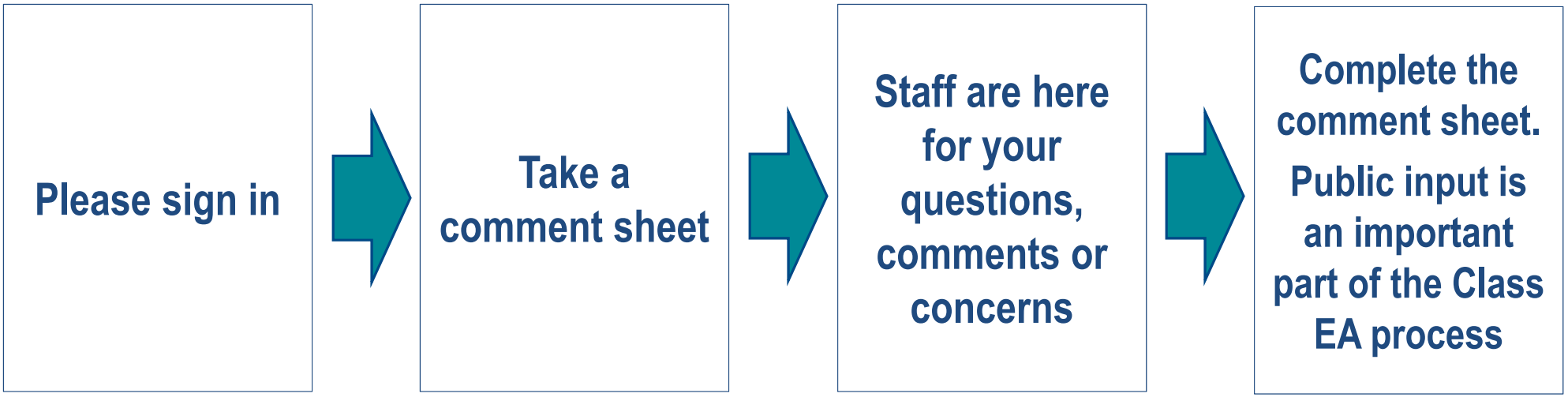
ROAD IMPROVEMENTS
7TH LINE FROM YONGE STREET TO 10TH SIDEROAD
TOWN OF INNISFIL
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Public Open House (POH #1)

Welcome



Project Purpose:

Problem / Opportunity Statement:

The Town of Innisfil (Town) has identified a need for improvements to the 7th Line from 10th Sideroad to Yonge Street. The Town is initiating a Municipal Class Environmental Assessment (EA) to consider options for improvement to address:

- the road surface,
- road base,
- erosion control,
- drainage deficiencies, road side encroachment and
- associated safety risks

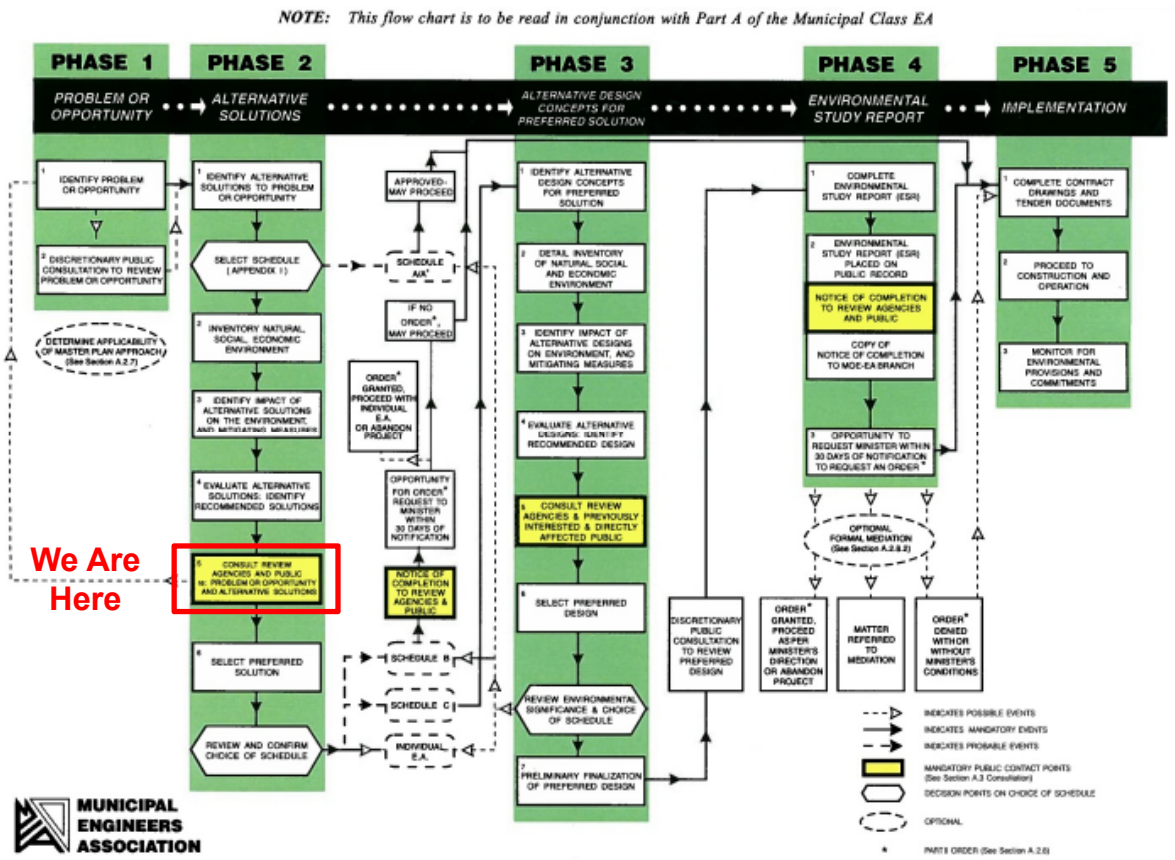
for the continued use and maintenance of the road .

Purpose of this POH is to:

- Provide a summary of the Project.
- Present an evaluation of the various alternative solutions based on physical, natural, social, cultural / heritage and economic environment factors.
- Obtain input on the Alternative Solutions.

Municipal Class EA Process

This project is being considered as a Schedule 'C' Project (Phases 1 to 4), as defined in the Municipal Engineers Association Class EA document



Project Considerations

The Study Area includes the 7th Line from Yonge Street to the 10th Sideroad



In the fall of 2017, the 7th Line was closed (local traffic only) due to deteriorating road conditions and safety issues with respect roadside safety.

The Town of Innisfil Transportation Master Plan Update (TMP Update) (2018) identified the reconstruction of the road within the study area in the medium term horizon (2022 to 2031)

On June 20th, Innisfil Council adopted a by-law to temporarily permit the 7th Line to operate as a one-way road from Yonge Street to 10th Sideroad pending the outcome of the Municipal Class EA process

Key technical considerations include erosion, encroachment of trees, and drainage issues.

Key natural features in the Study Area include the Lovers Creek Provincially Significant Wetland (PSW), Lake Simcoe Region Conservation Authority (LSRCA) regulated area, watercourse crossings, terrestrial and aquatic habitat, and the potential for Species at Risk (SAR).

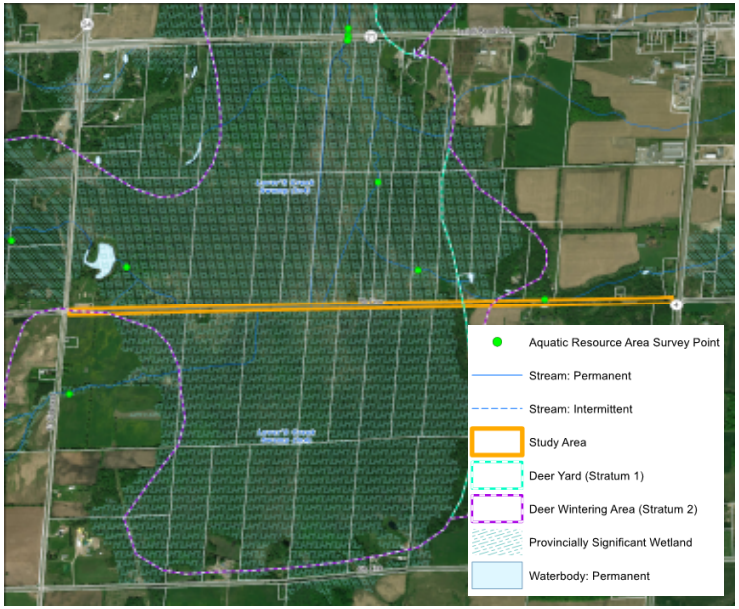












Technical Environment



Land Use and Access

Study area has approximately 7 active driveway accesses.

Centennial Park is located at the west end of the study area and is open year-round.

The 'dog park' within Centennial Park (October 2014) has increased use of the park.



Intersections

7th Line and 10th Sideroad: Operates well during both AM and PM peak hours.

7th Line and Yonge Street: AM peak hours are good but PM peak hours show the eastbound movement experiences longer delays.





Operating Speeds

The road is currently built for speeds lower than the posted and operating speeds.

On average, vehicles are traveling 13 km/hr above the posted speed.

A significant reduction in traffic volume observed during the interim road closure in 2017, compared to the last record of 2014, supports the general opinion that 7th Line is used as an alternative route to Innisfil Beach Road (County Road 21).

During interim road closure over 55% of the traffic was through traffic.

Technical Environment

Stormwater

Existing stormwater is conveyed through roadside ditches (not well defined in some areas); driveway culverts; and road-crossing culverts.

There is currently no stormwater management provided for quality or quantity control.

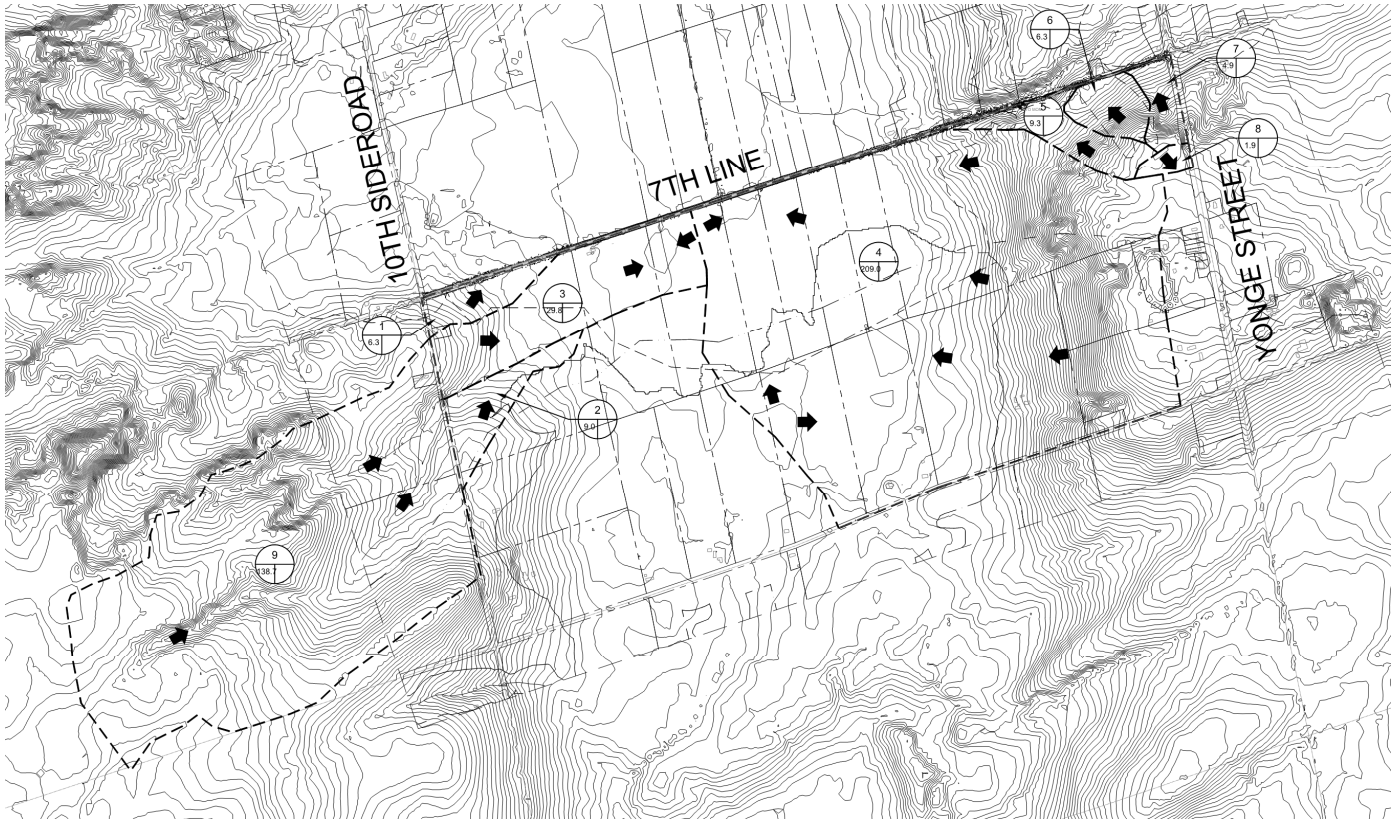
Portions of the road have been eroded by an existing watercourse and a lack of defined ditches in some areas.











Socio-Cultural Environment

Cultural Heritage

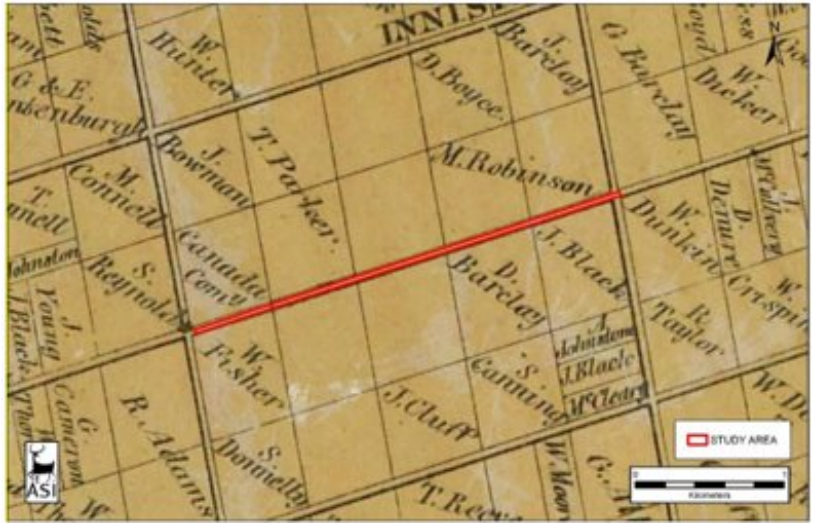
One cultural heritage landscape (CHL) feature was identified in the Study Area – a farmscape at 2399 7th Line

The Stage 1 background study determined that three previously registered archaeological sites are located within one kilometre of the Study Area.

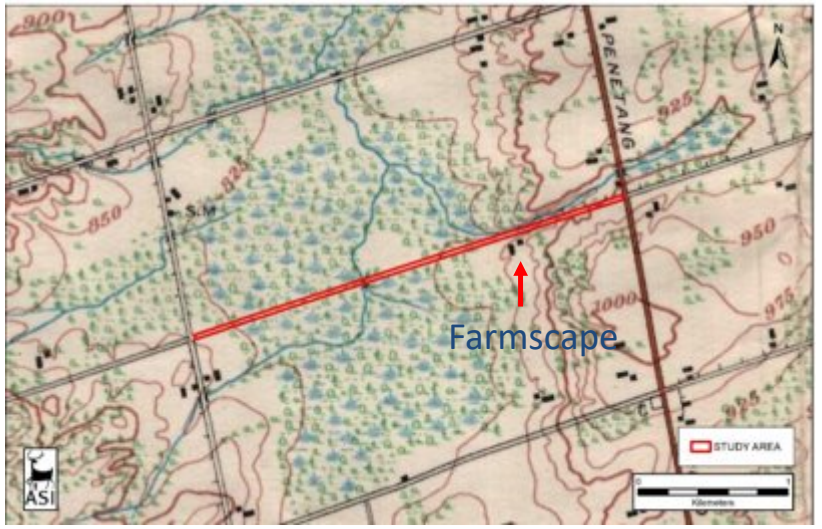
The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 archaeological assessment (test pit survey), if impacted, prior to any construction activities.



Feature ID CHL 1: Agricultural outbuildings associated with the farmscape at 2399 7th Line, looking south.



Location of 7th Line (west) from 10th Sideroad to Yonge Street overlaid on the 1871 Hogg's Map of Simcoe County.



Location of 7th Line (west) from 10th Sideroad to Yonge Street overlaid on the 1928 Barrie NTS Sheet No. 105 Department of Militia and Defense

Natural Environment

Habitat within the Study Area for:

- Amphibians
- Breeding Reptiles
- Fish Habitat and Passage
- Breeding Birds







Potential for Species at Risk

- Butternut trees
- Roosting Bat habitat within the forested area (several bat species are Endangered).
- Monarch Butterfly (Special Concern) and Swamp Milkweed, a host plant and nectar source
- The Marshes and Swamps are considered sensitive as they are located within the Provincially Significant wetland complex.













Alternative Solutions

The evaluation of alternatives is a step-by-step process that focuses on alternatives that are feasible within the project environment and meet the project objectives outlined in the Problem/Opportunity Statement, specifically, to address the deteriorating road condition and associated safety issues.

The Alternatives include:

1) Do Nothing
2) Local Traffic Only
3) One-Way Road
4) Widen the Road
5) Dead-End Road with Turn Around

Or a combination of alternatives





Alternative 1: Do Nothing



Do Nothing (Maintain the Status Quo)

Mandatory requirement for consideration in a Class EA. Maintain the status quo. Perform regular maintenance as required. Repair slopes and washouts on a reactionary basis.

Pros:

- Operate as a two-way road fully open to the public.
- Maintains existing road network
- Accommodates future traffic growth
- No construction or widening
- No property acquisition is required
- Limited tree removal (some tree removal may be required to accommodate road maintenance)
- No impact to cultural heritage features
- No costs to implement

Cons:

- Potential for continued washouts and associated traffic concerns.
- Continued deterioration due to increased traffic volumes
- Potential siltation of adjacent watercourses, wetland and vegetation communities
- Ongoing maintenance of the road shoulders may pose a risk to wildlife and nesting turtles
- Ongoing cost for road maintenance, which is anticipated to increase over time
- Does not address safety concerns

Alternative 2: Local Traffic Only



Local Traffic Only

Allow access to local traffic only, closing the road to non-local traffic. May include change to a Private Road. Maintain public access to the park from 10th Sideroad. Perform regular maintenance as required. Repair slopes and washouts on a reactionary basis.

Pros:

- May reduce traffic and slow deterioration of the road
- No property acquisition is required
- Limited tree removal (some tree removal may be required to accommodate road maintenance)
- No impact to cultural heritage features over existing conditions
- Low cost for signs and notice to the public

Cons:

- Difficult to enforce
- Does not improve connectivity of the road network
- Potential for continued washouts and associated traffic concerns
- Potential siltation of adjacent watercourses, wetland and vegetation communities due to continued roadside washouts
- Ongoing maintenance of the road shoulders may pose a risk to wildlife and nesting turtles
- Local residents would be responsible for road maintenance if made a private road
- Ongoing cost for road maintenance anticipated to increase over time

Alternative 3: One-Way Road



One-Way Road

Operate as a one-way road fully open to the public. Maintain public access to the park from the 10th Sideroad and from the 7th Line. Install appropriate signage/marking and public notices of the change. No road widening. Repave or rehabilitate the existing road and repair slopes, upgrade ditching and replace culverts where required to ensure long term viability of the road. Perform regular maintenance as required.

Pros:

- Improved road condition
- Improved sight distances and safety of road surface
- Repaired slopes and upgraded ditching anticipated to reduce long term impact of siltation on watercourse, wetland and vegetation communities
- Likely reduction in some traffic and slow deterioration of the road
- Moderate costs for improvements. Low cost regular maintenance

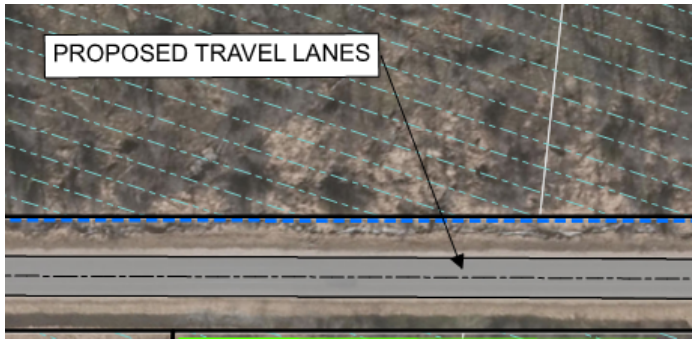
Cons:

- Difficult to enforce
- Tree clearing at the east end due to grading. This will impact Species at Risk Butternut trees

Cons:

- Potential impact wildlife and habitat, potential habitat for Species at Risk due to vegetation clearing. Would be subject to timing restrictions to avoid direct impact
- Rehabilitation of the road shoulders may pose a risk to nesting turtles during construction and over long term if shoulders are paved.
- Potential temporary impact to adjacent watercourses and fish and fish habitat due to repair of road embankments, ditches, and culvert replacement. This impact is subject to design conditions and timing restrictions.
- Limits connectivity of the road network. Increased local travel time and distances. One-way access to properties
- Potential change to current route and schedule for municipal services
- Potential for impact to cultural heritage features including farmscape, private memorial.
- Property acquisition may be required

Alternative 4: Widen the Road



Widen the Road

Operate as a two-way road, fully open to the public. Upgrade road to meet Transportation Association of Canada Geometric design guidelines based on current posted speed limits including widening the road, or shoulder in some areas, and improving the horizontal/vertical alignment. Improve ditching and perform regular maintenance as required. Repair slopes and replace culverts where required to ensure long term viability of the road.

Pros:

- Improved road condition
- Provides connectivity to transportation network. Offers parallel alternative route
- Maintains direct travel route
- Access to properties from east or west
- Improved sight distances and safety of road surface
- Repaired slopes and upgraded ditching anticipated to reduce long term impact of siltation on watercourse, wetland and vegetation communities

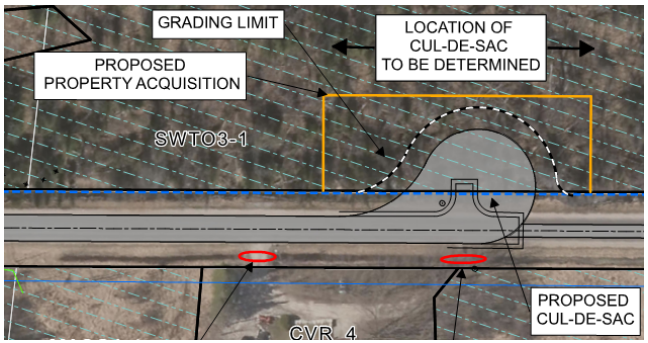
Cons:

- Tree clearing at the east end of corridor due to grading. This will impact to Species at Risk Butternut trees

Cons:

- Potential impact to wildlife and habitat, potential habitat for Species at Risk due to vegetation clearing. Would be subject to timing restrictions to avoid direct impact
- Rehabilitation of the road shoulders may pose a risk to nesting turtles during construction and over long term if shoulders are paved.
- Channel realignment and permanent alteration of adjacent watercourse at east end. Potential temporary impact to fish and fish habitat due to repair of road embankments, ditches, and culvert replacement. These impacts are subject to design conditions and timing restrictions.
- Potential for impact to cultural heritage features including farmscape, private memorial
- Possible increase in some traffic
- Temporary impact due to construction activities
- Property acquisition may be required
- High costs for improvements. Moderate cost regular maintenance

Alternative 5: Dead-End Road with Turn Around



Dead-end Road with Turn Around (2)

Operate as a two-way road open to the public with no through traffic. Upgrade road to meet Transportation Association of Canada Geometric design guidelines for a 50km/h posted speed by widening the road and improving the horizontal/vertical alignment. Repair slopes and replace culverts where required to ensure long term viability of the road. Construct two cul-de-sac or hammer head turnarounds. Leave a trail/access road between the turnarounds for active transportation and emergency/maintenance vehicles. Perform regular maintenance as required

Pros:

- Improved road condition
- Likely reduction in traffic
- Potential for reduced impact to wetland and vegetation communities over long term
- Improved wildlife habitat connectivity, movement across 7th Line
- Opportunity to view PSW from unopened right-of-way.
- Low cost for regular maintenance due to reduced traffic use
- Two-way access to properties
- Improved sight distances and safety of road surface
- Repaired slopes and upgraded ditching anticipated to reduce long term impact of siltation on watercourse, wetland and vegetation communities

Cons:

- Potential impact wildlife and habitat, potential habitat for Species at Risk due to vegetation clearing. Would be subject to timing restrictions to avoid direct impact
- Rehabilitation of the road shoulders may pose a risk to nesting turtles during construction and over long term if shoulders are paved.
- Channel realignment and permanent alteration of adjacent watercourse at east end, and elsewhere depending on the location of the turn around.
- Potential temporary impact to fish and fish habitat due to repair of road embankments, ditches, and culvert replacement. This impact is subject to design conditions and timing restrictions.
- Potential for some impact to cultural heritage features including farmscape, private memorial
- Does not improve connectivity of transportation network. Longer local travel distance. Access to properties restricted or from one direction
- Temporary impact due to construction activities
- Property acquisition required
- High costs for improvements.

Evaluation of Alternative Solutions

ORDER OF PREFERENCE	
Most Preferred	○
More Preferred	◔
Somewhat Preferred	◑
Less Preferred	◕
Least Preferred	●

	CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
A	**NATURAL ENVIRONMENT**					
1	Vegetation/Tree	◔	◔	◑	◕	●
2	Terrestrial Habitat (breeding birds, turtles, general wildlife, habitat connectivity)	◔	◔	◑	◑	◔
3	Fisheries / Aquatic Habitat	◔	◔	◕	◕	◕
4	Designated Sites (PSW)	◔	◔	◔	◔	◔
5	Species at Risk (Barn Swallow, bats, Butternut)	○	○	◑	◑	◑
6	Groundwater Resources and Drainage Features	○	○	◔	◑	◔
	SUMMARY NATURAL ENVIRONMENT	○	○	◔	◑	◑

	CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
B	**SOCIO-CULTURAL ENVIRONMENT**					
1	Conformity to Municipal Policies and Development Planning - road network and connectivity,	○	●	◑	○	●
2	Place-making Opportunities (tunnel of trees)	○	◑	◑	◕	◔
3	Heritage Resources (archaeological features, built heritage, and cultural heritage landscapes, memorial)	○	○	◑	◑	◑
4	Local Residents Nuisance Impacts (noise, traffic, visual impact)	◑	◑	◕	◑	◕
5	Municipal services (snow removal, garbage pick up,)	○	◕	◑	◔	◑
6	Quality of Life (safety of traveled road, travel time)	◕	◑	◑	◔	◔
7	Recreation (access to park, Pedestrian/Cyclist Safety and Connectivity)	◑	◕	◑	○	◔
8	Land Acquisition Requirements	○	○	◑	◑	◕
9	Conformity to Agency Policy (LSRCA, MNRF,County of Simcoe)	◔	◔	◔	◔	◔
	SUMMARY SOCIO-CULTURAL ENVIRONMENT	○	◔	◑	◔	◑

Evaluation of Alternative Solutions

ORDER OF PREFERENCE	
Most Preferred	○
More Preferred	◔
Somewhat Preferred	◑
Less Preferred	◕
Least Preferred	●

	CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
C	FINANCIAL FACTORS					
1	Estimated Capital Costs	○	◔	◑	◕	◕
2	Estimated Operation and Maintenance Cost	●	●	◑	◕	◔
3	Property Acquisition Cost	◔	◔	◔	◑	◕
	SUMMARY FINANCIAL FACTORS	◔	◑	◔	◑	◑

	CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
D	TECHNICAL FACTORS					
1	Addresses future traffic control and operation requirements (Level of service, delay, queues, intersection LOS and mobility)	●	◕	◕	◔	◑
2	Addresses sight distance, and operational safety	●	●	◑	◔	○
3	Accomodates access to adjacent properties	○	○	◑	○	◑
	SUMMARY TECHNICAL FACTORS	●	◕	◑	◔	◔

CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
SUMMARY PROBLEM STATEMENT	No	Partially	Yes	Yes	Yes
SUMMARY PROBLEM STATEMENT	**Not Preferred**	**Not Preferred**	**Preferred**	**Preferred**	**Preferred**

CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Local Traffic Only	3) One-Way Road	4) Widen the Road	5) Dead-end Road with Turn Around
OVERALL SUMMARY	**Not Preferred**	**Not Preferred**	**Most Preferred**	**Most Preferred**	**Least Preferred**

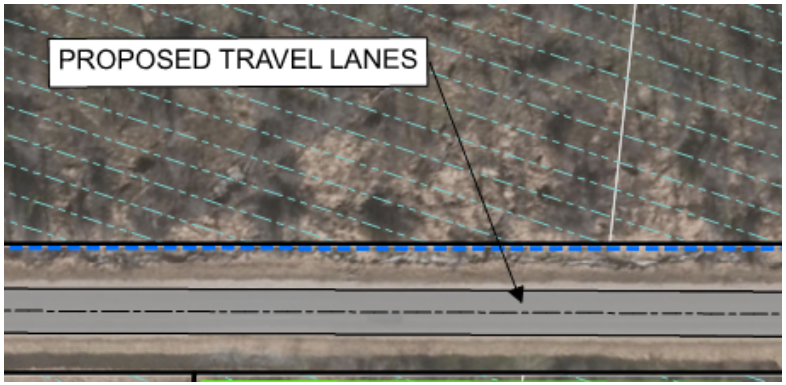
Preliminary Preferred Solution

Alternative 3: One-Way Road



Operate as a one-way road fully open to the public. Maintain public access to the park from 10th Sideroad and 7th Line. Install appropriate signage/marking and public notices of the change. No road widening. Repave or rehabilitate the existing road and repair slopes, upgrade ditching and replace culverts where required to ensure long term viability of the road. Perform regular maintenance as required.

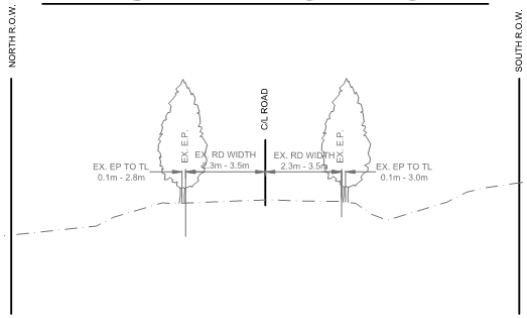
Alternative 4: Widen the Road

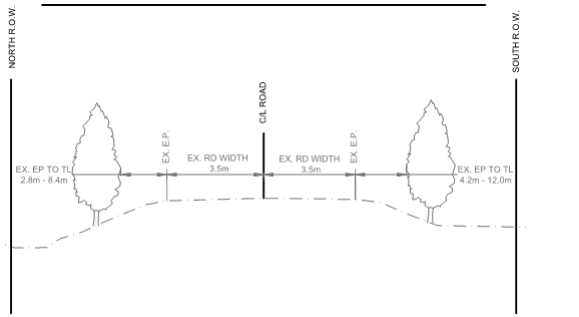


Operate as a two-way road, fully open to the public. Upgrade road to meet Transportation Association of Canada Geometric design guidelines based on current posted speed limits including widening the road, or shoulder in some areas, and improving the horizontal/vertical alignment. Improve ditching and perform regular maintenance as required. Repair slopes and replace culverts where required to ensure long term viability of the road.

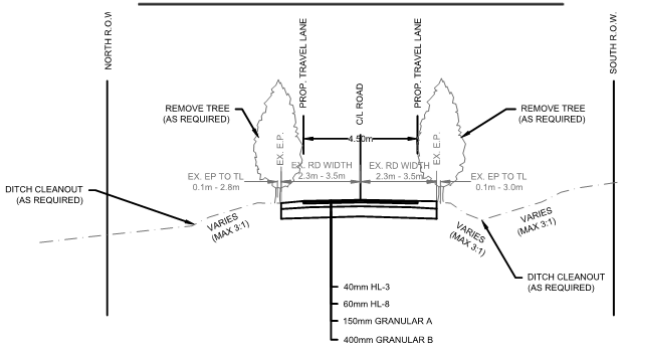
Preliminary Preferred Solution

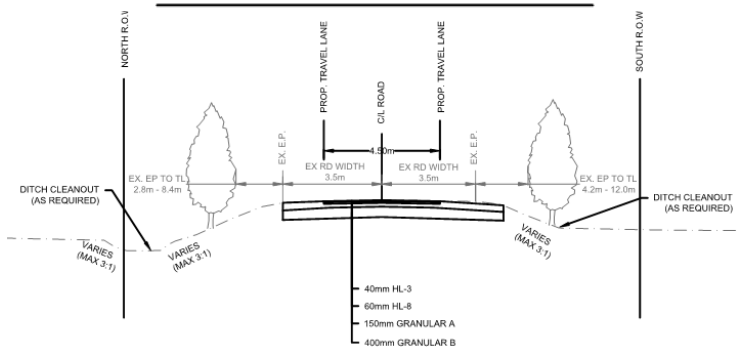
Existing Road Cross-Section



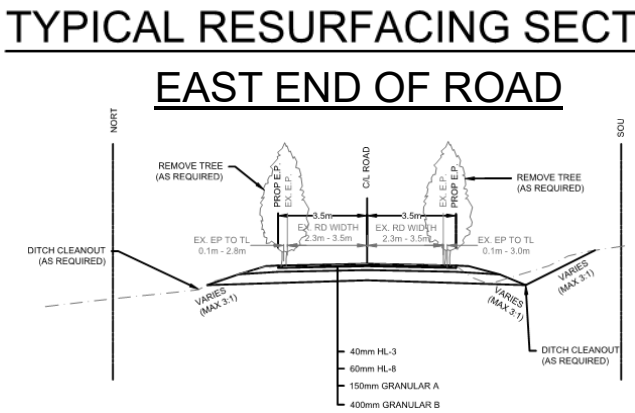


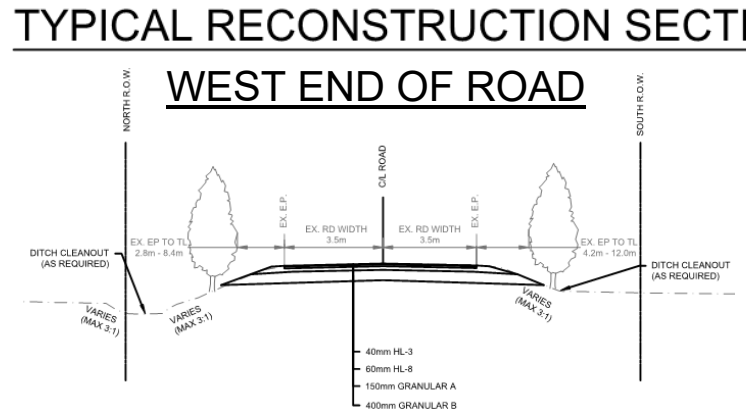
Typical One-Way Cross Section





Road Widening Cross Section





Possible Design Alternatives

Alternative 3: One-Way Road

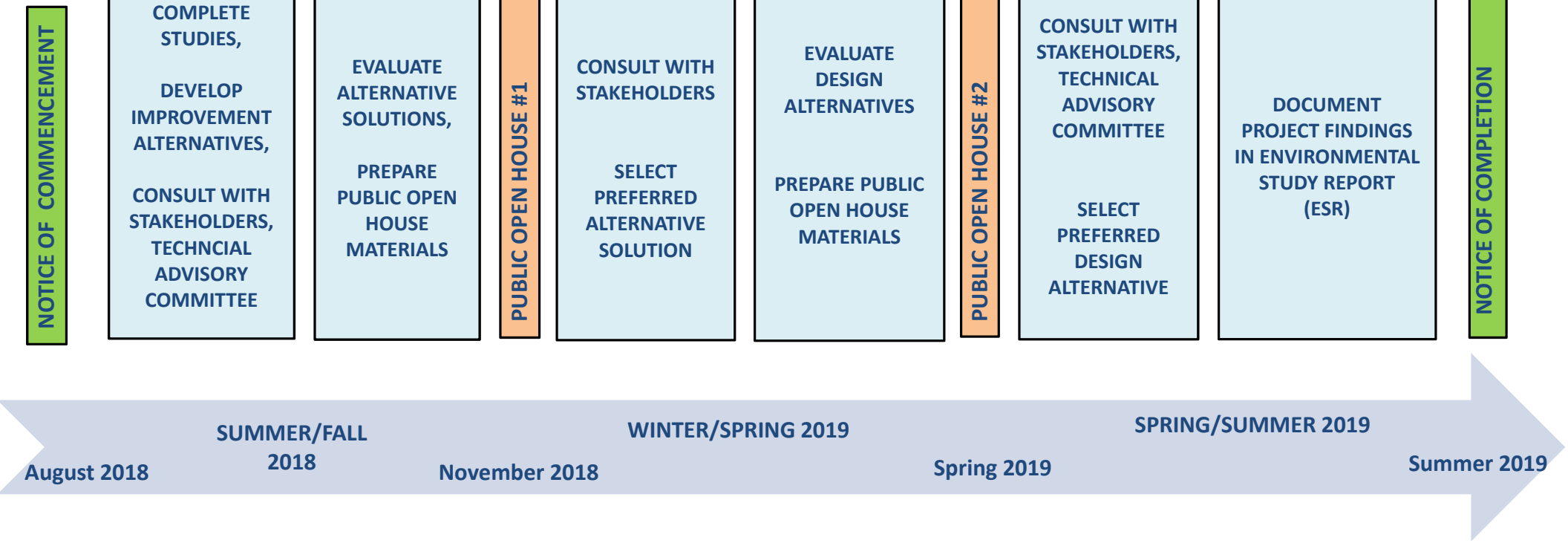
- One-way road from Yonge Street to 10th Sideroad
- One-way road from 10th Sideroad to Yonge Street

Alternative 4: Widen the Road

- Widen the road to the north or south, or a combination
- Paved shoulder or gravel shoulder
- Realignment to the north to avoid heritage feature, or
- Realignment to the south to avoid watercourse

EA Project Timeline

Municipal Class EA 7th Line Improvements from 10th Line to Yonge Street



Next Steps….

- Review public, stakeholder and Agency comments generated from this Public Open House (please submit comments by January 11, 2019);
- Comments received by January 11, 2019 will be incorporated into a Public Open House summary which will include a summary of your written comments along with project related responses ;
- Select Preferred Alternative;
- Public Open House #2 – Design Alternatives
- Select Preferred Design Alternative
- Issue Notice of Study Completion and provide Environmental Study Report (ESR) for final public review and comment for a period of 30 days.

Thank you for attending
Help shape decisions made in this Study

- Please complete the comment sheet and deposit it in the "Comment Sheet" box, or return this completed form to one of the project team members below, or email your comments to 7thLineEAWestofYonge@rjburnside.com
- Information materials pertaining to the study will be made available online at getinvolvedinnisfil.ca/7thline following the POH.
- If you would like more information or if you have any questions or concerns please contact:

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Information will be collected and maintained to meet the requirements of the Environmental Assessment Act and for the purpose of creating a record that will be available to the general public as described in Section 37 of the Freedom of Information and Protection of Privacy Act. All comments and personal information such as name, address, telephone number and property location will become part of the public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry's Freedom of Information and Privacy Coordinator at 416-327-1434.