

Appendix M:
First Nations Consultation

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 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, 1st Floor
70 Collier Street
Barrie, ON L4M 4T5

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

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

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

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

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

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

Yours truly,



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

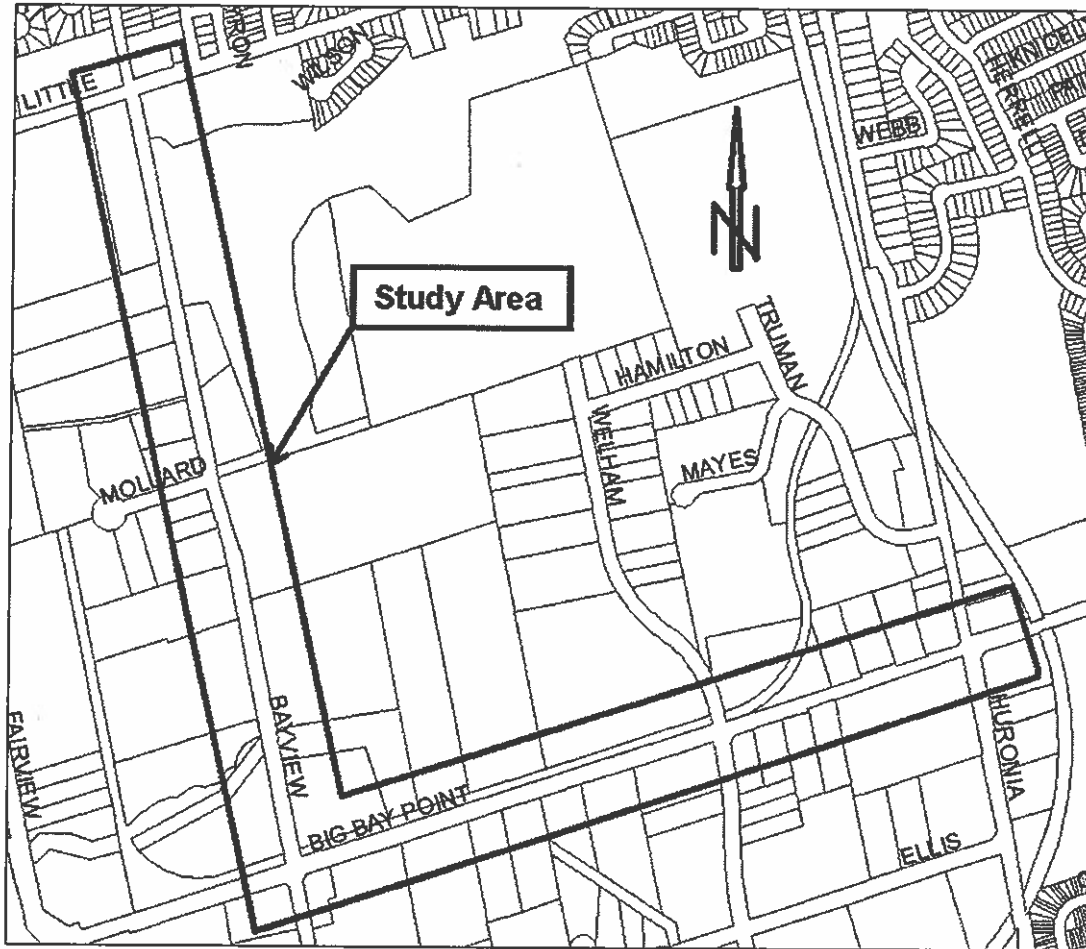
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Bayview Drive & Big Bay Point Road Class EA Phases 3 & 4

February 16, 2016

Figure 1

Map of Study Area



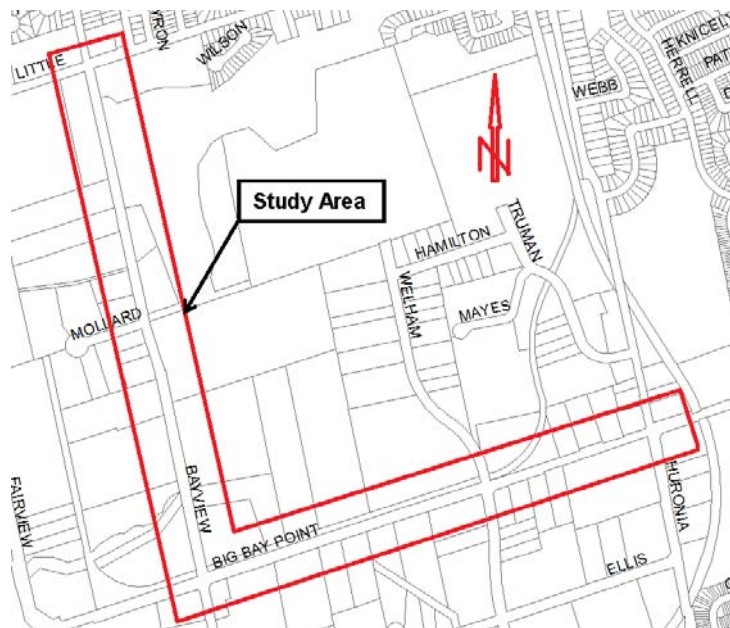
CITY OF BARRIE
BAYVIEW DRIVE (LITTLE AVENUE TO BIG BAY POINT ROAD) and
BIG BAY POINT ROAD (BAYVIEW DRIVE TO HURONIA ROAD)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT- PHASE 3 & 4

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/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 hard copy is available for review at the following locations:

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

City of Barrie
Engineering Department
6th Floor City Hall
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

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

Dawn McAlpine
City Clerk

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

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



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

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

COMMENT SHEET

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

Please print all responses

NAME OF RESPONDENT:

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

ADDRESS (Including Postal Code & Telephone Number):

Street Address:

Unit/Apt:

Postal Code:

Telephone Number:

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

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

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

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

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

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48 Dean Avenue
Barrie, ON L4N 0C2

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

Bayview Drive Improvements

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

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

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

Alternative 2 – 3-lane Cross Section with Bicycle Lanes, sidewalks on both sides and some reduced features
 This alternative is similar to Alternative 1 except with reduced vehicular lane, bike lane and boulevard widths. In this alternative, the centre line of the road is shifted to the west to allow sidewalks on both sides.

Alternative 3 - 5-Lane Concept for consideration of Future Growth
 The MMATMP identifies a potential need for additional capacity on Bayview Drive beyond 2031.

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

Big Bay Point Road Improvements

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

Alternative B – 7-lane Cross Section with Buffered Bicycle Lanes and some reduced features
 This alternative assumes that the rail line spur abutting Big Bay Point Road to the north will remain and thus all proposed widening to incorporate the proposed 7-lane cross section with buffered bicycle lanes will occur to the south. In recognition of this and to reduce property impacts to the south, Alternative 2 considers reduced bike lane and boulevard widths and no provision of a sidewalk on the north side of Big Bay Point Road.

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

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

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

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

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

Yes No

Signature: _____

Date: _____

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

Poor
(Much Improvement
Required)

Marginal
(Some Improvement
Required)

Good

Very Good

Excellent

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

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

<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: Lloyd.Spooner@barrie.ca</p>
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Thank you for your comments.

FIRST NATIONS CONTACTS

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

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

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, Environmentsl 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

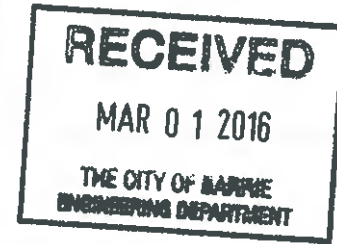
William Treaties First Nation
Karry Sandy McKenzie
Barrister & Solicitor
8 Creswick Court
Barrie, ON L4M 2J7

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

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

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

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

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

Yours sincerely,

A handwritten signature in black ink, appearing to read "Phyllis Williams". The signature is written in a cursive, flowing style.

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.,
4th Floor
Toronto, ON M7A 2E6

TO:

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

Thanks.

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

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:

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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

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

February 16, 2016

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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

Yours truly,

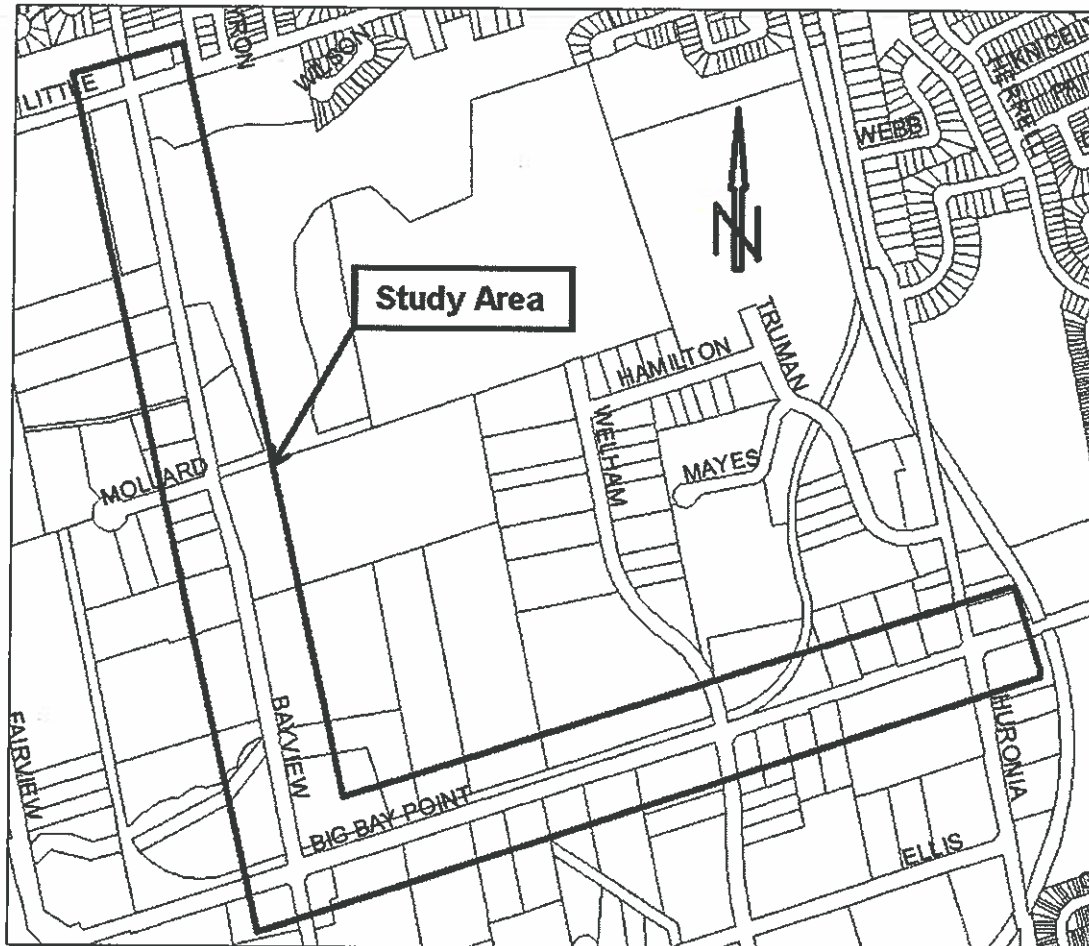


Lloyd Spooner, C.E.T.
Senior Water Technologist

LS/sm

Figure 1

Map of Study Area



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)
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Big Bay Point Road Improvements

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

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

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

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

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

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

City of Barrie Clerk's Office City Hall, 1 st Floor 70 Collier Street	City of Barrie Engineering City Hall, 6 th Floor 70 Collier Street	Barrie Public Library Downtown Information Desk 60 Worsley Street	Barrie Public Library Painswick Branch Information Desk 48 Dean Avenue
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Comments and responses received from the PIC were considered in the development of the Preferred Design Alternative. The alternatives have been evaluated based on the physical, natural, social, cultural heritage, and economic environments, and the Engineering Department is recommending a hybrid of the presented Design Alternatives in order to minimize impacts on property, driveways and existing trees. Please see attached Table 1, Appendix "B" and the PDF version of the final draft ESR on the City of Barrie web page mentioned above for details.

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

Bayview Drive Improvements

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

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

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

Big Bay Point Road Improvements

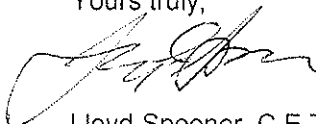
- 4 vehicle lanes – two east and two west 3.5 m wide
- Continuous two way left turning lane 4.2 m wide
- 1.5 m bike lanes both sides of the street with 0.5 m buffer
- Variable boulevard widths north side (3.0 m to 3.6 m), south side (1.75 m to 2.9 m)
- 1.8 m sidewalk on south side only
- 22.2 m pavement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

The above recommendations will be presented to General Committee on November 28, 2016. General Committee's recommendations may be approved by City Council on December 5, 2016. If Council endorses the Preferred Alternative Solution, a Notice of Completion will be filed for this project. Request for deputations to Council can be made up to Wednesday November 30, 2016 12:00 noon. If concerns are raised, which cannot be resolved in discussion with the Corporation of the City of Barrie, the Minister of the Environment and Climate Change may be requested, subsequent to the filing of a Notice of Completion by the City of Barrie, to make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual Environmental Assessments. A Part II Order must be filed within thirty (30) calendar days of the City of Barrie filing a Notice of Completion and must be done so, in writing, to the Minister of the Environment and Climate Change at the address below:

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

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

Yours truly,



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

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

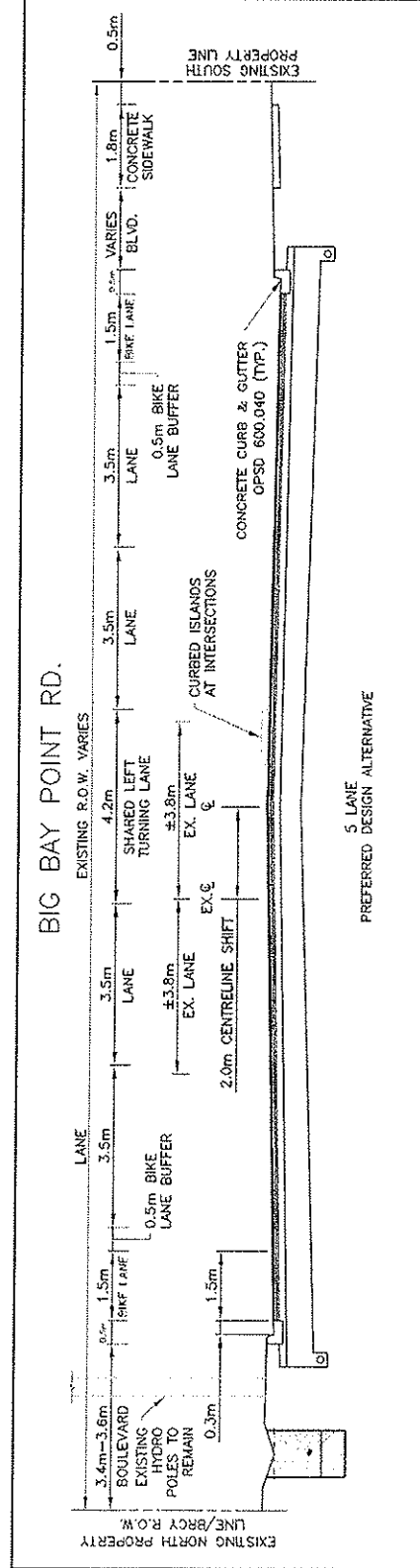
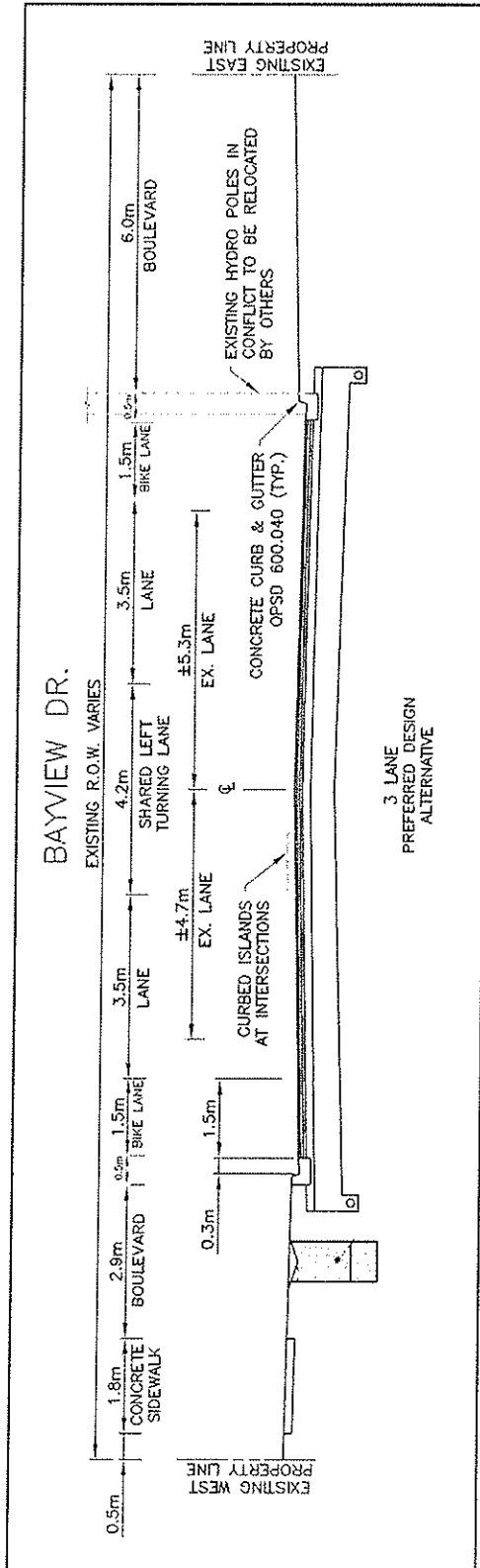
Concern	Preferred Design Alternative Solution
Proximity of vehicular lanes and sidewalks to property line given already minimal setbacks.	The Preferred Design Alternatives for Big Bay Point Road and Bayview Drive will maintain a 0.5 metre setback from property line to sidewalk, as is consistent with 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"> • 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

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

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

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

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

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



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

TDSBA3 20161110 - Those who wish to be
informed by email

Members:

EA Coordination, Environmental Unit Lands & Economic Development Indigenous & Northern Affairs Canada
EACoordination_ON@aandc-aadnc.gc.ca

Melanie Paradis	consultations@metisnation.org
Moon River Metis Council	moonrivermetiscouncil@outlook.com

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] **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

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

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