

# GROWTH DEVELOPMENT PROJECTS

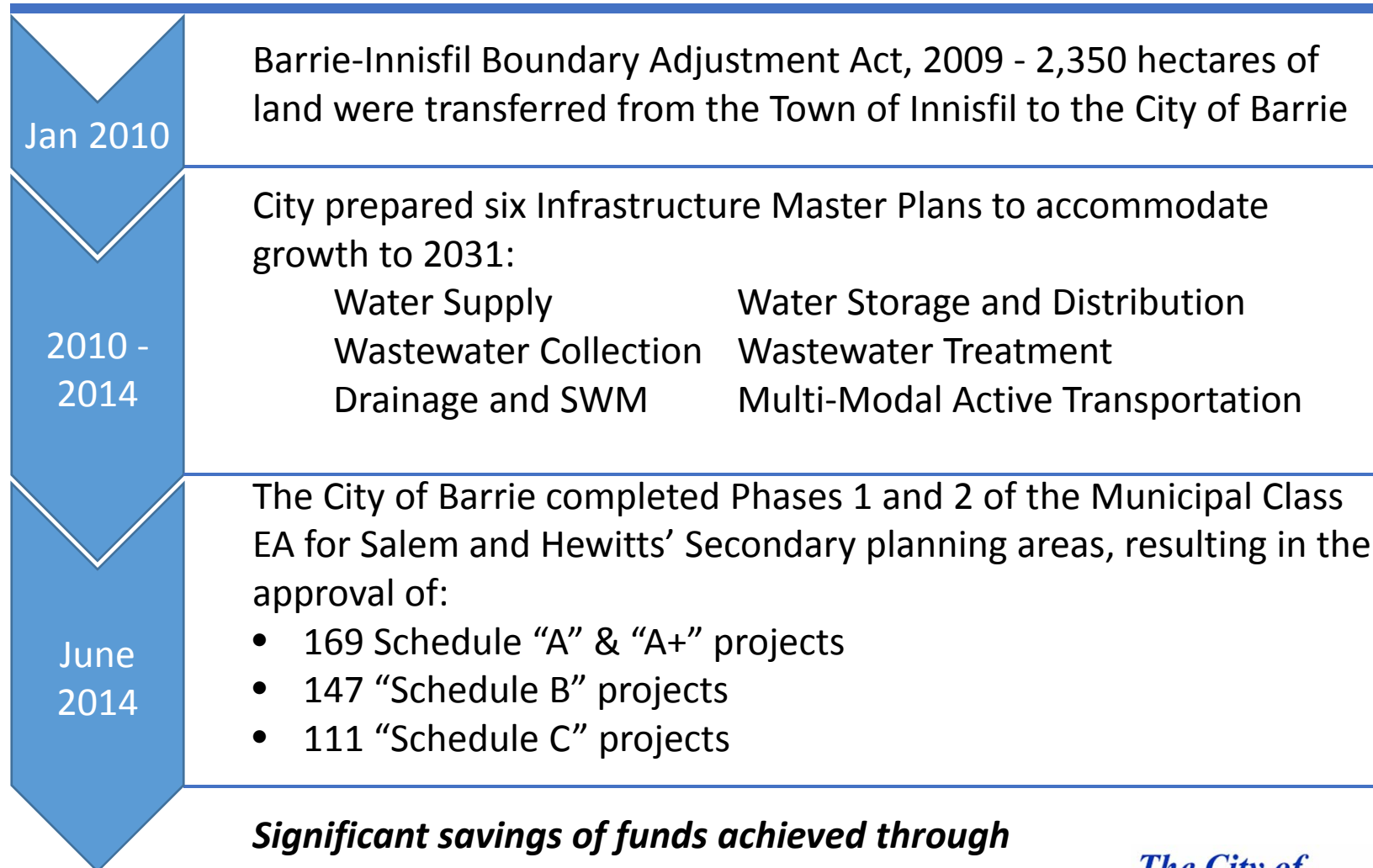
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## TRANSPORTATION ENVIRONMENTAL ASSESSMENTS

### Presentation to General Committee

June 12, 2017

# Overview



***Significant savings of funds achieved through the Phase 1 & 2 Master Plan process.***

# Overview

April  
2015

The City of Barrie initiated “Schedule C” Municipal Class Environmental Assessment (Class EA) Studies - Phases 3 & 4 to recommend improvements to the roadways within the Salem & Hewitt’s Secondary Plan Area.

The City is also conducting a Class EA on a new crossing over Highway 400 at Salem Rd – Lockhart Road and a new interchange on Highway 400 at McKay Rd.

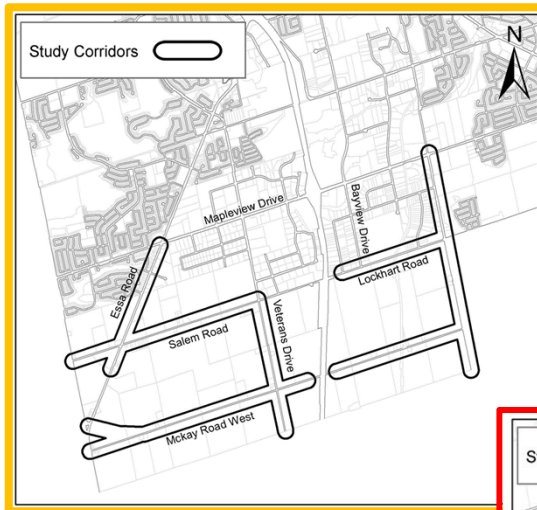
Some area infrastructure improvements include new trunk Watermains and new Sanitary Sewers

June  
2017

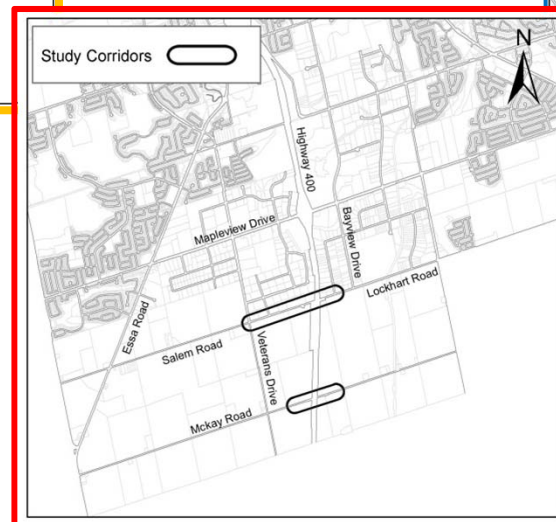
Class EAs (Phases 3 & 4) substantially completed for “Growth Development Projects”

Seeking Council approval to finalize and submit for mandatory 30-Day Public Review Period

# Growth Development Projects

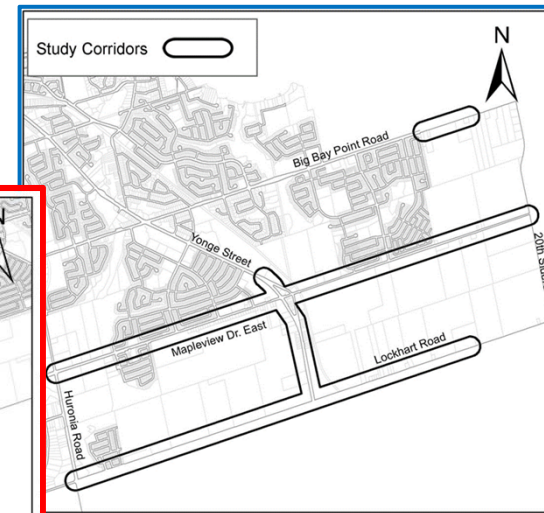


SALEM SECONDARY PLAN AREA ("Salem")

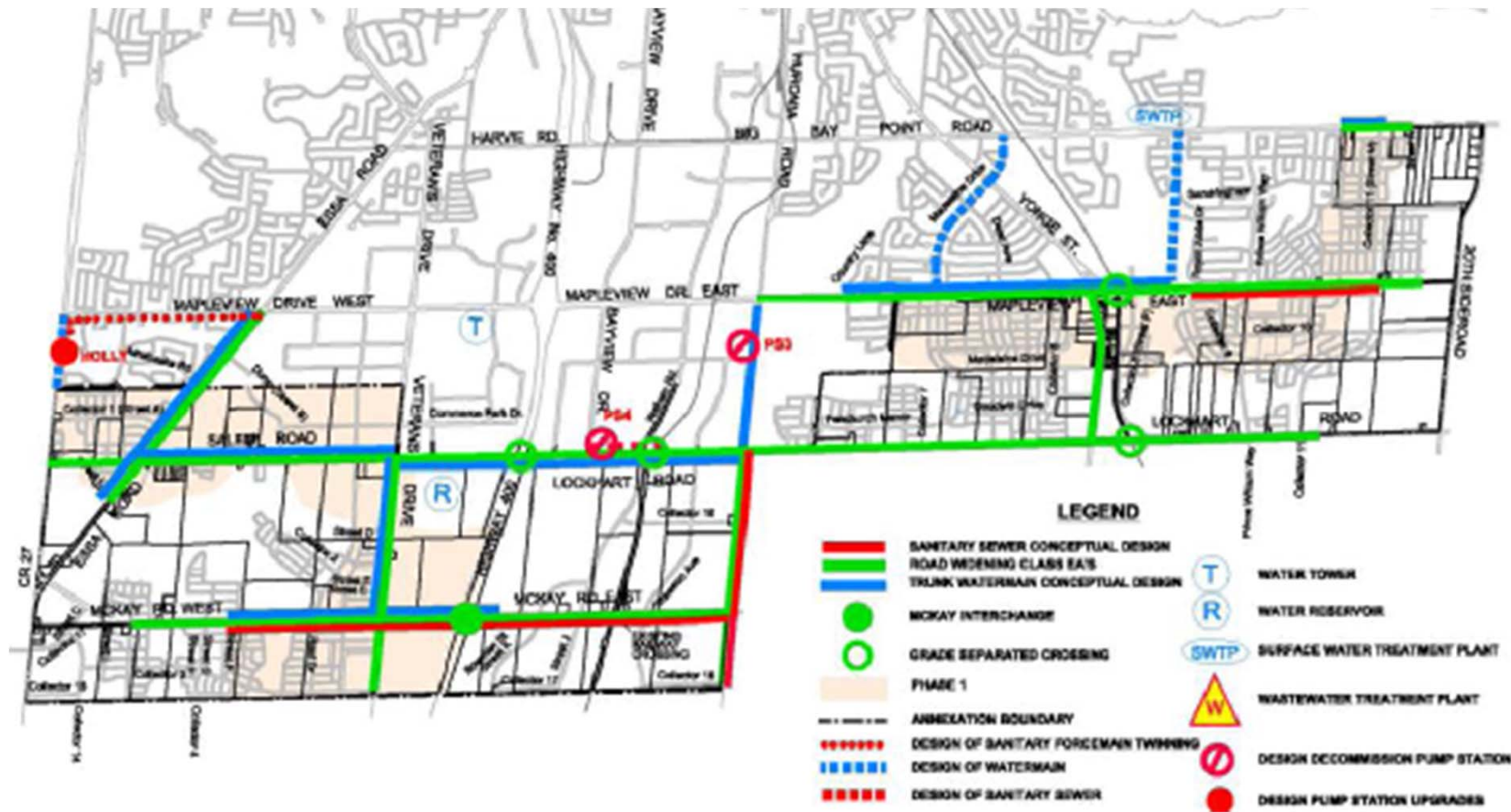


McKAY RD & HIGHWAY 400 INTERCHANGE & SALEM - LOCKHART CROSSING ("McKay")

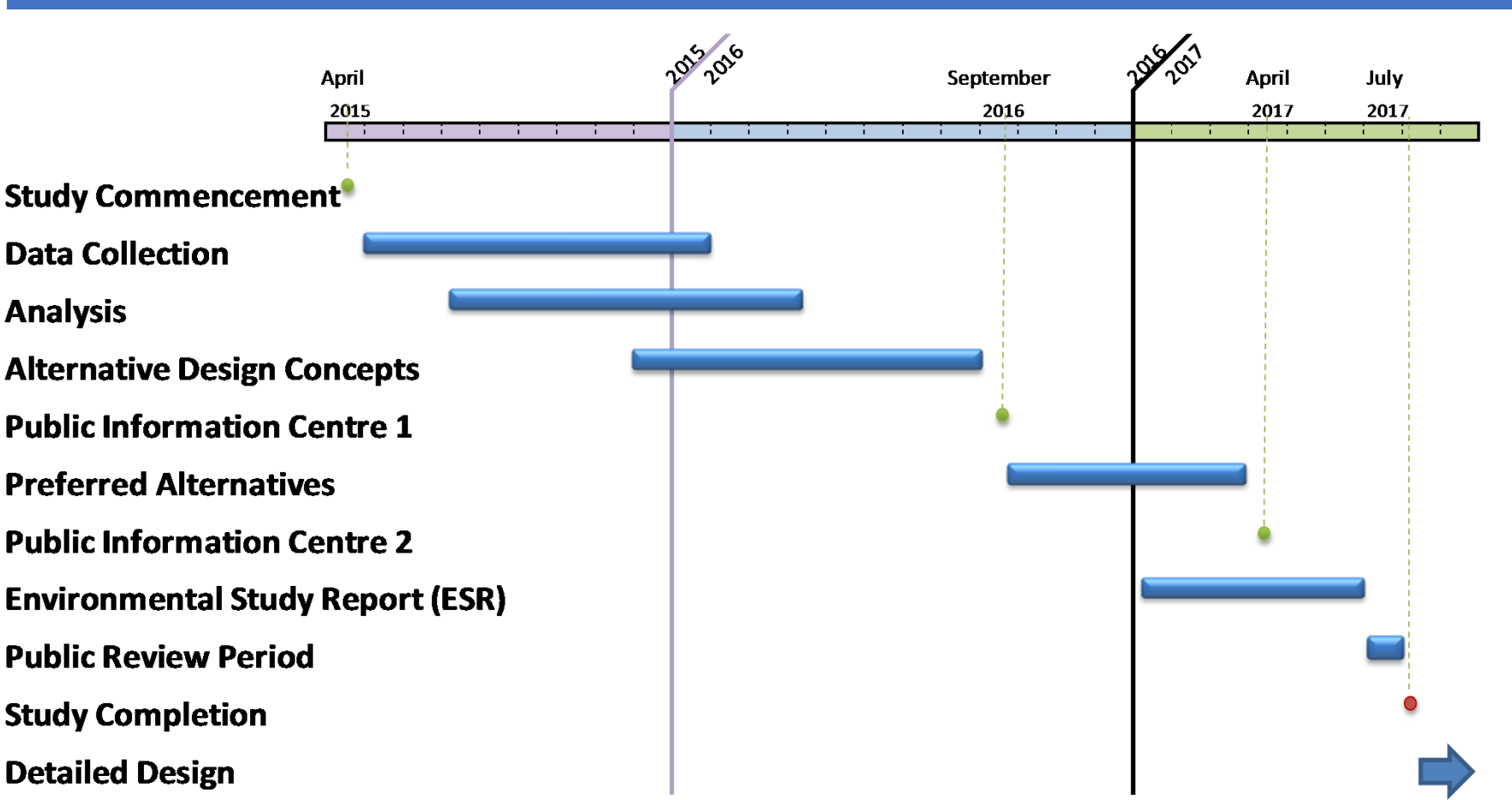
HEWITT'S SECONDARY PLAN AREA ("Hewitt's")



# Summary of Major Improvements



# Project Schedule



# Consultation

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- Public at-large
  - PIC No.1, September 22, 2016 @ Liberty North Banquet Hall
    - Environmental Constraints
    - Alternative Designs
    - Evaluation Criteria
  - PIC No. 2, April 6, 2017 @ Liberty North Banquet Hall
    - Evaluation Analysis of Alternatives
    - Preferred Alternative Designs

# Consultation

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- Stakeholder Meetings
  - Individual Property owners
  - Landowners /developer groups, agents and consultants
  - Lake Simcoe Region Conservation Authority
  - Nottawasaga Valley Conservation Authority
  - Alectra
  - County of Simcoe
  - Town of Innisfil

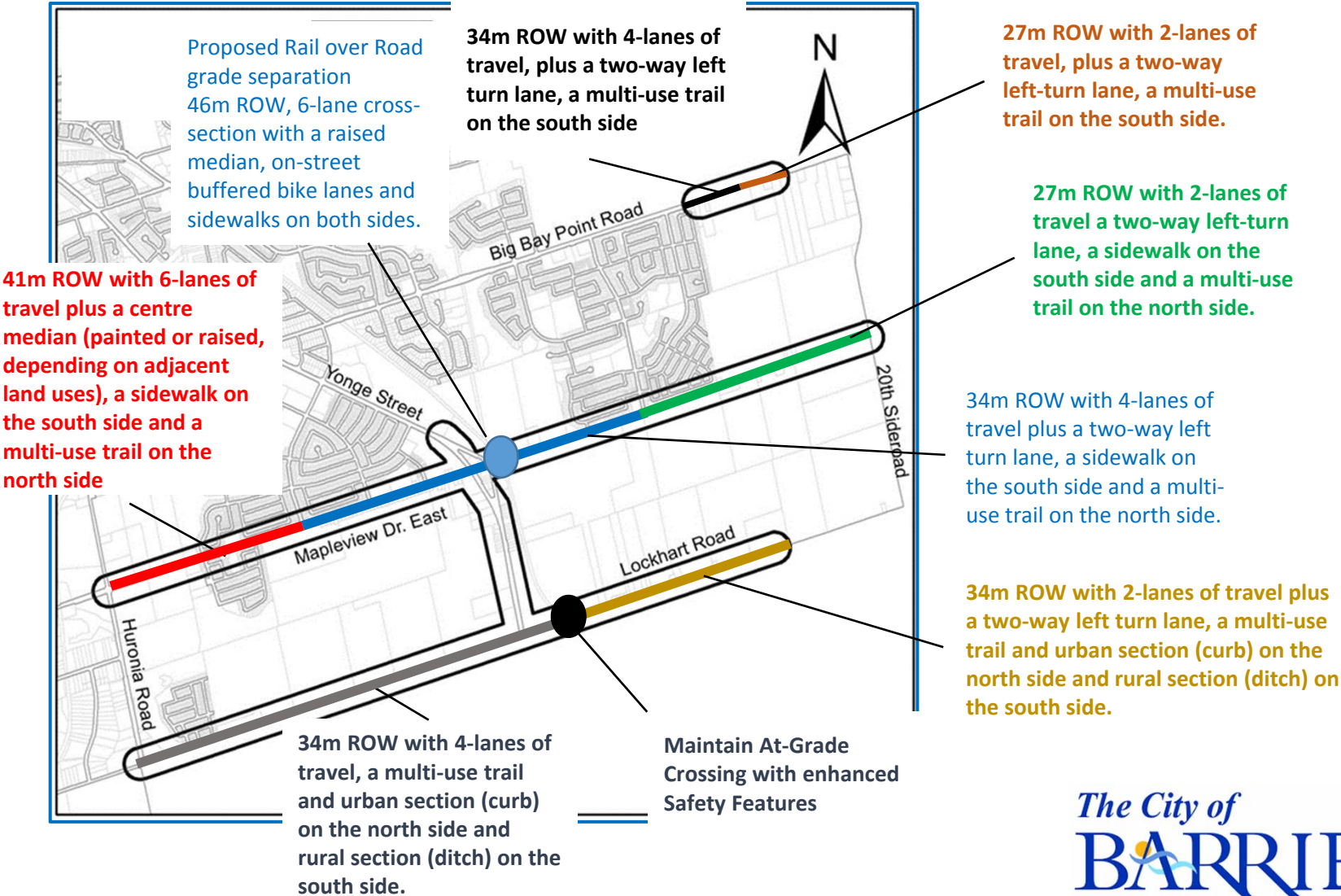


# Preferred Alternative Designs

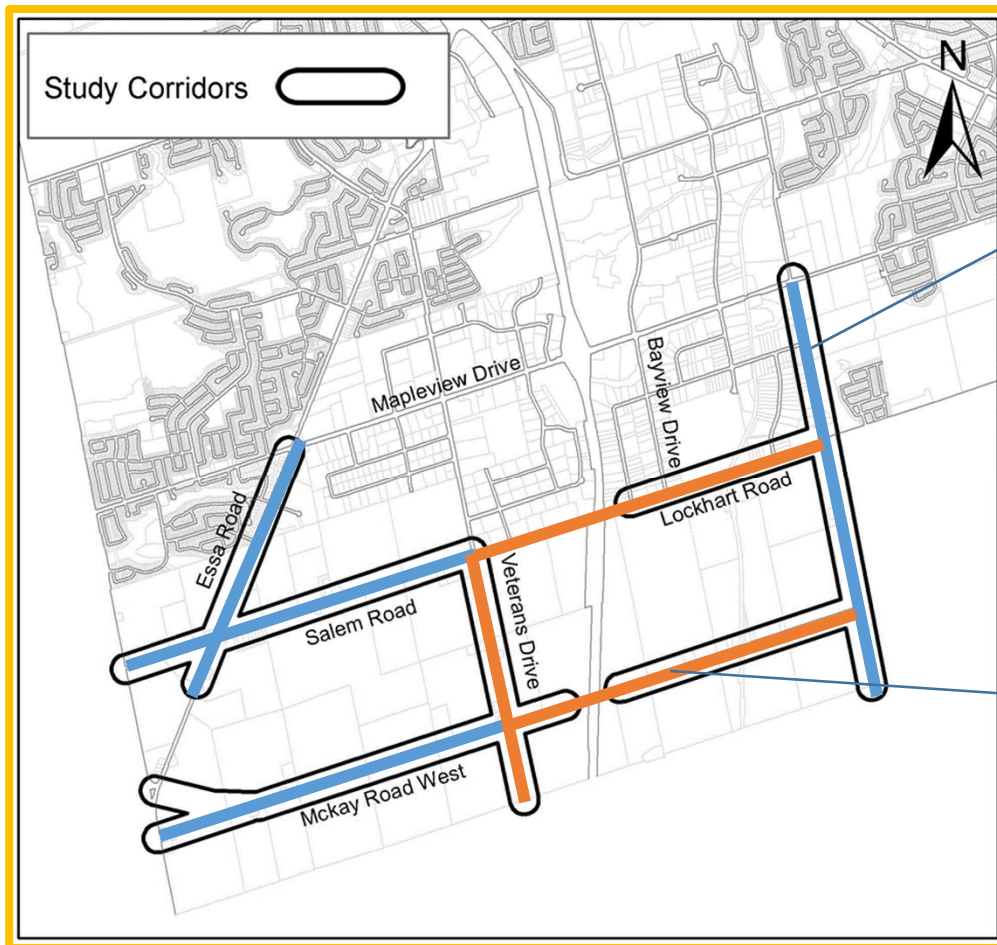
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- Most roadway widenings are about the centreline
- Where the widening would have a severe affect on an existing residential or commercial property, the road cross-section was modified (where feasible) to mitigate the conflict
- Typical modifications included: Narrowing the ROW, Narrowing the centre median, Narrowing the boulevard
- The proposed widenings will alter the drainage patterns. A drainage plan to meet drainage design criteria was developed including Centralized and Linear LIDs

# Hewitt's Study Area Improvements



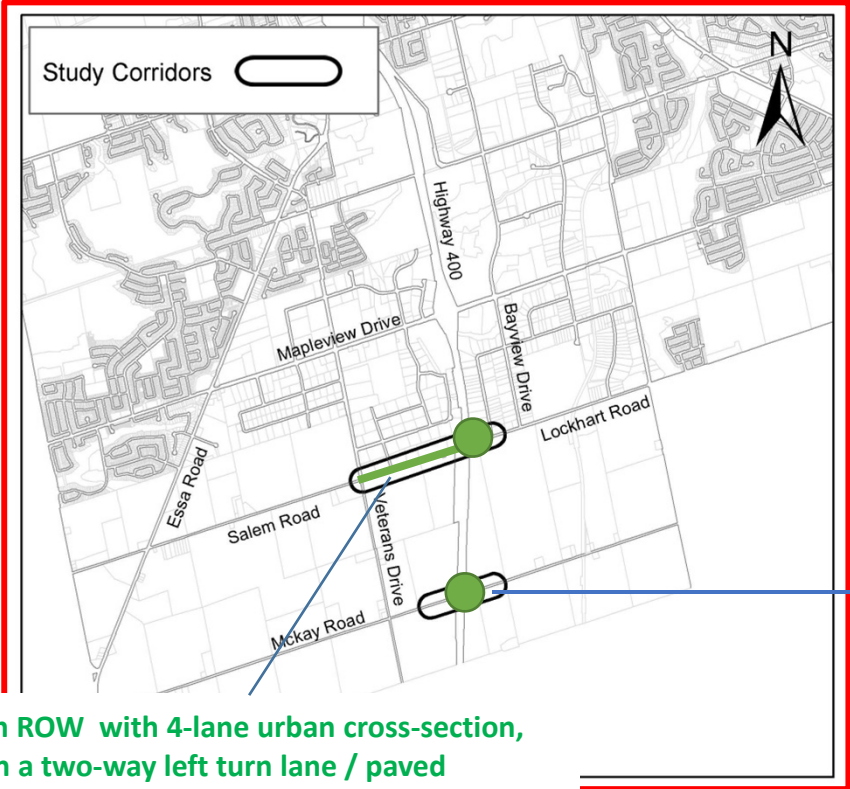
# Salem Study Area Improvements



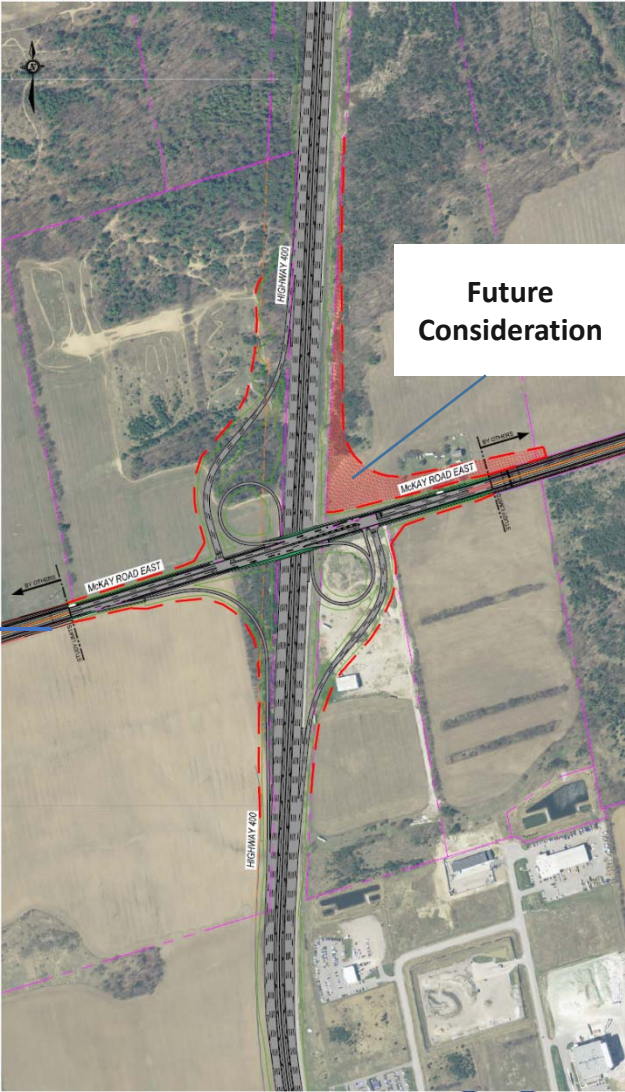
27m ROW with 2 travel lanes, 1 in each direction, a 1.2m – 4.2m concrete median, TWLTL or painted median. (depend on adjacent land uses and stormwater management approach), 1.5m + 0.5m buffered bike lane (both sides), 0.50m curb (both sides), 2.9m boulevard with LIDs (both sides), 2m sidewalk (both sides), 0.5m clearance (both sides)

34m ROW with 4 travel lanes, 1 in each direction, a 1.2m – 4.2m concrete median, TWLTL or painted median. (depend on adjacent land uses and stormwater management approach), 1.5m + 0.5m buffered bike lane (both sides), 0.50m curb (both sides), 2.9m boulevard with LIDs (both sides), 2m sidewalk (both sides)

# McKay Rd IC & Salem-Lockhart Crossing



34m ROW with 4-lane urban cross-section, with a two-way left turn lane / paved median. Over Highway 400, the median is reduced to a 2 m raised median to reduce overall structural width. A boulevard of 1.5 m is provided across the structure for side clearance and snow storage.

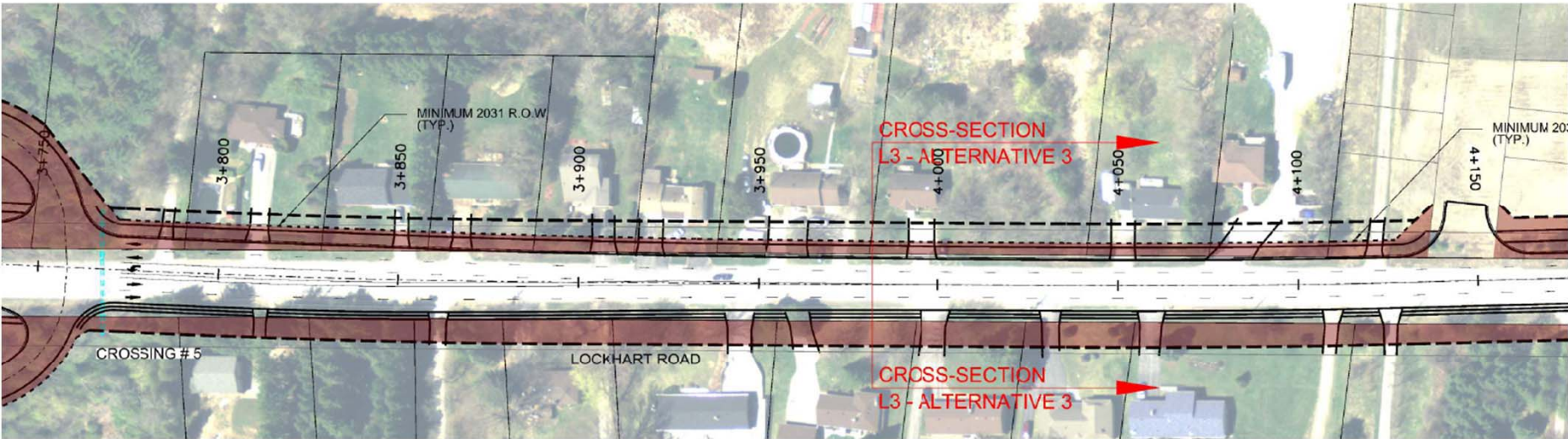
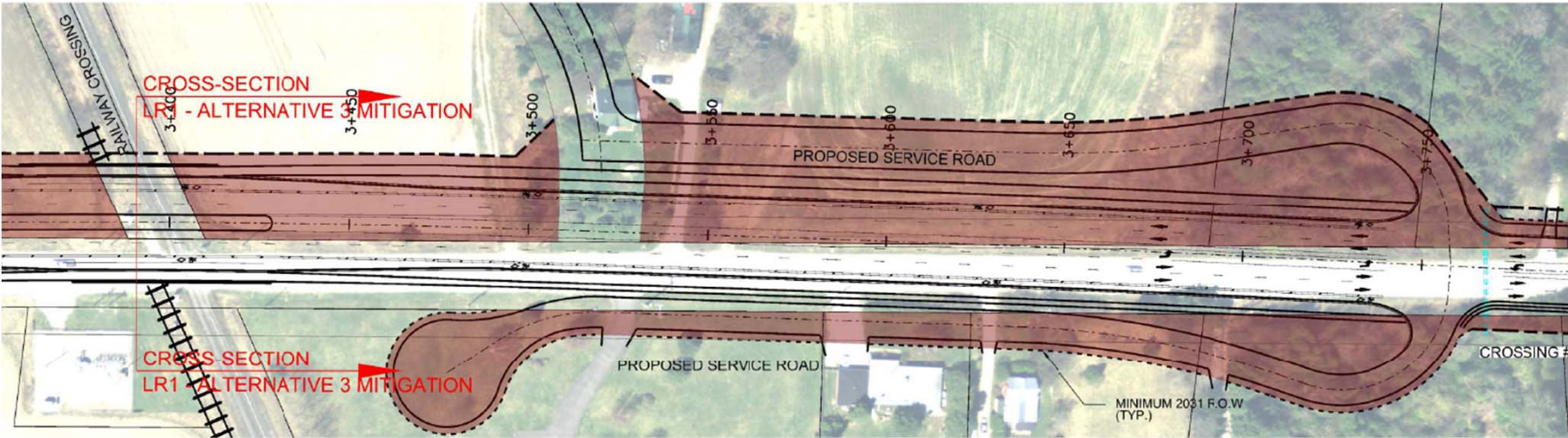


# Lockhart Rd – Yonge St to 20 SR

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- As a result of public feedback, there is one major change to the preferred Alternative Design on Lockhart Road east of Yonge Street
- It is suggested to defer the proposed Grade Separation (Overpass) until more detail is available on the Barrie GO Line improvements with regards to service and corridor improvement (twining of tracks) timing
- As a result, the widening of Lockhart Rd west of the Barrie GO Line is suggested as an interim 3-lane cross section (while still protecting for a full 34m ROW)

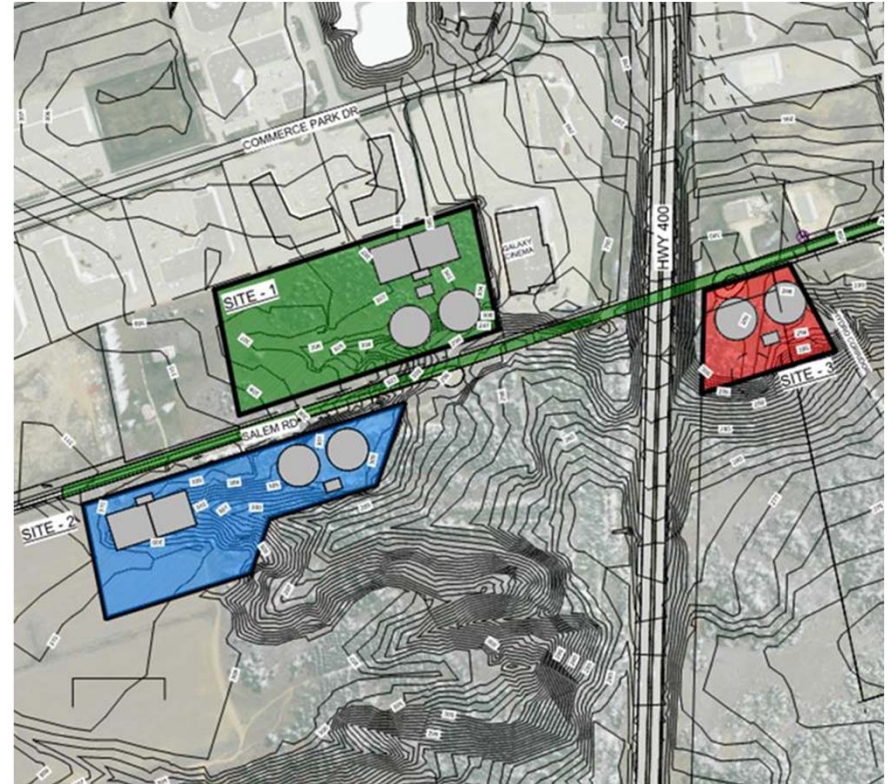
# Preferred Alternative Design (Lockhart Rd @ Yonge St)





# Salem Reservoir and Pumping Station

- An assessment of the Salem Reservoir and Pump Station was also undertaken, building on the previously approved Schedule B Class EA / Master Plan.
- The purpose of this work was to recommend a final site.
- “Site 1” located at 30 Salem Road is the recommended site due to parcel size, site topography, ease of access, compatibility with adjacent land uses and available room for ease of future expansion.





# Next Steps

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- Receive Council endorsement of the presented “Preferred Alternative Designs”
- Finalize the Environmental Study Report (ESR) for Salem and Hewitt’s
- Notify stakeholders of the 30-day public review period
- File the ESR with the Ministry of the Environment and Climate Change (MOECC)
- The McKay Rd Interchange & Salem Rd – Lockhart Rd Crossing Class EA will be filed in late Summer/early Fall 2017, subject to ongoing discussions with MTO
- Purchase lands at 30 Salem Road
- Proceed with detailed design