

Welcome

TRANSPORTATION ENVIRONMENTAL ASSESSMENTS GROWTH DEVELOPMENT PROJECTS

Public Information Centre

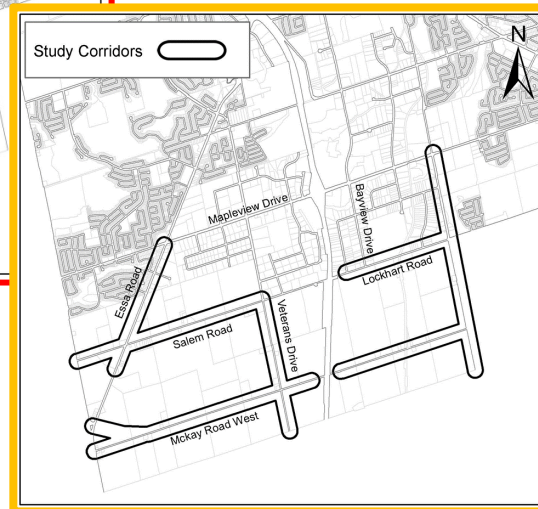
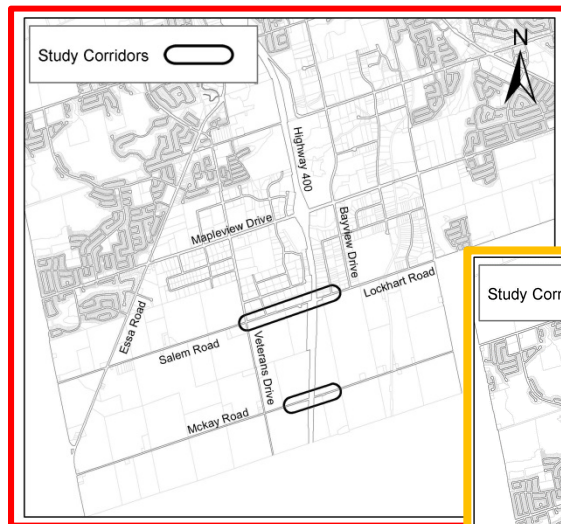
September 22, 2016

Members of the Project Team are available to discuss and answer any questions you may have

Please Sign in

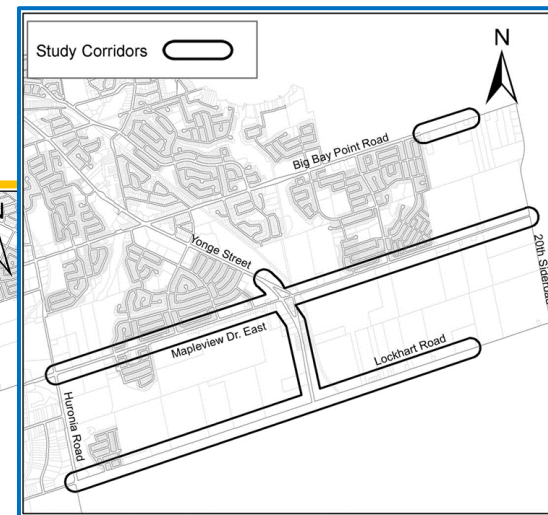
Growth Development Projects

McKAY ROAD & HIGHWAY 400 INTERCHANGE (“McKay”)



SALEM SECONDARY PLAN AREA (“Salem”)

HEWITTS SECONDARY PLAN AREA (“Hewitts”)



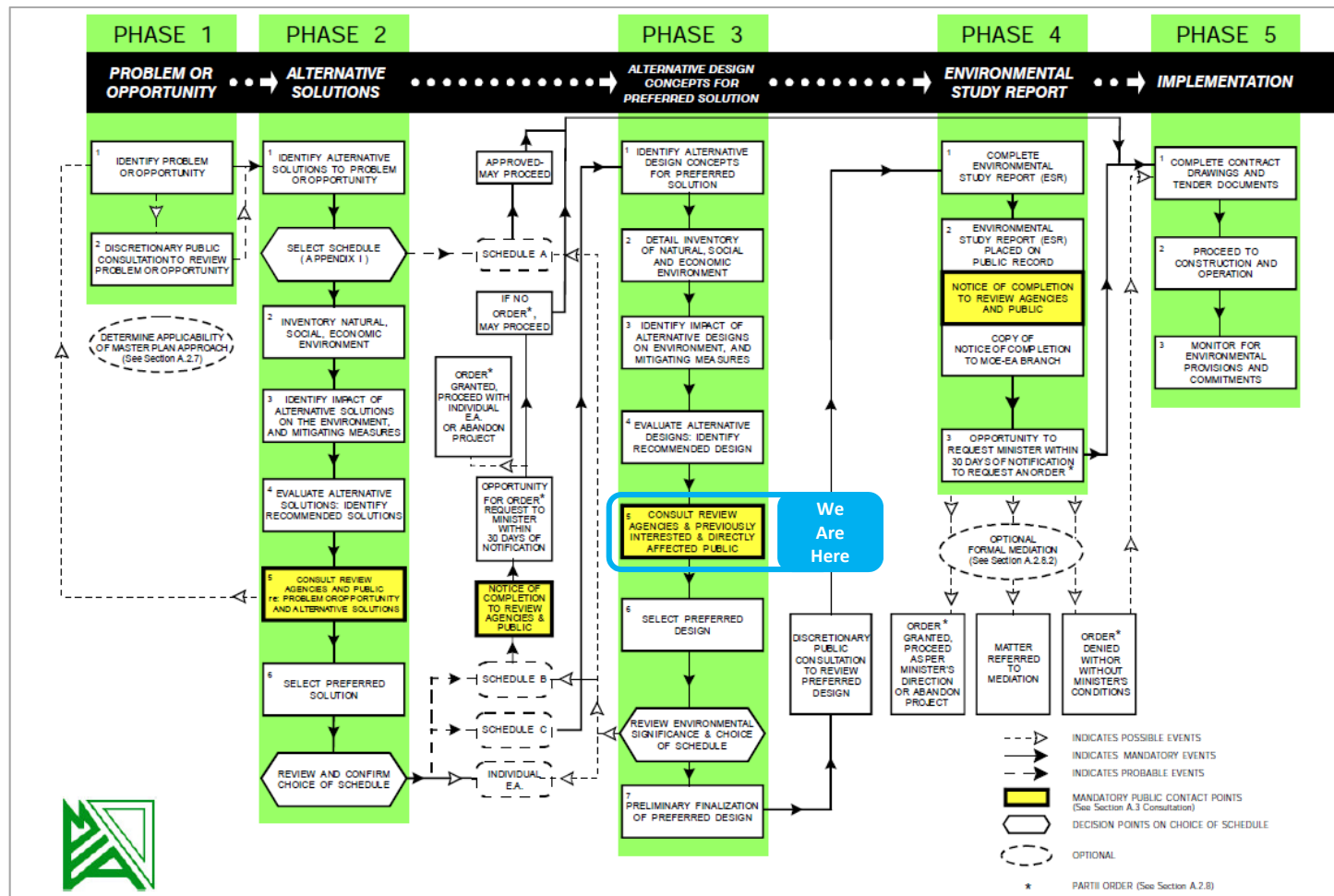
About this PIC

- Please take your time and walk through the board presentations
- Project Team members are available to answer your questions
- Please take and fill out a Comment Sheet
- Please ensure you have signed in so we can keep you informed as the study progresses
- Thank you for your interest in these studies

Study Purpose

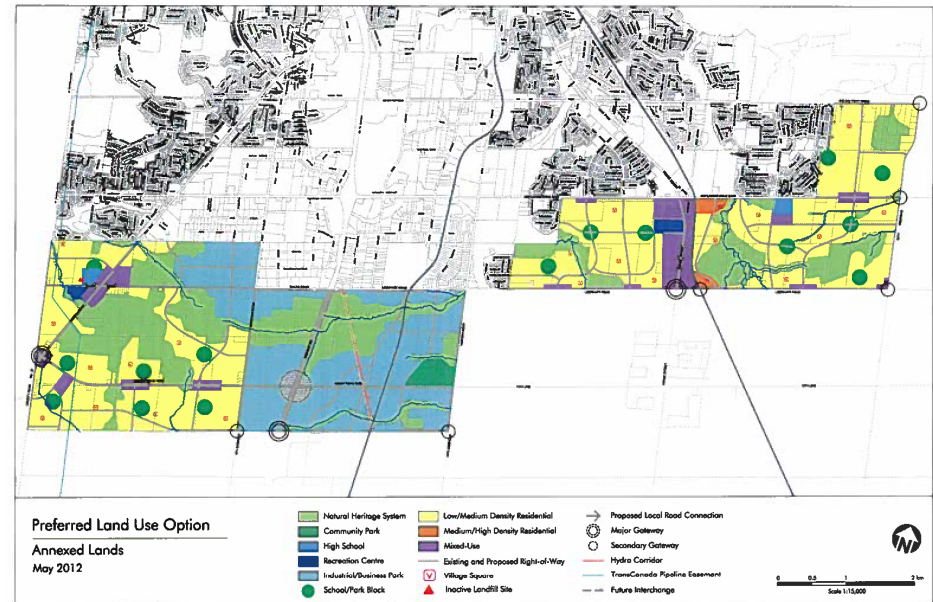
- Develop alternative design concepts for the preferred solution identified in the Multi-Modal Active Transportation Master Plan
- Identify the location, extent & sensitivity of affected environments
- Assess the design alternatives given the potential environmental impacts
- Seek public input & comment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

Municipal Class EA Process



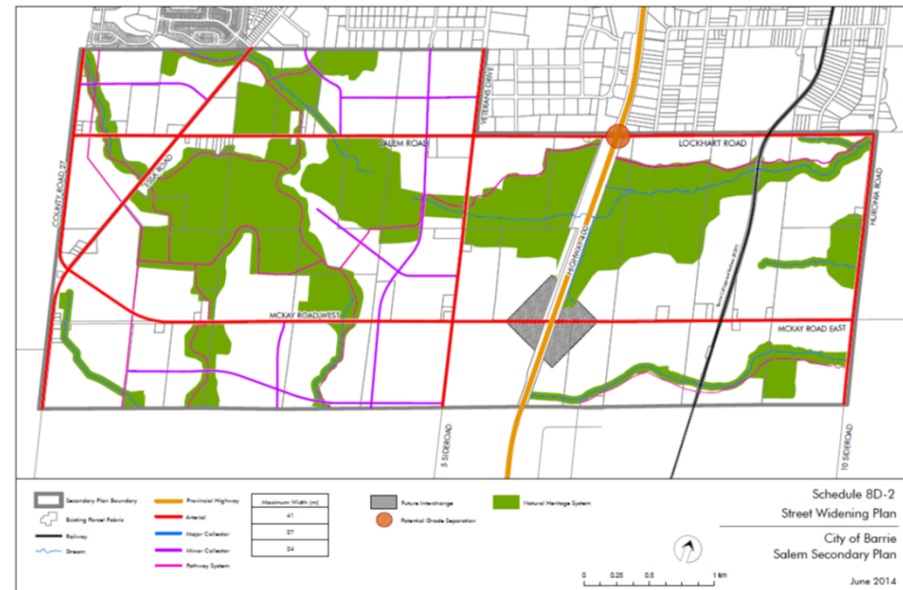
Study Background

- On January 1, 2010, 2,350 hectares of land were transferred from the Town of Innisfil to the City of Barrie (“Annexed Lands”)
- The Salem Secondary Plan (Official Plan Amendment 38) covers the westerly Annexed Lands and the Hewitt’s Secondary Plan (Official Plan Amendment 39) covers the easterly Annexed Lands.
- Together, the secondary plans call for the addition of more than 40,000 people and 10,000 jobs to Barrie by 2031.
- A comprehensive master planning exercise followed including Master Plans for: Water Supply, Water Storage and Distribution, Wastewater Collection, Wastewater Treatment, Drainage and Stormwater Management, Multi-Modal Active Transportation.



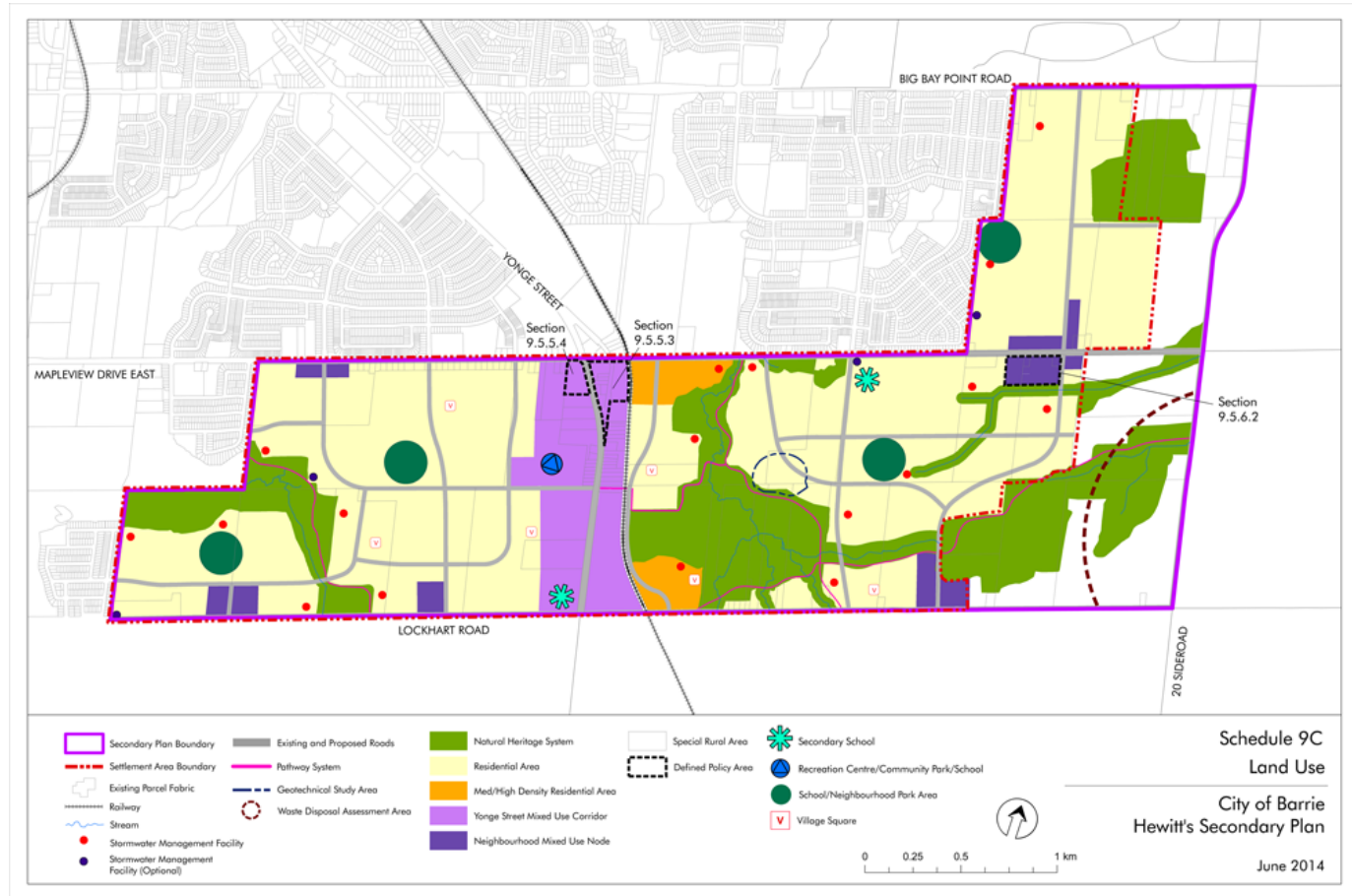
Study Background

- The City of Barrie completed Phases 1 and 2 of the Municipal Class EA for Salem and Hewitts' secondary planning areas as part of the Multi-Modal Active Transportation Master Plan ("MMATMP").
- The City has initiated transportation improvement assessments based on Phases 3 and 4 of the Municipal Class EA process for "Schedule C" road widenings and grade separations projects within the Salem and Hewitt's Secondary Plans



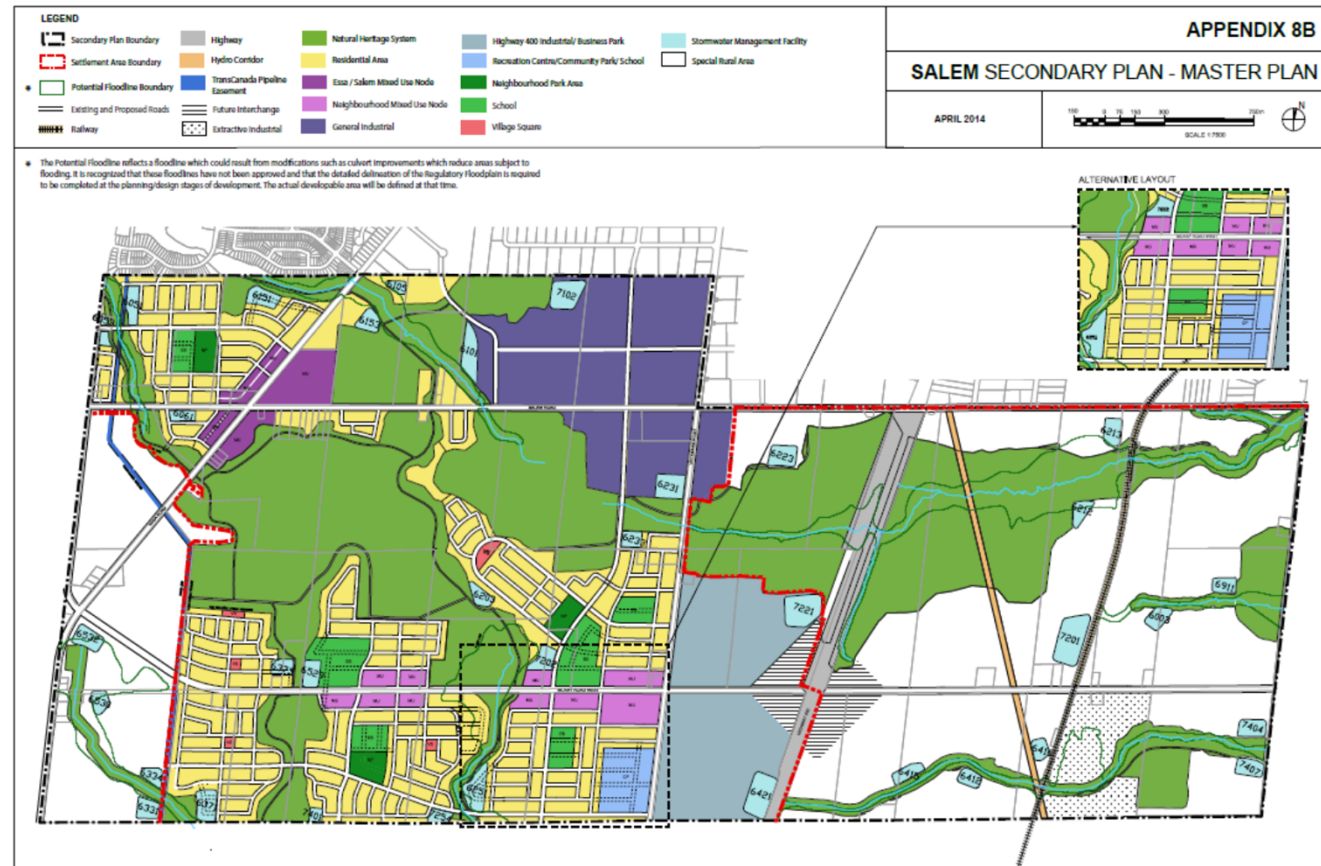
Introduction to Study Areas

- Hewitt



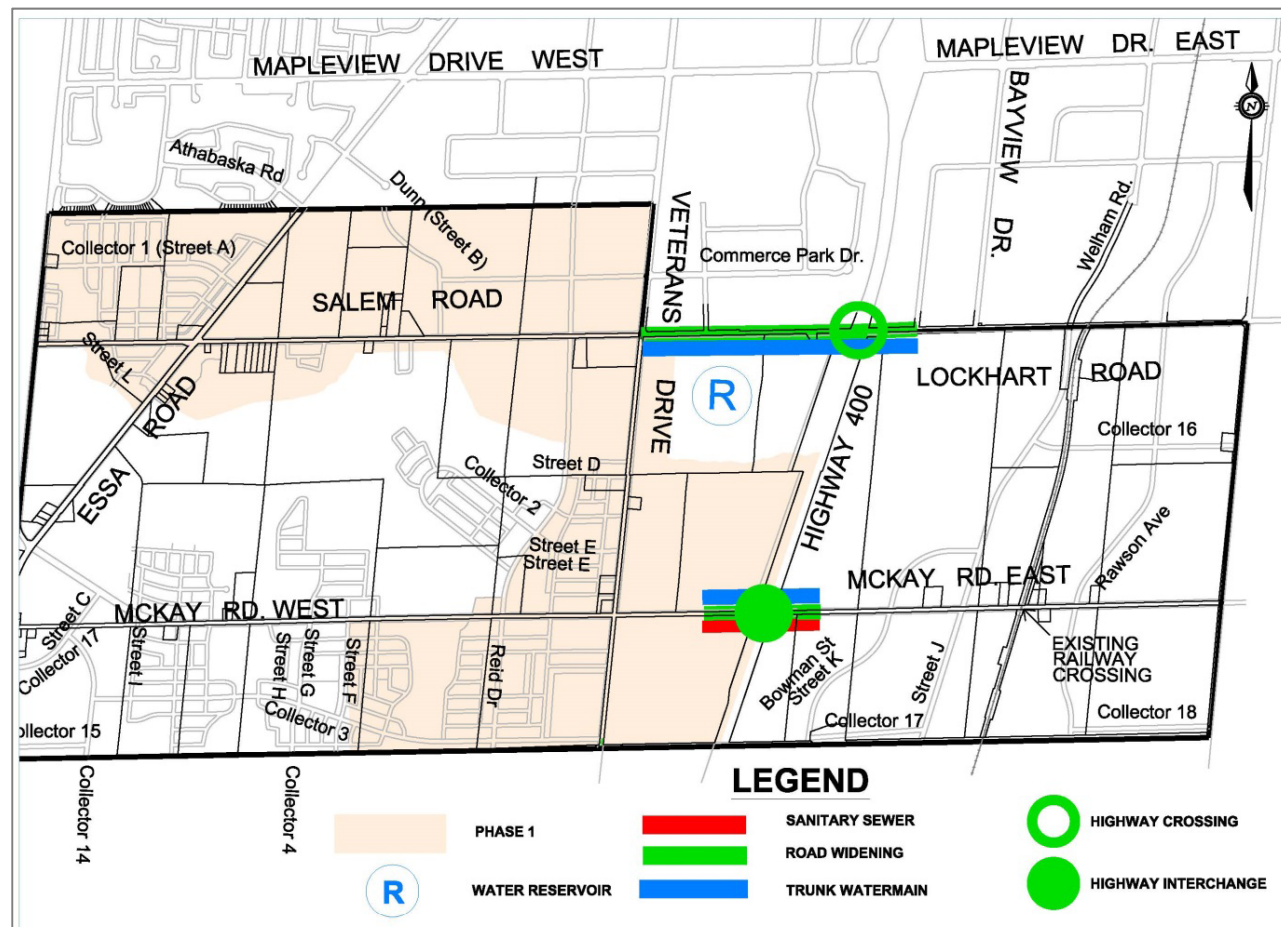
Introduction to Study Areas

- Salem



Introduction to Study Areas

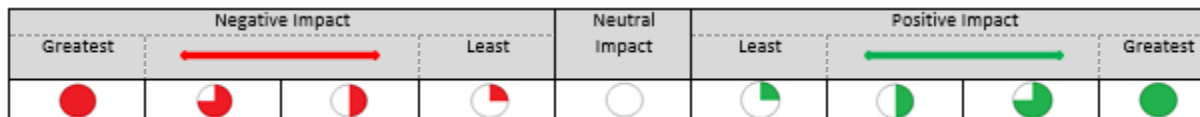
- McKay



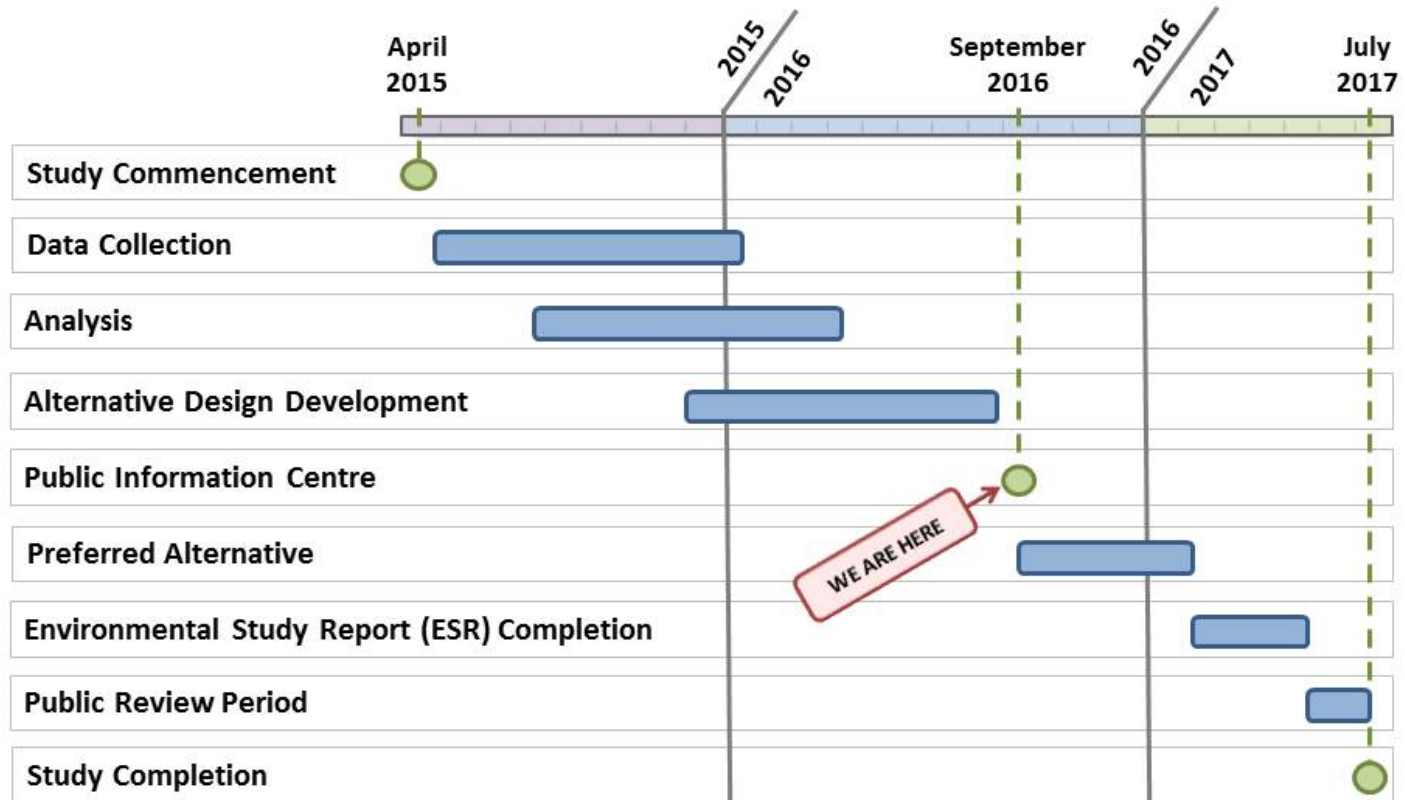
Evaluation Criteria

- The Criteria for evaluating alternative designs are grouped into Road Operations, Natural, Social, Cultural/ Heritage and Economic Environment,
- Alternative designs will be evaluated against the criterion presented in the table
- Each alternative will be rated based on its level of impact

Evaluation Criteria		How Criteria is Being Assessed
Engineering / Operational Environment	Traffic operations (MMATMP, safety, capacity, congestion, etc.)	Ability to (i) improve connectivity to existing road network (ii) to meet Barrie's MMATMP (iii) to improve Traffic Safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays).
	Cycling operations	Adequacy to accommodate Cyclists
	Transit operations/service	Adequacy for Transit Operations/service
	Pedestrian operations	Adequacy to accommodate Pedestrians
	Utilities (conflicts, operations)	number of utility relocation required
	Driveway Impacts	Impacts on driveway accessibility and operations
	Stormwater management	Ability to accommodate drainage and stormwater management. Use of LIDs
	Constructability	Feasibility and ease of construction
	Interim improvements	Ability to Implement Interim Improvements
	Geotechnical /Hydrogeological conditions	Impact to Groundwater Suitability of ground conditions
	Operations and Maintenance requirements	Ease and cost of O & M requirements
	Impacts to structures	Impact on structures and other infrastructure (i.e. railways)
Natural Environment	Water courses/fisheries/aquatic impacts	Potential impact on existing watercourses Impact on fish/fish habitat (Brook Trout)
	Wildlife and Wildlife Habitat	Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern
	Species at risk	Potential impact on Species at Risk
	Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)
	Groundwater impacts	Potential impact to groundwater
	Impacts to Wetlands/PSW	Potential Impact on Lover's Creek Provincially Significant Wetland Complex, locally significant wetlands and unevaluated wetlands
	Land use	Compatibility with land use (existing and future)
	Environmental Improvements	Opportunities to Enhance Aquatic/terrestrial Features
Social Impact	Buffer areas	Potential temporary and permanent impacts to Buffer Areas
	Property acquisition	Degree of Property required and households/business affected
	Aesthetics	Ability to improve visual aesthetics of roadway and community
	Noise impacts	Number of noise walls or mitigations measured required.
	Construction impacts	Noise, Dust, traffic disruptions, Feasibility and ease of construction
	Accessibility	Compliance with AODA
Cultural/ Heritage Environment	Public Safety	Elimination of conflict points; improved infrastructure for all users
	Local businesses	Disruption/Permanent Impact to businesses
	Archaeological impacts	Potential impact to archaeological resources
	Cultural heritage impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes
Economic Environment	First Nations Interests	Potential impact to First Nations interests, traditional land use and aboriginal or treaty rights
	Project Capital costs	Total projects costs for capital improvements
	Life – Cycle costs (25 year)	Net Present value of 25-year life cycle costs
	Land acquisition costs	Total costs for property acquisition



Project Schedule



Common Acronyms

- Following are some acronyms you will be noticing as you visit our display panels
 - “MMATMP” - City’s Multi-Modal Active Transportation Master Plan
 - “ROW” – Right-of-Way - A right of way is a type of easement granted or reserved over the land for transportation purposes
 - “HOV” – High Occupancy Lane – a travel lane generally reserved for transit vehicles, taxis and private vehicles with multiple occupants
 - “MUT” – Multi-Use Trail – an off-road asphalt path reserved for active transportation (walking, cycling, roller blading)
 - “LID” – Low Impact Development – promoting an approach to the planning and design of stormwater management that integrates urban design while protecting natural heritage features and functions.

Study Area Presentations

- The following presentations provide details about each Study Area
- For the Hewitt Secondary Plan study area please keep LEFT
- For the Salem Secondary Plan and McKay Rd / Highway 400 Interchange please keep RIGHT

Next Steps

- Review public, stakeholder and Agency comments on the alternative designs
- Select a Preferred Alternative for each of the road segments
- Prepare the Environmental Study Report (ESR)
- Notify stakeholders of the 30-day public review period
- File the ESR with the Ministry of the Environment and Climate Change (MOECC)
- Proceed with detailed design

Thank You for Attending

- Please provide your comments about the material presented tonight.
- Your participation and input is important to the City of Barrie
- If you cannot provide your comments tonight, please mail, email or fax the Comment Sheet by October 21, 2016 to:

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