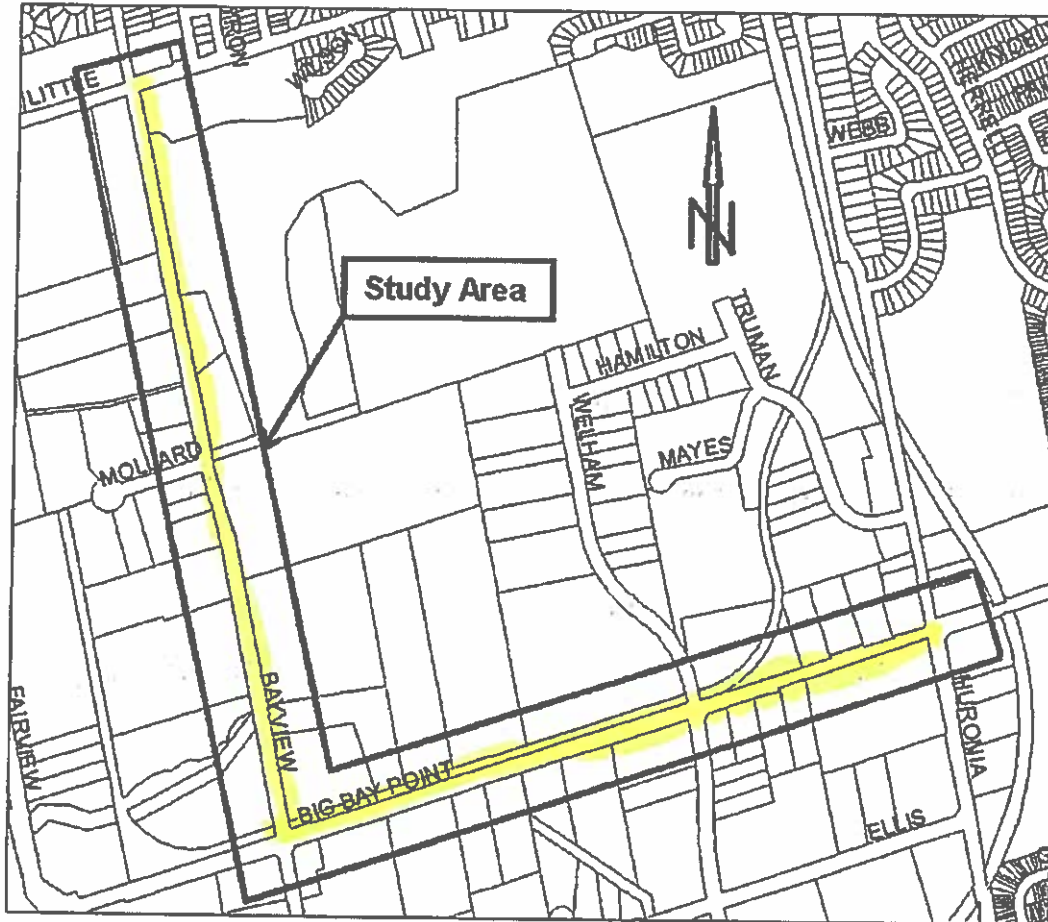
LS/sm

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

February 16, 2016

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:

KEVIN DIRBLE PECHKOSKY

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

SIMCOE MUSKOKA CATOUGUE DISTRICT SCHOOL BOARD

ADDRESS (Including Postal Code & Telephone Number):

Street Address: 46 AUNCE BWP Uni/Apt: \_\_\_\_\_

Postal Code: L4M 5K3 Telephone Number: 705 722-3559 x.250

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](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 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, 1<sup>st</sup> Floor  
70 Collier Street  
Barrie, ON L4M 4T5

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> 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:

\_\_\_\_\_  
PLEASE REVIEW ATTACH COMMENT LETTER  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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](http://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:

<p>Mr. Lloyd Spooner, C.E.T. City of Barrie Engineering Department 70 Collier Street, P.O. Box 400 Barrie, ON L4M 4T5</p>	<p>Tel: (705) 739-4220, Ext. 4491 Fax: (705) 739-4247 E-mail: <a href="mailto:Lloyd.Spooner@barrie.ca">Lloyd.Spooner@barrie.ca</a></p>
---	--

*Thank you for your comments.*

**INDEX NO. 27****David Perks - FW: Bayview Drive and Big Bay Point Road Class EA's**

---

**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](mailto: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 8<sup>th</sup> Line, Utopia, ON L0M 1T0  
**T** [705-424-1479 ext. 238](tel:705-424-1479) | **F** [705-424-2115](tel:705-424-2115)  
[jandersen@nvca.on.ca](mailto:jandersen@nvca.on.ca) [nvca.on.ca](http://nvca.on.ca)

This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender and destroy all copies of the original message.

---

*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.*

---

**INDEX NO. 28****David Perks - FW: 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**

---

**From:** Lloyd Spooner <Lloyd.Spooner@barrie.ca>  
**To:** David Perks <DPERKS@cctatham.com>  
**Date:** 11/15/2016 2:34 PM  
**Subject:** FW: 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

---

FYI

Thanks,

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

---

**From:** Hollie Nolan [[hollie@ramafirstnation.ca](mailto:hollie@ramafirstnation.ca)] **On Behalf Of** Chief Rodney Noganosh  
**Sent:** Tuesday, November 15, 2016 2:26 PM  
**To:** Lloyd Spooner  
**Cc:** Chief Rodney Noganosh  
**Subject:** 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

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 Co-ordinator/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](mailto:k.a.sandy-mckenzie@rogers.com)

Thank you,

Chief Rodney Noganosh

---

**Hollie Nolan**

*Executive Assistant to the Chief, Administration*

**Chippewas of Rama First Nation**

(ph) [705-325-3611](tel:705-325-3611), 1216

(cell)

(fax) [705-325-0879](tel:705-325-0879)

(url) [www.ramafirstnation.ca](http://www.ramafirstnation.ca)

---

This email is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. No waiver of privilege, confidence or otherwise is intended by virtue of communication via the internet. Any unauthorized or copying is strictly prohibited. If you have received this e-mail in error, or are not named as a recipient, please immediately notify the sender and destroy all copies of this e-mail.

By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

---

 *Please consider the environment before printing this e-mail.*

---

*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.*

---



Index Number	Date Received	Bayview Drive Alternative Choice			Big Bay Point Road Alternative Choice				Bayview Drive Concerns with Alternatives	Big Bay Point Road Concerns with Alternatives	Wish to Receive More Info	Satisfaction	Comments on Satisfaction Level	Response - Initial	Response - w/rt Preliminary Preferred Design Alternative
		1	2	3	A	B	C	D							
1	Mar-08-2016										Yes	Good	No Comments	Noted.	
2	Mar-15-2016	1						1	Removal of the rail spur may affect future commercial/industrial development opportunities, once removed lost forever. 5 lanes on Bayview would put traffic very close to our office (front entrance) @ 342 Bayview Drive.		Yes	Good	No Comments	Noted.	Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road and will not impact the rail spur - the rail spur will remain. The 5-lane concept on Bayview Drive was provided for information purposes only with the intent of illustrating the impacts of a 5-lane cross-section should such be required beyond 2031. The 5-lane concept was not evaluated as part of the EA process. The Preferred Design Alternative for Bayview Drive considers a 3-lane cross-section (Design Alternative 1).
3	Mar-10-2016	1						1	Alternative 2 - the sidewalk on the west side will be very close to our parking lots (240 and 250 Bayview Drive), needs to be addressed. Alternative 3 - this would eliminate considerable parking at virtually all our buildings on Bayview, creating serious issues, not practical.		Yes	Good	Nicely set out and well presented.	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 as per City of Barrie standards. The 5-lane concept on Bayview Drive was provided for information purposes only with the intent of illustrating the impacts of a 5-lane cross-section should such be required beyond 2031. The 5-lane concept was not evaluated as part of the EA process.
4	Mar-07-2016							4 3 2 1	Alternative D - no issues. Alternative C - don't see need of sidewalk on north side of road and no pedestrian traffic to the businesses. Alternative AB - A the median will prevent left turn into our property when heading east. Also with A this takes away parking and disrupts the entrance for delivery trucks.		Yes	Very Good	No Comments	Noted.	Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road. The Preferred Design Alternative does not include sidewalks on the north side of Big Bay Point Road and also replaces the raised centre median with a continuous two-way left turn lane (TWTL). The provision of the continuous TWTL will improve access to the adjacent properties. The Preferred Design Alternative does not require any property acquisition with the exception of minor requirements at intersections to establish appropriate daylight triangles. A minor taking is also required across one property (130 Big Bay Point Road) to establish a right-of-way consistent with the adjacent properties; however, this property requirement will not impact parking.
5	Mar-07-2016							4 3 2 1	Alternative D - no issues. Alternative C - don't see need of sidewalk on north side of road and no pedestrian traffic to the businesses. Alternative AB - A the median will prevent left turn by customers and suppliers into our property when heading east, transports make regular deliveries. Also with A this takes property away disrupting existing shipping and receiving.		Yes	Very Good	No Comments	Noted.	Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road. The Preferred Design Alternative does not include sidewalks on the north side of Big Bay Point Road and also replaces the raised centre median with a continuous two-way left turn lane (TWTL). The provision of the continuous TWTL will improve access to the adjacent properties. The Preferred Design Alternative does not require any property acquisition with the exception of minor requirements at intersections to establish appropriate daylight triangles. A minor taking is also required across one property (130 Big Bay Point Road) to establish a right-of-way consistent with the adjacent properties; however, this property requirement will not impact parking.
6	Mar-07-2016							4 3 2 1	Alternative D - no issues. Alternative C - don't see need of sidewalk on north side of road and no pedestrian traffic to the businesses. Alternative AB - A the median will prevent left turn by customers and suppliers into our property when heading east, transports make regular deliveries. Also with A this takes property away disrupting existing shipping and receiving.		Yes	Very Good	The presentations and detail was excellent. Greatly appreciated the explanations by all.	Noted.	Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road. The Preferred Design Alternative does not include sidewalks on the north side of Big Bay Point Road and also replaces the raised centre median with a continuous two-way left turn lane (TWTL). The provision of the continuous TWTL will improve access to the adjacent properties. The Preferred Design Alternative does not require any property acquisition with the exception of minor requirements at intersections to establish appropriate daylight triangles. A minor taking is also required across one property (130 Big Bay Point Road) to establish a right-of-way consistent with the adjacent properties; however, this property requirement will not impact parking.
7	Mar-01-2016							4 3 2 1	We do not have a large set back from our building to Big Bay Point Road. Do not want to lose any property due to the widening of the road or the addition of sidewalks.		Yes	Good	No Comments	Noted.	Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road. The Preferred Design Alternative does not include sidewalks on the north side of Big Bay Point Road. The Preferred Design Alternative does not require any property acquisition for the subject property with the exception of a minor requirement on the south east corner of the property at the intersection with Huronia Road to establish an appropriate daylight triangle.
8	Mar-23-2016								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. 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. 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.		Yes	No Comments	Noted. The property owners at 130 Big Bay Point Road were also concerned with property acquisition given that truck currently back from Big Bay Point Road into the dock loading area. Potential solutions which were discussed include connecting the parking area to the loading dock area, constructing a driveway around the building or a cross access easement/driveway from their property off Truman. They also mentioned that they want to expand the building and hire more people. Met with G Gauder on March 24, 2016 to discuss his comments and review the site drawings. Discussed possibility of accessible cross walk button that his drivers could access to control west bound traffic when trucks are backing in. Also discussed implementing a roll over curb in the area with a paved boulevard so the trucks could get off the travelled road until backing in.	Alternative D has been identified as the Preferred Design Alternative of Big Bay Point Road. 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 property owner to discuss 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 the property owner, Business Development, Planning Services, Development Services and Traffic/Parking Services to bring forward concerns with the existing/future truck manoeuvre conditions and the potential impact of a proposed expansion/development of the site. Another purpose of the meeting was to familiarize the property owner 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. 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.	
9	Mar-21-2016							1	Preferred if widen on both sides. All pedestrian traffic is currently on the south side. No rail vehicles on line in the 17 years we have been here. This would cause minimal effects to the properties on the south side of Big Bay Point Road.		Yes	Good	No Comments	Noted.	Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road. The Preferred Design Alternative does not include sidewalks on the north side of Big Bay Point Road and also replaces the raised centre median with a continuous two-way left turn lane (TWTL). The provision of the continuous TWTL will improve access to the adjacent properties. The Preferred Design Alternative does not require any property acquisition with the exception of minor requirements at intersections to establish appropriate daylight triangles.
10	Mar-21-2016							1	Preferred if widen on both sides. All pedestrian traffic is currently on the south side. Lands to the north are unused and undeveloped. This would cause minimal effects to the properties on the south side of Big Bay Point Road. Widening to the south will take away a lot of my parking area and seriously impact my property value.		Yes	Good	No Comments	Noted.	Design Alternative D was identified as the Preferred Design Alternative for Big Bay Point Road. The Preferred Design Alternative does not include sidewalks on the north side of Big Bay Point Road and also replaces the raised centre median with a continuous two-way left turn lane (TWTL). The provision of the continuous TWTL will improve access to the adjacent properties. The Preferred Design Alternative does not require any property acquisition with the exception of minor requirements at intersections to establish appropriate daylight triangles. These property requirements will not impact parking areas.
11	Mar-11-2016	1	2	3					No concerns.		Yes	Very Good	No Comments	Noted.	
12	Mar-03-2016	1	2	3				1 2 3 4	All new construction should have sidewalks on both sides. Designs with a sidewalk on only one side should not even be considered.		Yes	Excellent	No Comments	Noted.	
13	Mar-02-2016	3	2	1				1 4 2 3	All new construction should have sidewalks on both sides. Designs with a sidewalk on only one side should not even be considered.				No Comments		
14	Mar-02-2016			1				1	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.		Yes	Excellent	Very professional presentation. Thank you for explaining the many challenges to this and other infrastructure projects within the City.	Noted.	
15	Mar-02-2016			1				1	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.		Yes	Excellent	Great job presenting the options in a clear way.	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 (TWTL). The provision of the continuous TWTL will improve access to the adjacent properties. The cross-section will match the existing cross-section of Big Bay Point Road, east of Huronia Road. To the west of Little Avenue, the cross-section will match the proposed cross-section being considered under a separate study (Harvie Road/Hwy 400 crossing).
16	Mar-30-2016	1	2	3				4 1 2 3	Keep as much green space as possible.		Yes	Very Good	No Comments	Noted.	
17	Feb-23-2016								Notify immediately if any bones, remains evidence of a native burial site or any Archaeological are unearthed.		Yes		No Comments	This comment is acknowledged. A Stage I assessment has been completed and a Stage II assessment will be completed prior to construction for areas identified as retaining archaeological potential within the footprint of the Preferred Design Alternative. Additional archaeological assessment will be conducted as required. Any evidence of remains or other archaeological items of significance discovered during construction will trigger the appropriate legislative protocols including notification of all relevant stakeholders.	The comment is acknowledged. A Stage I assessment has been completed and a Stage II assessment will be completed prior to construction for areas identified as retaining archaeological potential within the footprint of the Preferred Design Alternative. Additional archaeological assessment will be conducted as required. Any evidence of remains or other archaeological items of significance discovered during construction will trigger the appropriate legislative protocols including notification of all relevant stakeholders.
18	Feb-19-2016								Address change notification.				No Comments	Comment acknowledged - address has been updated in the project files.	Comment acknowledged - address has been updated in the project files.
19	Feb-24-2016			1				1	Support solutions that do not include lane barriers or center medians. Center median structures narrow road width, make emergency responses difficult for large fire trucks. A multi-lane approach or wide traffic lane surface providing ample space for traffic to pull out of the way of fire apparatus is preferred.		No	Very Good	No Comments	Noted.	Design Alternative 1 has been identified as the Preferred Design Alternative for Bayview Drive. The Preferred Design Alternative is a 3-lane cross-section providing one lane of travel per direction and a continuous two-way left turn lane (TWTL). 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 (TWTL). The provision of a continuous TWTL and bicycle lanes on both roads will provide additional space for vehicles to pull over to make room for emergency vehicles to navigate through traffic. The overall transportation improvements will also increase capacity of the road, thus relieving congestion conditions. The travel lanes and TWTL will be constructed to standard width (3.5 metre through lane and 4.2 metre TWTL). Raised centre medians will only be constructed at intersections where deemed necessary (i.e. to support traffic signal infrastructure/mass).
20	Apr-01-2016								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. Please remove IO from the circulation list for this project if MOI owned lands are not anticipated to be impacted. In the future please send only electronic copies of notices for any projects impacting IO managed lands to : Keith.Noronha@infrastructureontario.ca		As Required		No Comments	Noted.	The City has reviewed MPAC and Land Assessment database and does not anticipate that any MOI owned lands will be impacted. As requested, the City will remove IO from the circulation list for this project. The City respectfully requested that IO notify the City if IO acquires any new lands within the study area.

Index Number	Date Received	Bayview Drive Alternative Choice			Big Bay Point Road Alternative Choice				Bayview Drive Concerns with Alternatives	Big Bay Point Road Concerns with Alternatives	Wish to Receive More Info	Satisfaction	Comments on Satisfaction Level	Response - Initial	Response - wrt Preliminary Preferred Design Alternative
		1	2	3	A	B	C	D							
21	Mar-24-2016								See Letter from LSRCA	See Letter from LSRCA				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.	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.
22	Feb-19-2016								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.	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	No Comments		Comment acknowledged. Address change has been updated and future notices will be directed to the appropriate offices as requested.	Comment acknowledged. Address change has been updated and future notices will be directed to the appropriate offices as requested.
23	Mar-23-2016								Draft ESR does not mention built heritage resources or cultural heritage landscapes. It is unclear whether the <i>Criteria for Evaluating Potential for Built Heritage Resources &amp; Cultural Heritage Landscapes</i> screening tool, or any other rationale, has been applied in excluding built heritage impacts from consideration. 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 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.	Draft ESR does not mention built heritage resources or cultural heritage landscapes. It is unclear whether the <i>Criteria for Evaluating Potential for Built Heritage Resources &amp; Cultural Heritage Landscapes</i> screening tool, or any other rationale, has been applied in excluding built heritage impacts from consideration. 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 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.				The Draft ESR has been 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 <i>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes</i> 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 document the process by which the built heritage resources and cultural heritage landscapes have been considered. 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 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.	The Draft ESR has been 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 <i>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes</i> 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 document the process by which the built heritage resources and cultural heritage landscapes have been considered. 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 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.
24	Mar-04-2016	1	2	3	1	4	2	3	Signalized pedestrian crossings at intersections and pedestrian cross over at 231 Bayview Drive.	Signalized pedestrian crossings at intersections and pedestrian cross over at 231 Bayview Drive.	Yes	Good	No Comments	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.	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.
25	Mar-01-2016	1	3	2	1	3	2	4	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 7 lanes be too difficult for students to cross opposite sides of Big Bay Point (across from each other). Safety and congestion will be a concern.	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 7 lanes be too difficult for students to cross opposite sides of Big Bay Point (across from each other). Safety and congestion will be a concern.	Yes	Very Good	No Comments	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 their transportation providers will be notified of the construction activities in advance.
26	Mar-31-2016	1			1				Board is interested in understanding any transportation impacts to bus routes, walking areas and access to schools. Request proposed changes and project timelines (re bus scheduling), traffic control measures and road closures during construction.	Board is interested in understanding any transportation impacts to bus routes, walking areas and access to schools. Request proposed changes and project timelines (re bus scheduling), traffic control measures and road closures during construction.	Yes	Good	No Comments	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 their transportation providers will be notified of the construction activities in advance.
27	Nov-15-2016								NVCA is in receipt of notification of the above-mentioned EA's. All of these projects are under the jurisdiction of the LSRCA. As such, NVCA will not be involved in, nor do we require, any further notifications pertaining to these projects.	NVCA is in receipt of notification of the above-mentioned EA's. All of these projects are under the jurisdiction of the LSRCA. As such, NVCA will not be involved in, nor do we require, any further notifications pertaining to these projects.	No			Noted.	Noted.
28	Nov-15-2016								Email. Please be advised that we reviewed your letter. I have shared it with Council and we've forwarded the information to Kary Sandy McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator. Ms. McKenzie will review your letter and take the necessary action if required. In the meantime, should you wish to contact Ms. McKenzie directly, please do so at _____	Email. Please be advised that we reviewed your letter. I have shared it with Council and we've forwarded the information to Kary Sandy McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator. Ms. McKenzie will review your letter and take the necessary action if required. In the meantime, should you wish to contact Ms. McKenzie directly, please do so at _____				Noted.	Noted.
29															
30		7	1	4	8	1	2	6							

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



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

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

November 10, 2016

File: T05-BA3

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:

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

For a summary of the major concerns raised from the PIC, and the City's response to those concerns, please see Appendix "A".

A PDF version of the Final Draft ESR is available on the City of Barrie web page at [www.barrie.ca/eastudies](http://www.barrie.ca/eastudies) then scrolling down to the Bayview Drive & Big Bay Point Road Transportation Improvements section.

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

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

Comments and responses received from the PIC were considered in the development of the Preferred Design Alternative. The alternatives have been evaluated based on the physical, natural, social, cultural heritage, and economic environments, and the Engineering Department is recommending a hybrid of the presented Design Alternatives in order to minimize impacts on property, driveways and existing trees. Please see attached Table 1, Appendix "B" and the PDF version of the final draft ESR on the City of Barrie web page mentioned above for details.

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

#### Bayview Drive Improvements

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

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

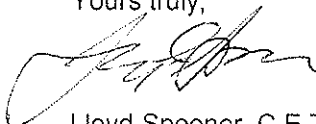
- 4 vehicle lanes – two east and two west 3.5 m wide
- Continuous two way left turning lane 4.2 m wide
- 1.5 m bike lanes both sides of the street with 0.5 m buffer
- Variable boulevard widths north side (3.0 m to 3.6 m), south side (1.75 m to 2.9 m)
- 1.8 m sidewalk on south side only
- 22.2 m pavement 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 11<sup>th</sup> 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](mailto:Lloyd.Spooner@barrie.ca).

Yours truly,



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

LS/sm

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

November 10, 2016

Table 1

Preferred Design Alternative Summary

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

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



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

November 10, 2016

Appendix A

Summary of Major Concerns & Responses

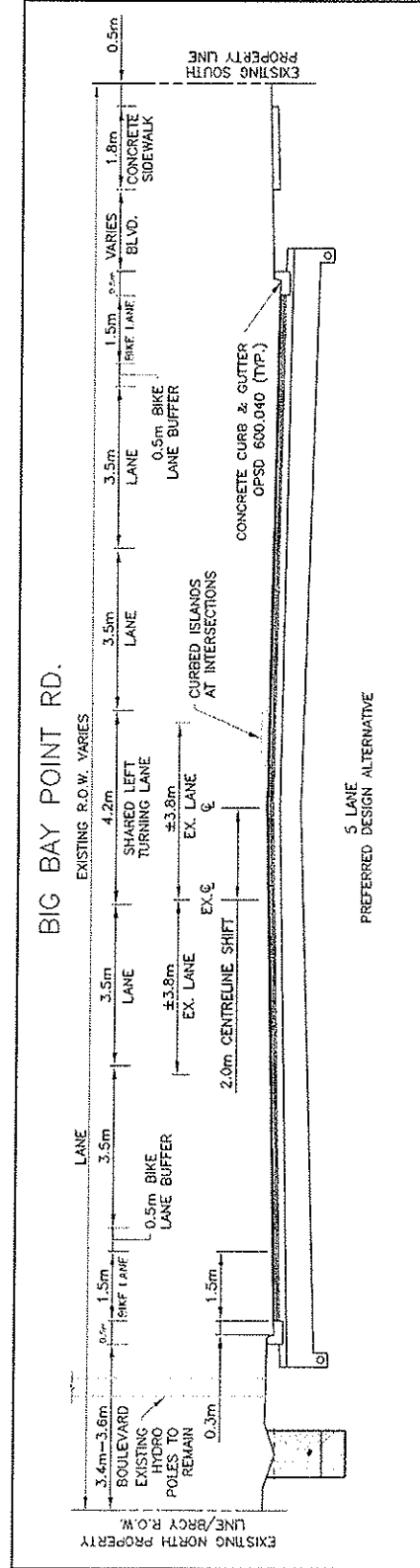
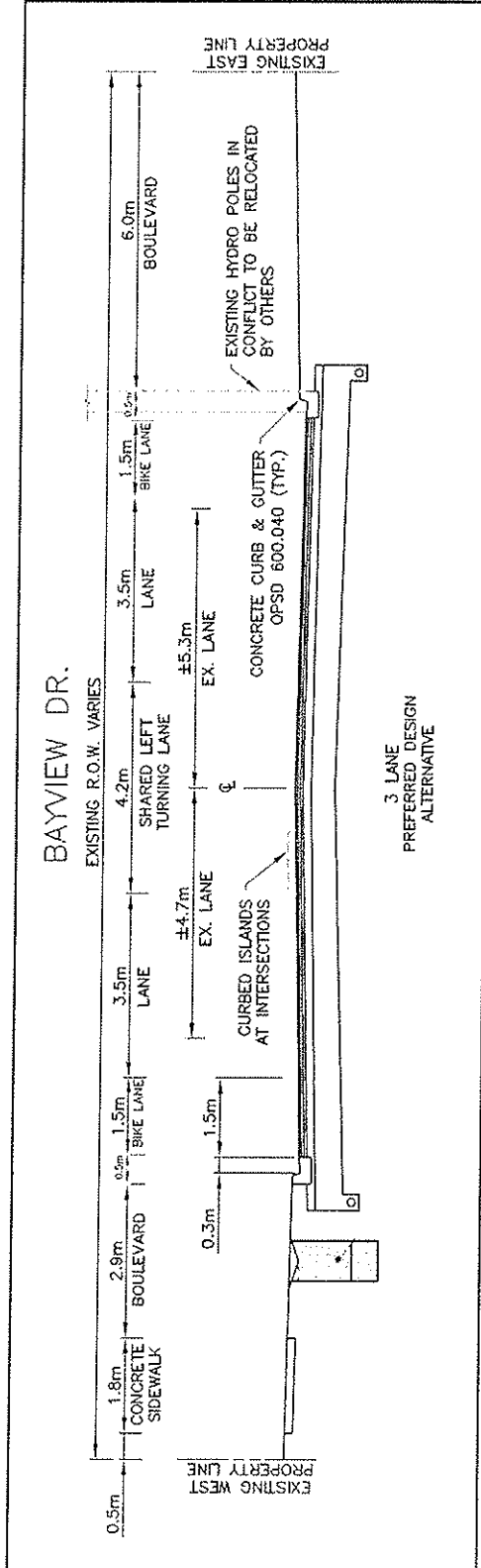
Concern	Preferred Design Alternative Solution
Proximity of vehicular lanes and sidewalks to property line given already minimal setbacks.	The Preferred Design Alternatives for Big Bay Point Road and Bayview Drive will maintain a 0.5 metre setback from property line to sidewalk, as is consistent with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

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

November 10, 2016

Appendix B

Preferred Design Alternative - Cross Sections



Note: All dimensions to be confirmed at Detail Design

A Channel Barrie  
Station Manager  
3 Beacon Road  
Barrie, ON L4N 9J9

Bell Canada  
Robert McKay  
Network Manager  
136 Bayfield Street  
Barrie, ON L4M 3B1

Enbridge  
Municipal Notices  
500 Consumers Road  
Toronto, ON M2J 1P8

Greater Barrie Chamber of Commerce  
Ms. Sybil Goruk  
Executive Director  
97 Toronto Street  
Barrie ON L4N 1V1

Lake Simcoe Region Conservation Authority  
Tom Hogenbirk  
Manager, Engineering and Technical Services  
120 Bayview Parkway  
P.O. Box 282  
Newmarket, ON L3Y 4X1

Bell Canada  
Angela Taylor  
Manager, Access Network Facilities  
136 Bayfield Street  
2nd Floor  
Barrie, ON L4M 3B1

Canadian Home Builders Association-Simcoe County  
Ms. Sheila Hissa  
Executive Director  
P.O. Box 305  
Barrie ON L4M 4T5

Fisheries Protection Program, DFO  
867 Lakeshore Road  
Burlington, ON L7S 1A1

Lake Simcoe Region Conservation Authority  
Charles Burgess  
Senior Planning Coordinator  
120 Bayview Parkway  
P.O. Box 282  
Newmarket, ON L3Y 4X1

Ministry of Culture  
Winston Wong  
Heritage Planner  
Heritage Operations Unit  
400 University Avenue, 4th Floor  
Toronto, ON M7A 2R9

Ministry of Economic Development, Employment & Infrastructure

Brad Duguid

Hearst Block, 8th Floor

900 Bay Street

Toronto ON M7A 2E1

Service Ontario

Ministry of Health

Secretary

5775 Yonge Street

16th Floor

Toronto, ON M7A 2E5

Ministry of Natural Resources

Kathryn Woeller

District Planner

Midhurst District

2284 Nursery Road

Midhurst, ON L0L 1X0

Ministry of the Environment and Climate Change

Cindy Hood

Barrie District Manager

54 Cedar Pointe Drive

Unit 1203

Barrie, ON L4N 5R7

Ministry of the Environment and Climate Change

Chunmei Liu, M.E.S.

EA and Planning Coordinator

Central Region

5775 Yonge Street, 8th Floor

Toronto, ON M2M 4J1

Ministry of Energy and Infrastructure

Bob Chiarelli

Minister of Energy

900 Bay Street

Hearst Block, 4th Floor

Toronto ON M7A 2E1

Ministry of Municipal Affairs and Housing

Central Municipal Services Office

777 Bay Street

13th Floor

Toronto, ON M5G 2E5

Ministry of Natural Resources

Alison MacKenzie

Director

Legal Services Branch

99 Wellesley St. W

Toronto, ON M7A 1W3

Ministry of the Environment and Climate Change

Dan Orr

Manager, Technical Support Section

Central Region

5775 Yonge Street, 8th Floor

North York, ON M2M 4J1

Ministry of Transportation

Rob Vandenberg

Senior Project Engineer

Central Region

159 Sir William Hearst Avenue (4th floor)

North York, ON M3M 0B7

Ministry of Transportation  
Glenn Higgins  
Team Leader  
777 Bay Street  
30th Floor, Suite 3000  
Toronto ON M7A 2J8

Ministry of Natural Resources  
Alison MacKenzie, Director  
Legal Services Branch  
99 Wellesley Street West  
Toronto, ON M7A 1W3

Ontario Provincial Police  
Andy Mayo  
Staff Sergeant  
20 Rose Street  
Barrie, ON L4M 2T2

Ontario Realty Corporation  
Anton Pojasok  
Vice President, Professional Services  
1 Dundas Street West, Suite 2000  
Toronto, ON M5G 2L5

PowerStream  
Engineering Clerk  
161 Cityview Boulevard  
Vaughan, ON L4H 0A9

Ministry of Transportation  
Olga Garces  
Area Manager York & Simcoe  
Central Region  
159 Sir William Hearst Avenue (4th floor)  
North York, ON M3M 0B7

Nottawasaga Valley Conservation Authority  
Glenn Switzer  
Director-Engineering & Technical Services  
John Hix Conservation Administration Centre  
Tiffin Conservation Area,  
8195 Concession Line 8  
Utopia, ON L0M 1T0

Ontario Provincial Police  
Scott Couse  
Highway Safety Division  
20 Rose Street  
Barrie ON L4M 2T2

PowerStream  
Mark Henderson  
V.P. Asset Management & C.O.O.  
161 Cityview Boulevard  
Vaughan, ON L4H 0A9

Rogers Cable Inc.  
Doug Washburn  
Planning Manager  
1 Sperling Drive  
P.O. Box 8500  
Barrie, ON L4M 6B8

Simcoe County District School Board  
Holly Spapek  
Senior Planner  
1170 Highway #26  
Midhurst, ON L0L 1X0

Simcoe County Heavy Construction Association  
c/o BCA  
200 Brock Street  
Barrie ON L4N 2M4

Simcoe Muskoka Catholic District School Board  
Jennifer Sharpe  
Planner  
46 Alliance Blvd.  
Barrie, ON L4M 5K3

Simcoe Muskoka District Health Unit  
Dr. Charles Gardner  
Medical Officer of Health  
Barrie Office  
15 Sperling Drive  
Barrie, ON L4M 6K9

Simcoe Muskoka District Health Unit  
Sherry Diaz  
Public Health Nurse  
Barrie Office  
15 Sperling Drive  
Barrie, ON L4M 6K9

Tourism Barrie  
Kathleen Trainor  
Executive Director  
205 Lakeshore Drive  
Barrie, ON L4N 7Y9

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

Alderville First Nation  
Chief Jim Bob Marsden  
Chief  
11696 Second Line  
P.O. Box 46  
Alderville, ON K0K 2X0

Algonquins of Ontario Consultation Office  
Janet Stavinga  
Executive Director  
31 Riverside Drive, Suite 101  
Pembroke, ON K8A 8R6

Beausoleil First Nation (Christian Island)  
Chief Roland Monague  
11 Ogemaa Milkaan  
Christian Island, ON L9M 0A9



Chippewas of Georgina Island First Nation  
Chief Donna Big Canoe  
7751 Black River Road  
RR#2, P.O. Box N-13  
Sutton West, ON L0E 1R0

Chippewas of Mnjikaning (Rama)  
Chief Rodney Noganosh  
5884 Rama Road  
Suite 200  
Rama, ON L0K 1T0

Curve Lake First Nation  
Phyllis Williams  
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

Ministry of Aboriginal Affairs - Aboriginal Relations &  
Ministry Partnerships Division  
The Manager, Ministry Partnerships Unit  
Aboriginal & Ministry Relations Branch  
160 Bloor Street East, 9th Floor  
Toronto, ON M7A 2E6

Mississauga's of Scugog Island First Nation  
Kelly LaRocca  
Chief  
22521 Island Road RR #5  
Port Perry, ON L9L 1B6

Moose Deer Point First Nations  
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

Tim Hortons  
405 Huronia Road  
Barrie, ON L4N 9B3

342 Bayview Drive  
Barrie, ON L4N 4Y8

80 Bradford Street  
Barrie, ON L4N 6J7

116 Big Bay Point Road  
Barrie, ON L4N 9B4

124 Big Bay Point Road  
Barrie, ON L4N 9B4

120 Big Bay Point Road  
Barrie, ON L4N 9B4

374 Huronia Road  
Barrie, ON L4N 8Y9

Theta TTS Inc.  
130 Big Bay Point Road  
Barrie, ON L4N 9B4

181 Big Bay Point Road  
Barrie, ON L4N 8M5

2639 - 20th Sideroad  
Innisfil, ON L9S 4J2

270 Bayview Drive  
Barrie, ON L4N 4Y8

333 Bayview Drive  
Barrie, ON L4N 8X9

35 Melinda Crescent  
Barrie, ON L4N 5T7

177 Bayviw Drive  
Barrie, ON L4N 4Y6

Harvie Road Crossing Coalition  
115 Dunlop Street East  
Barrie, ON L4M 1A6

52 Little Avenue  
Barrie, ON L4N 2Z5

Chief Phyllis Williams  
Curve Lake First Nations  
22 Winookeeda Street  
Curve Lake, ON K0L 1R0

Lisa-Beth Bulford  
Lake Simcoe Region Conservation  
Authority  
120 Bayview Parkway  
Newmarket, ON L3Y 3W3

Trevor Heywood  
Ministry of Environment and Climate  
Change  
135 St Clair Avenue West, 1st Floor  
Toronto, ON M4V 1P5

Dan Minkin  
Ministry of Tourism, Culture and Sport  
401 Bay Street  
Suite 1700  
Toronto, ON M7A 0A7

John Dance  
Simcoe County District School Board  
1170 Highway 26  
Midhurst, ON L0L 1X0

Kristin Dibble Pechkovsky  
Simcoe Muskoka Catholic District  
School Board  
46 Alliance Boulevard  
Barrie, ON L4M 5K3

705BA3 20161110 - Those who wish to be  
informed by email

**Members:**

Barb Roth	Barb.Roth@barrie.ca
Bill Boyes	Bill.Boyes@barrie.ca
Craig Millar	Craig.Millar@barrie.ca
Craig Morton	Craig.Morton@barrie.ca
Dawn McAlpine	Dawn.McAlpine@barrie.ca
EA Coordination, Environmental Unit Lands & Economic Development Indigenous & Northern Affairs Canada	EACoordination_ON@aandc-aadnc.gc.ca
	@rogers.com
Keith Noronha	keith.noronha@infrastructureontario.ca
Kimberly Greenwood	info@barrie.ca
Melanie Paradis	consultations@metisnation.org
Merwan Kalyaniwalla	Merwan.Kalyaniwalla@barrie.ca
Moon River Metis Council	moonrivermetiscouncil@outlook.com
Rick Pews	Rick.Pews@barrie.ca
Sandy Coulter	Sandy.Coulter@barrie.ca
Stephen Naylor	Stephen.Naylor@barrie.ca
Sue Dawson	Sue.Dawson@barrie.ca
Walter Fischer	Walter.Fischer@barrie.ca