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

Public Open House (POH #2)

Welcome

Please sign in

Take a comment sheet

Staff are here for your questions, comments or concerns

Complete the comment sheet.

Public input is an important part of the Class EA process

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
- associated safety risks

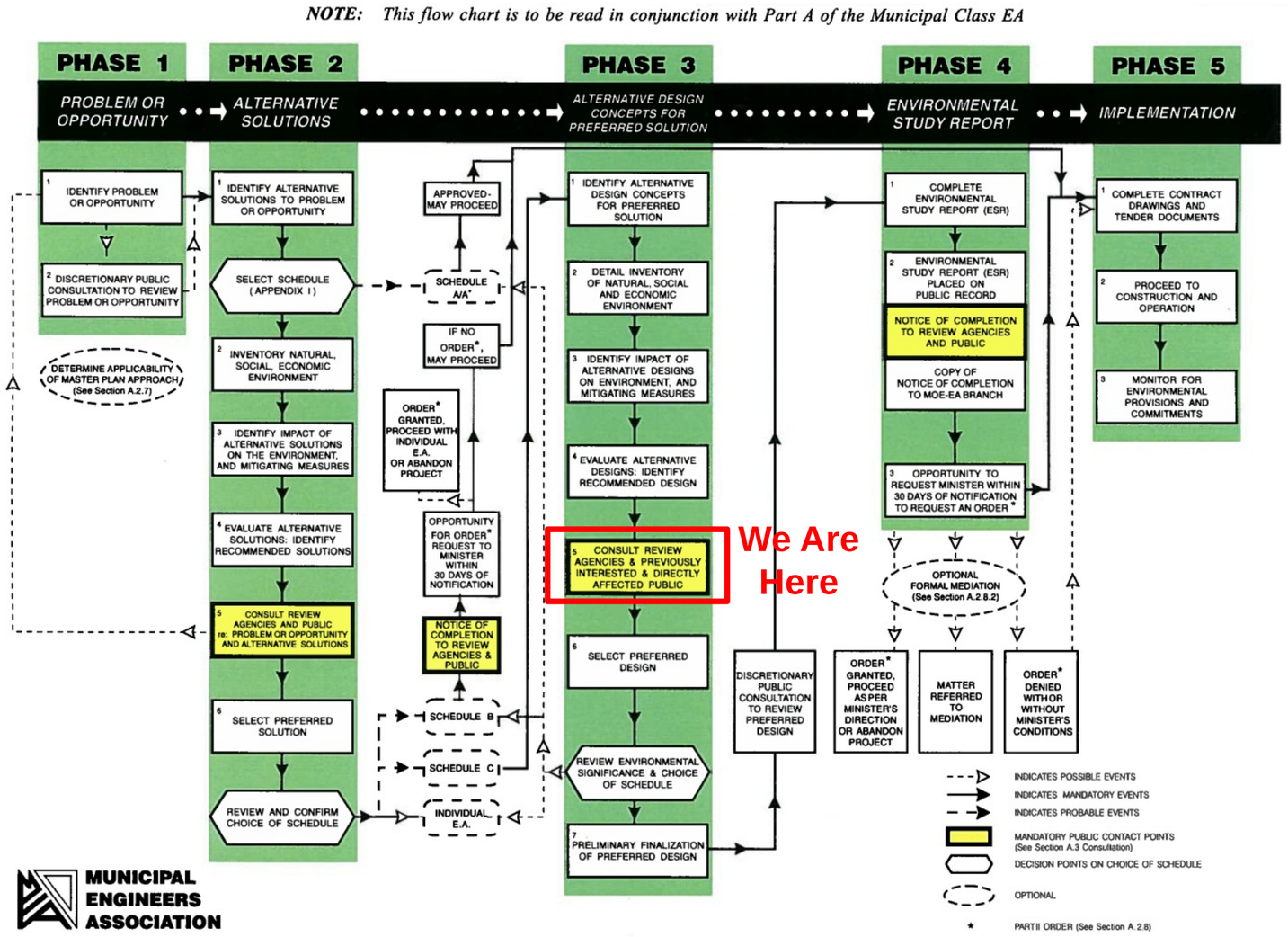
for the continued use and maintenance of the road.

Purpose of this POH is to:

- Provide a summary of the Project
- Present an evaluation of the design alternatives based on physical, natural, social, cultural / heritage and economic environment factors
- Obtain input on the Design Alternative

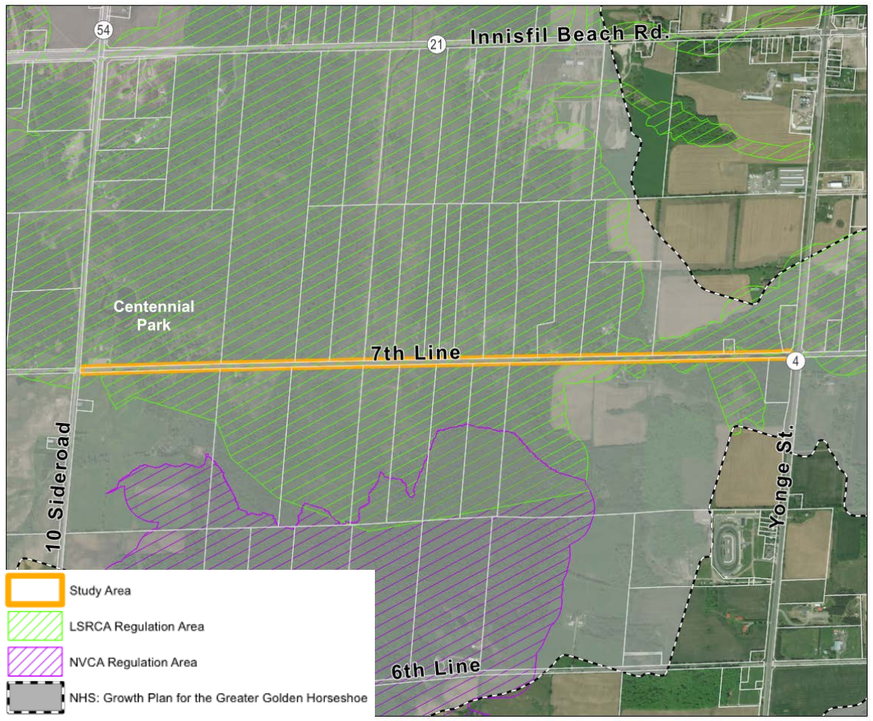
Municipal Class EA Process

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.



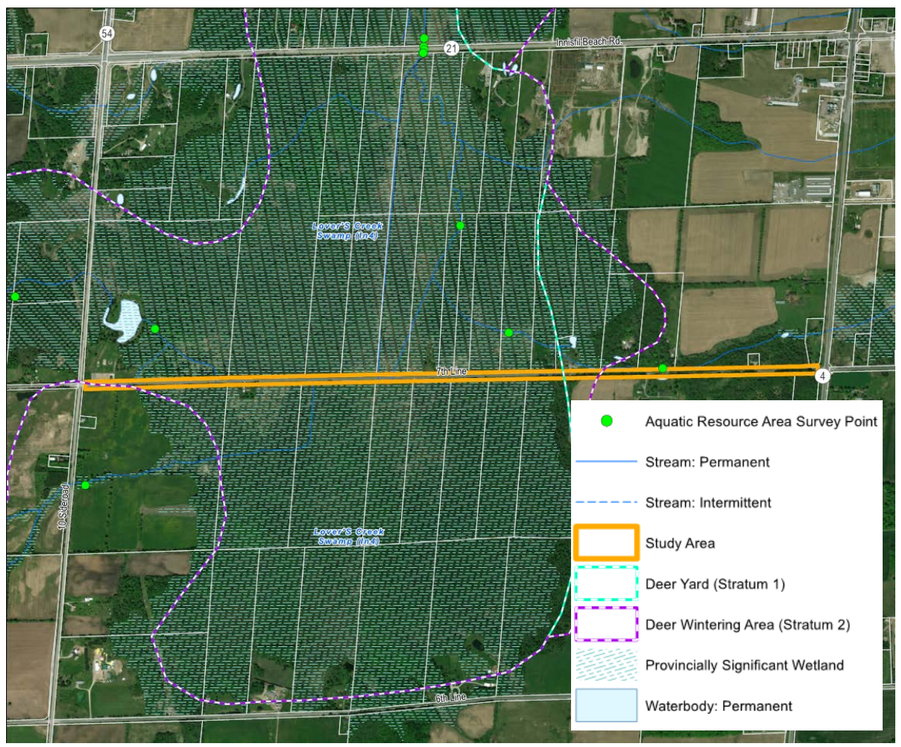


Key natural features in the Study Area include the Lovers Creek Provincially Significant Wetland (PSW), Lake Simcoe Region Conservation Authority (LSRCA) regulated area, watercourse crossings, terrestrial and aquatic habitat, and the potential for Species at Risk (SAR).









Technical Environment

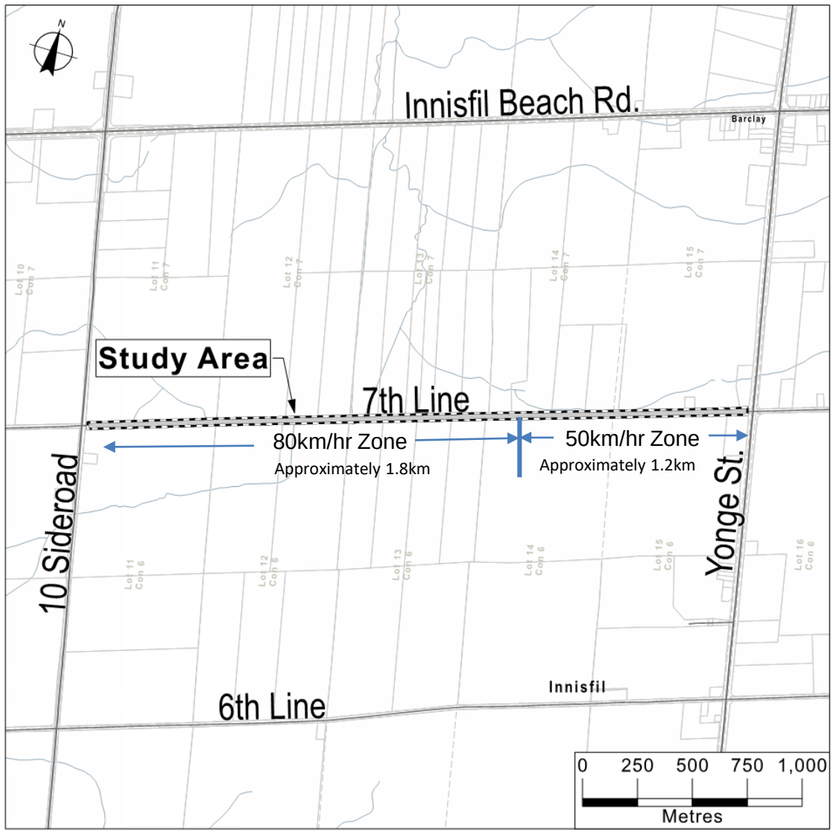


Land Use and Access

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.

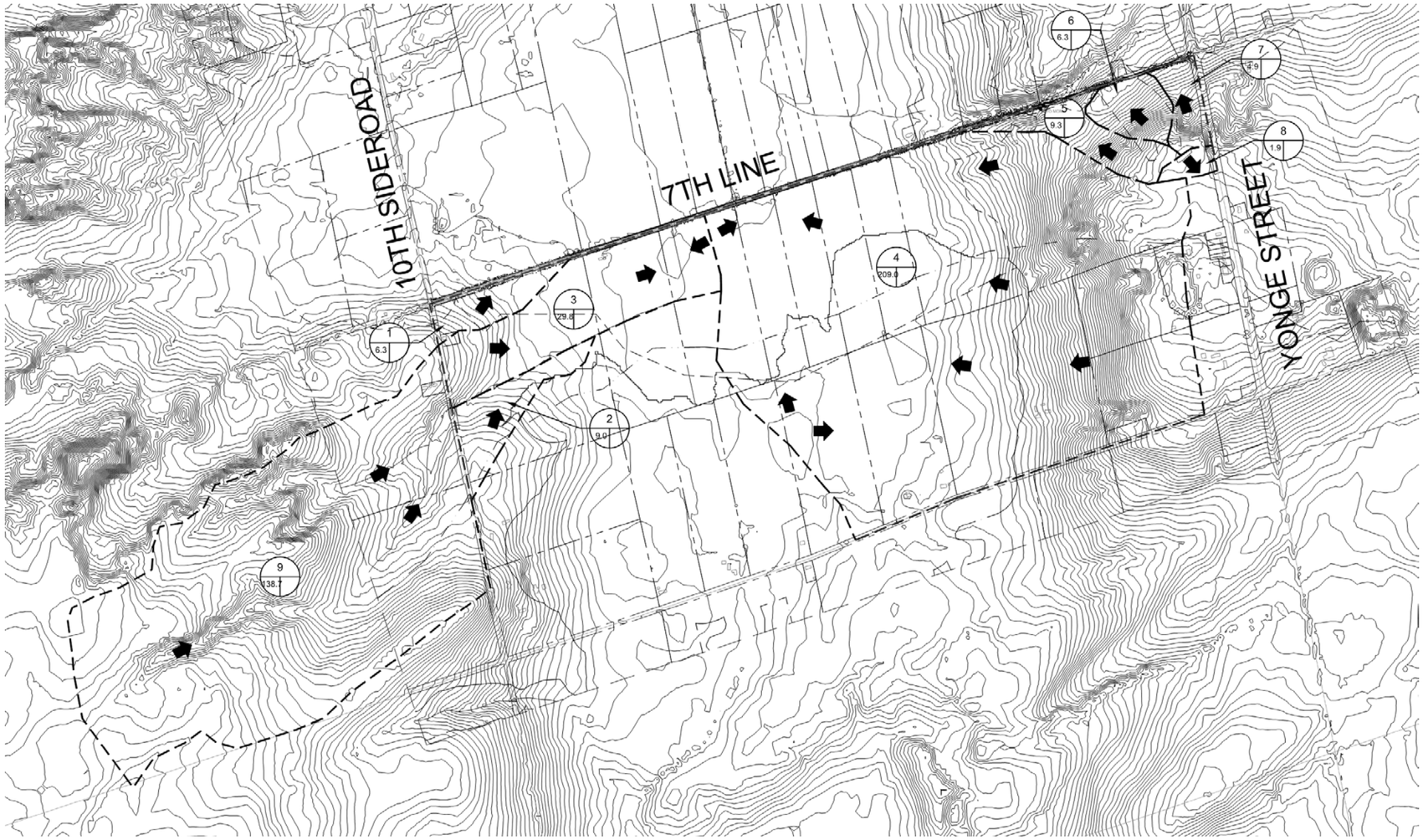
Portions of the road have been eroded by an existing watercourse and a lack of defined ditches in some areas.











Socio-Cultural Environment

Cultural Heritage

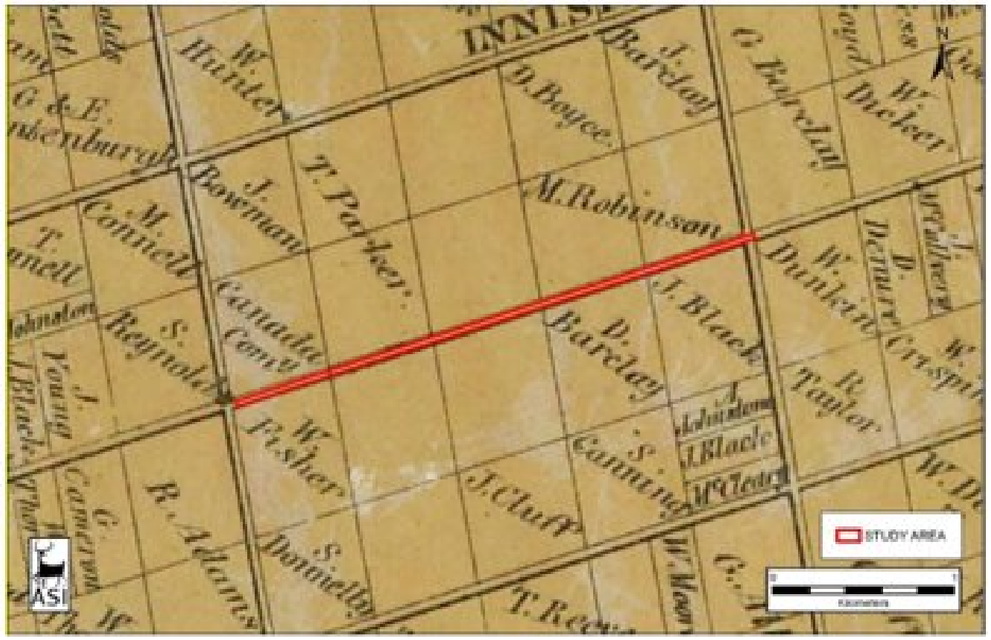
One cultural heritage landscape (CHL) feature was identified in the Study Area – a farmscape at 2399 7th Line.

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

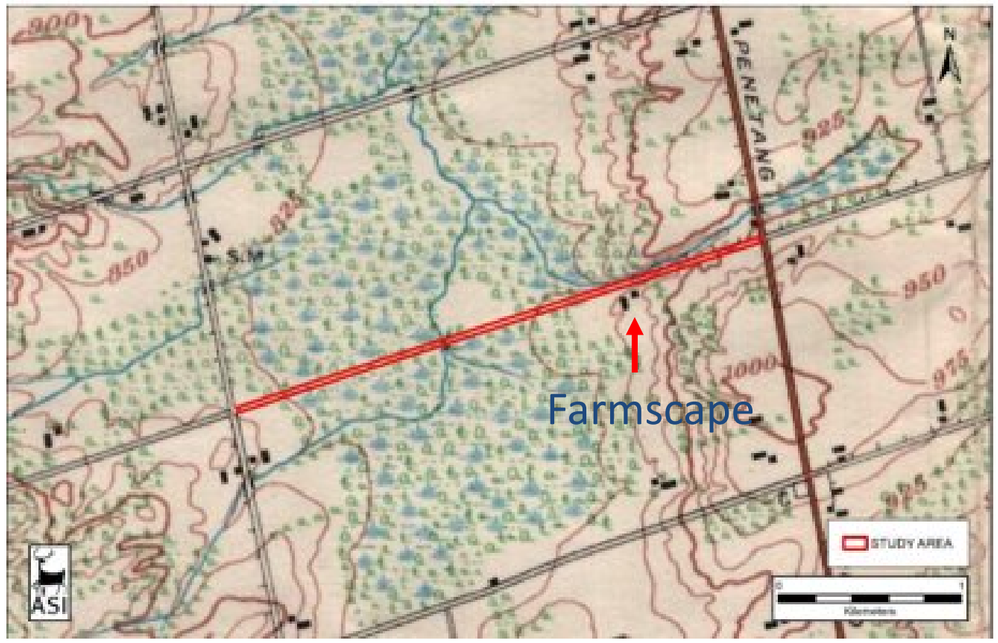
The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 archaeological assessment (test pit survey), if impacted, prior to any construction activities.



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

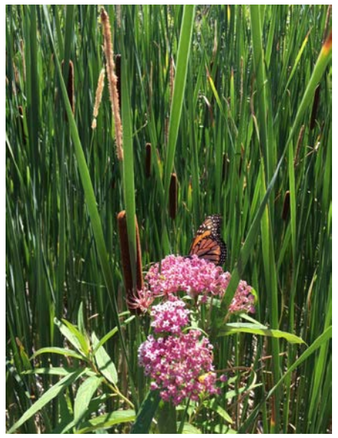


















Alternative Solutions

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.

Phases 1 and 2 of the EA process evaluated the following alternatives:

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

One-Way Road and Widen the Road were selected as preliminary preferred alternatives and brought forward for review and feedback from the public and stakeholders during Public Open House #1 in November 2018.

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**

Your Feedback

Public Open House #1 was held as a “drop-in” style session conducted at the Town of Innisfil, Town Hall, Community Rooms B and C on November 27, 2018.

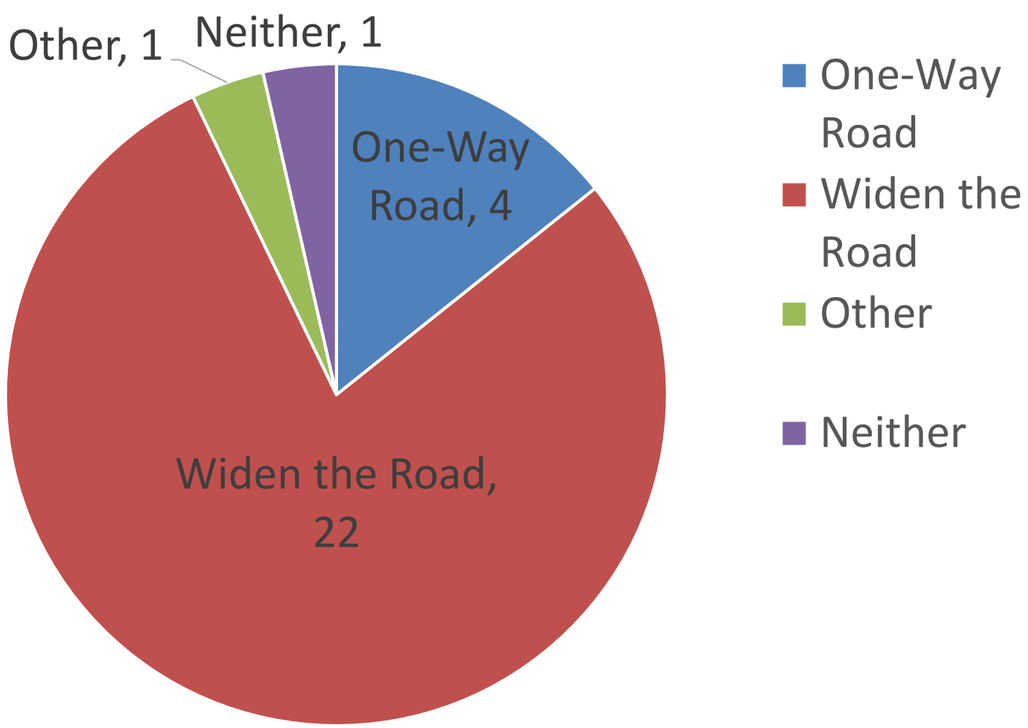
- 25 people attended
- 11 written comment sheets were received from local stakeholders during and following the Public Open House
- The Town of Innisfil conducted an online survey at getinvolvedinnisfil.ca/7thline – 17 comment forms were received

Comments received following the Notice of Commencement and Public Open House #1 are summarized under the following general themes. All feedback received is documented as part of the final Environmental Study Report for the EA.

	Comment
Safety	• Users of 7th Line temporary One-Way Road still driving in both directions • Cut the trees back and make the road straight
Traffic	• 7th Line should be widened for two-way traffic as an alternative to Innisfil Beach Road and 6th Line • Temporary One-Way Road adds travel time and longer driving distances • Accommodate growth and minimize traffic congestion • Provide traffic calming measures
Natural Environment	• Minimize impact to Provincially Significant Wetland and wildlife • Discourage development in this area • Provide access to recreational, hiking/biking opportunities • Minimize tree removal

Preferred Solution

Your Feedback



Widen the Road was selected as the Preferred Solution based on the evaluation of the alternatives and feedback received during and following the Public Open House #1.

- 22 selected the Widen the Road alternative as preferred
- 4 selected the One-Way alternative as preferred
- 1 noted neither the Widen the Road or One-Way option was preferred
- 1 comment sheet noted a preference for Dead-End Road with Turn Around instead of Widen the Road or One-Way options

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.



Alternative Design Solutions

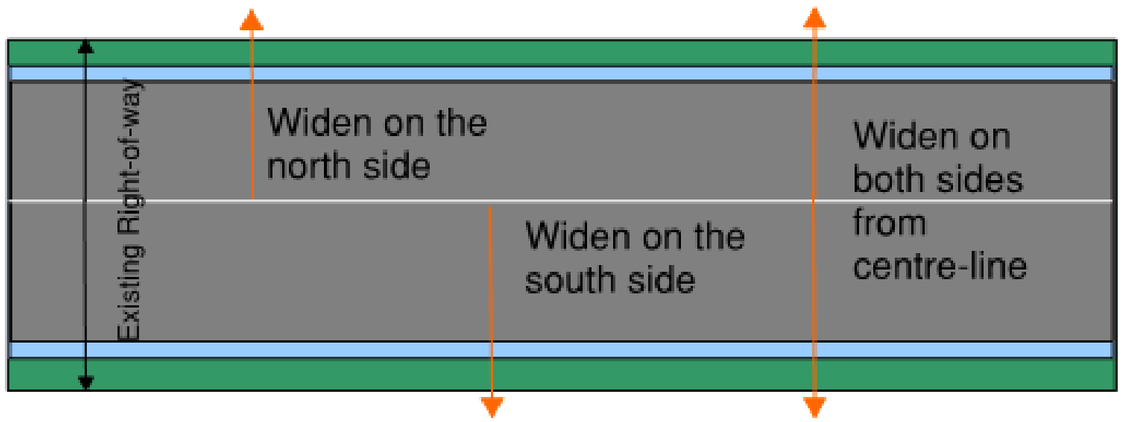
Alternative design solutions are evaluated for each end of the study area based on existing road design features and the preferred alternative to widen the road.

Road Widening

The approach to road widening is based on road cross-section and design options which include three basic design alternatives:

- Widen on the north side only, with paved shoulders
- Widen on the south side only, with paved shoulders
- Widen on both sides, with paved shoulders

Or a combination



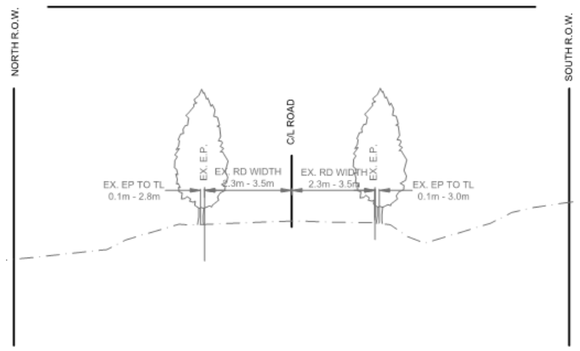
Road Cross-Section

The road cross-section design options for widening include two design alternatives:

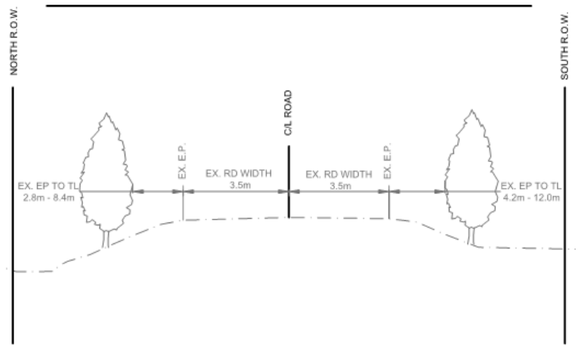
- Road Rehabilitation – pulverize existing asphalt surface, place new Granular A (gravel) and repave asphalt layers
- Road Reconstruction – excavate existing road structure and replace with new Granular B and A (gravel) and repave asphalt layers

Or a combination

TYPICAL EXISTING SECTIONS
EAST END OF ROAD

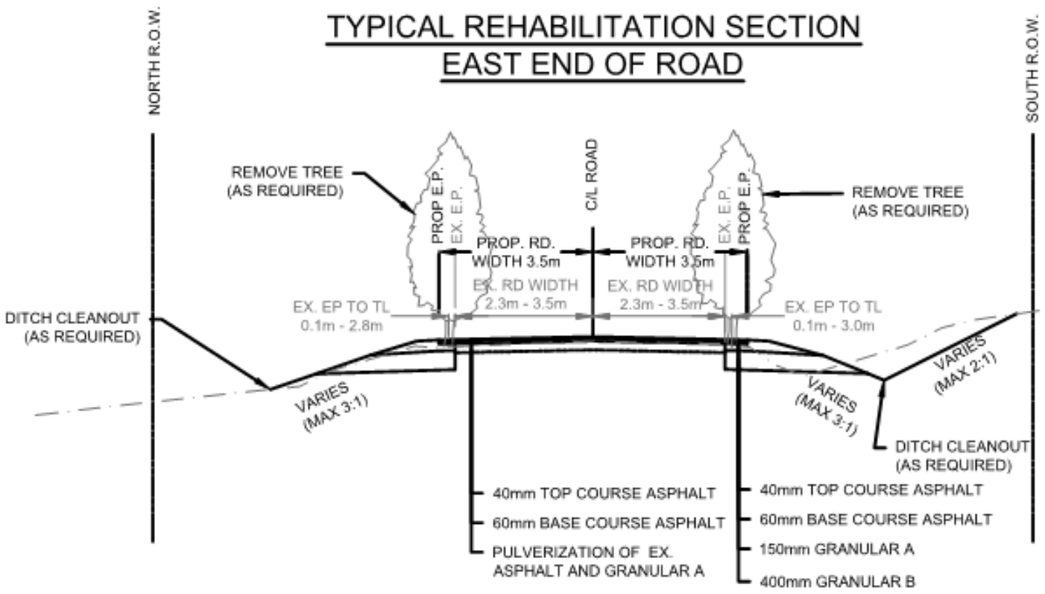


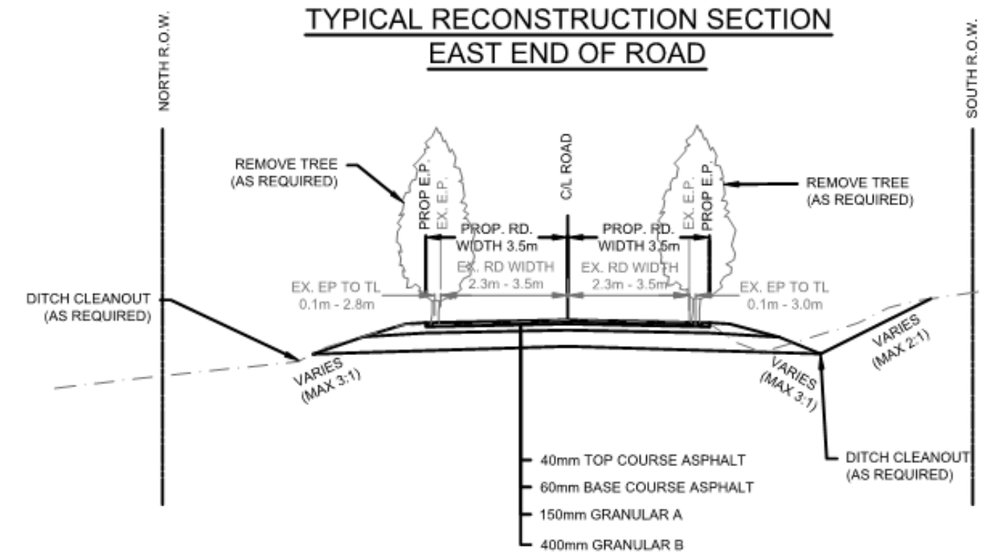
TYPICAL EXISTING SECTION
WEST END OF ROAD



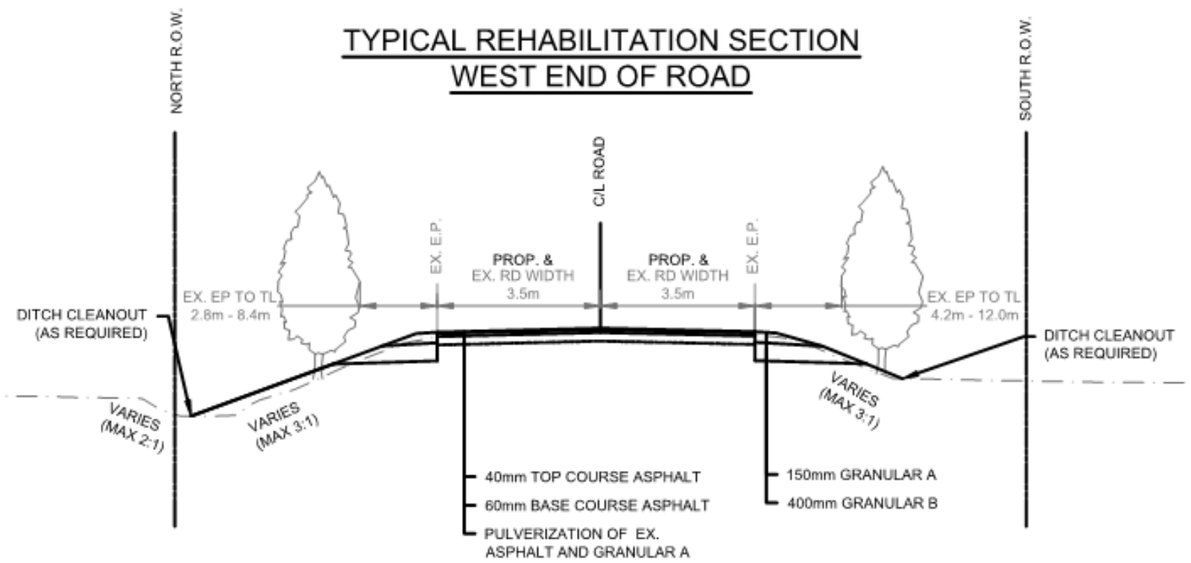
Alternative Design Solutions

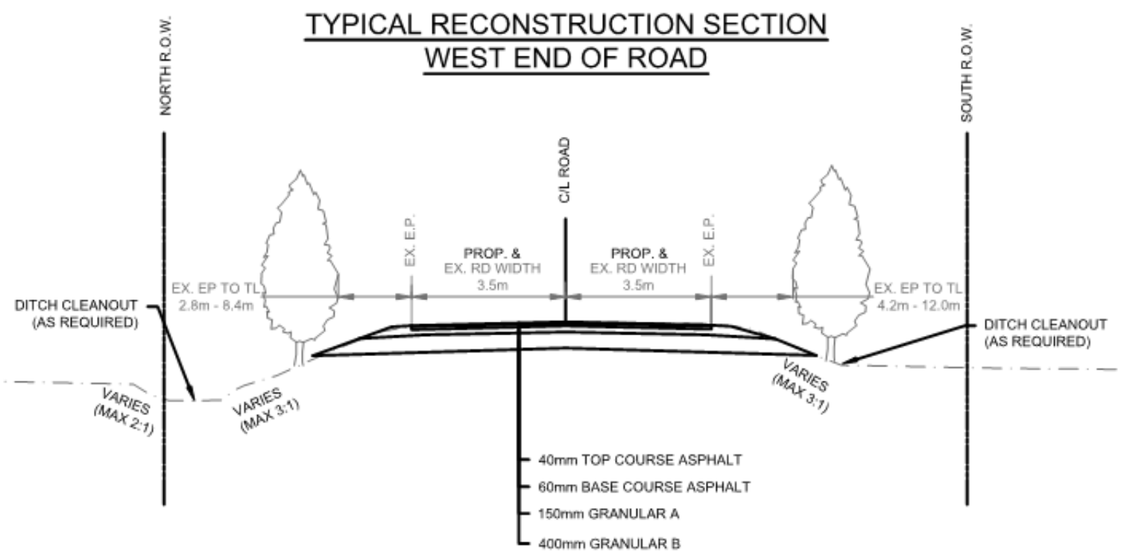
Road Cross-Section East End





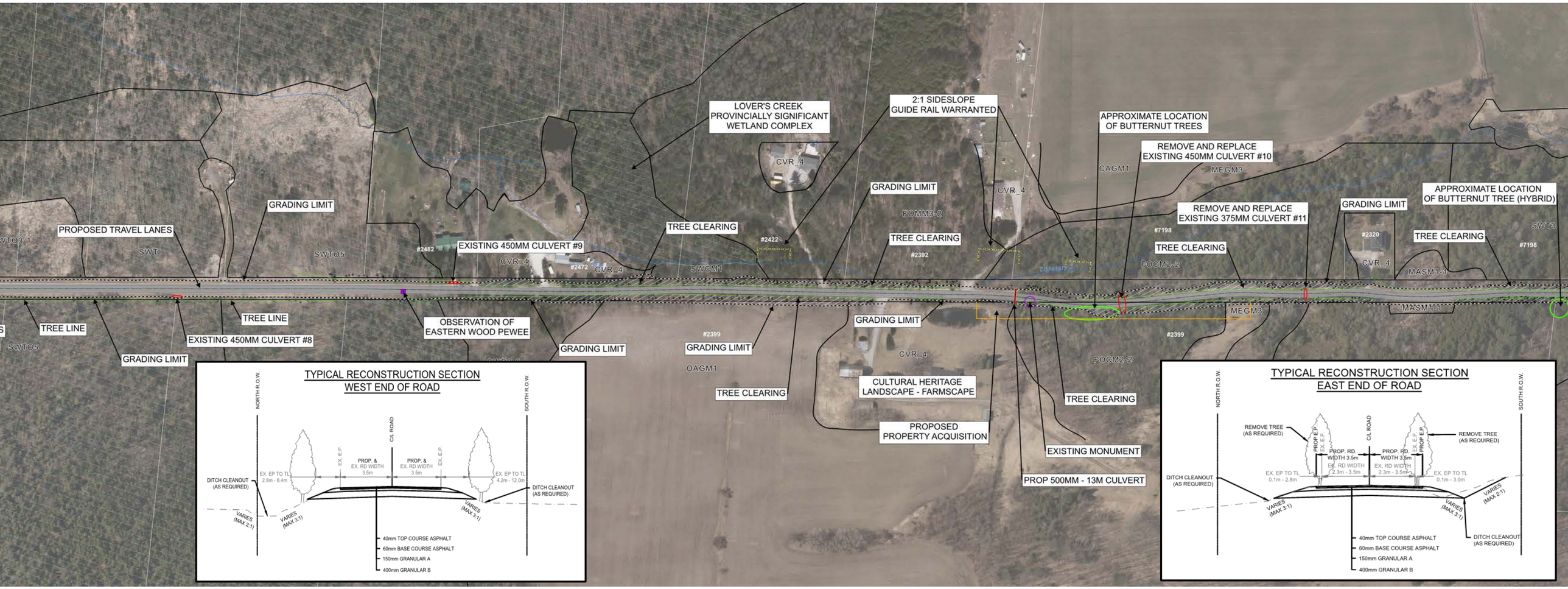
Road Cross-Section West End





Preliminary Preferred Design

Widen the Road – Best Fit Combination of North and South side with paved shoulders and reconstruction of the road surface



ELC Boundary

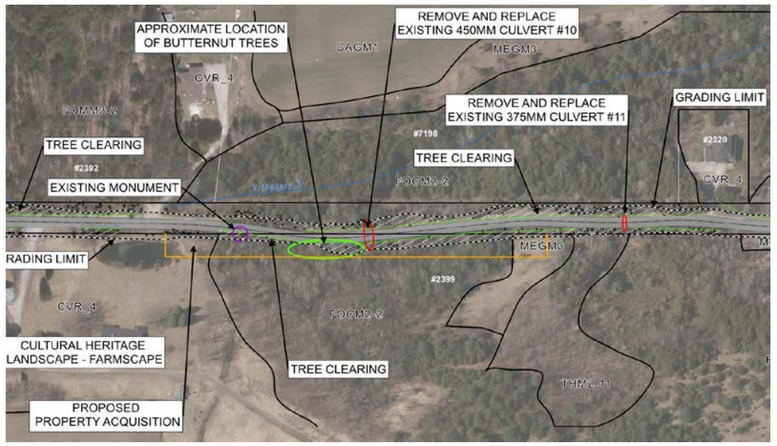
ELC DESCRIPTIONS
CGL_2 - Parkland
CVR_4 - Rural Residential
FOCM2-2 - Dry Fresh White Cedar Coniferous Forest
FODM5-7 - Dry Fresh Sugar Maple Black Cherry Deciduous Forest
FOMM3-2 - Dry Fresh Sugar Maple Hemlock Mixed Forest
MASM1-1 - Cattail Mineral Shallow Marsh
MASO1-1 - Cattail Organic Shallow Marsh
MEGM3 Dry-Fresh Graminoid Meadow
OAGM1 - Annual Row Crops
SWCM1 - White Cedar Mineral Coniferous Swamp
SWD - Deciduous Swamp
SWD2-2 - Green Ash Mineral Deciduous Swamp
SWDM4-3 White Birch Poplar Mineral Deciduous Swamp
SWT - Thicket Swamp
SWT3 - Organic Thicket Swamp
SWTM3-3 - Slender Willow Mineral Deciduous Thicket Swamp
SWTO3-1 - Speckled Alder Organic Deciduous Thicket Swamp
SWTO5 - Organic Deciduous Thicket Swamp
THDM2-11 - Hawthorn Deciduous Shrub Thicket

EXISTING CONDITIONS
- Tree Line
- Approximate Location of Butternut Tree
- Observed Watercourse Alignment
- Watercourse: Permanent
- Lover's Creek Provincially Significant Wetland Complex
- Existing Property Line
- Observation of Eastern Wood Pewee

PROPOPSED DESIGN
- Property Acquisition
- Culvert Removal
- Grading Limit
- Tree Clearing
- Road Extents and Centreline

See roll plan for the full extent of the study area

Preliminary Preferred Design



Widen the Road – Best Fit Combination

There are existing constraints located on both sides of the 7th Line that would be impacted by widening strictly on one side or the other, or on both sides. A "best fit" combined approach to widening was considered practical to avoid or minimize impact to adjacent features. The "best fit" is based on the local roadway width and existing right-of-way, and considering road profiles that would minimize impact to adjacent property and natural features by limiting side slopes and utilizing guiderail.

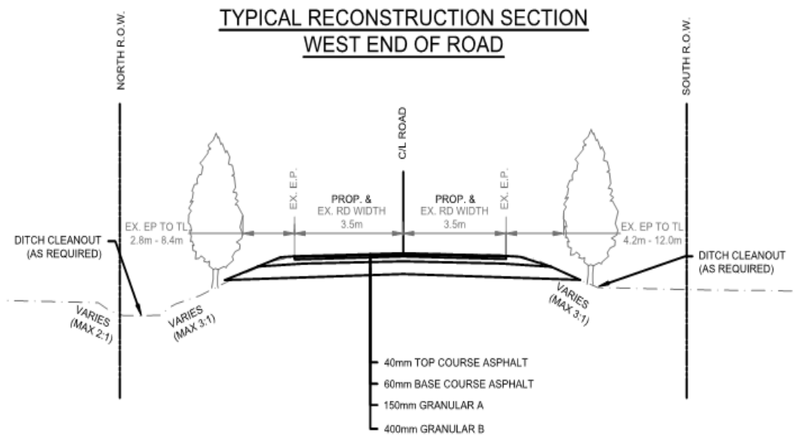
Pros:

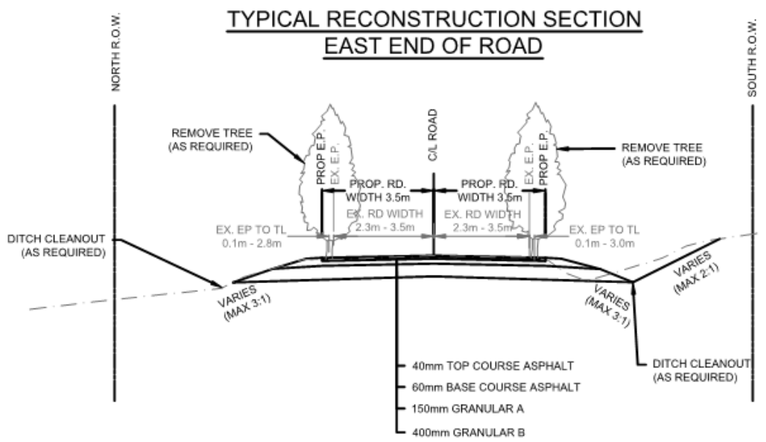
- Operate as a two-way road fully open to the public
- Improved sight distances and safety of road
- Improved access and safety for pedestrians and cyclist with paved shoulder
- Provides connectivity to transportation network. Offers parallel alternative route
- Maintains direct travel route
- Access to properties from east or west
- Minimal impact to watercourse channel at east end. Channel realignment can be avoided with modification to road alignment, embankments and ditches
- Avoid direct impact to Species at Risk Butternut trees as a result of tree removal and grading at east end. Possible indirect impact

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
- Paving of the road shoulders may pose a risk to nesting turtles during construction and over long term due to removal of gravel substrate
- Possible impact to fish and fish habitat through sediment mobilization (indirect)
- Potential for impact to cultural heritage features including farmscape, private memorial
- Possible increase in traffic
- Temporary impact due to construction activities
- Property acquisition may be required. Property acquisition needed for road footprint located outside ROW
- Potential impact to archaeological resources, farmscape. Further Archaeological assessment is required for areas of potential earth works in previously undisturbed areas

Preliminary Preferred Design





Design Cross-Section

- Road Reconstruction – Excavate existing road structure and replace with new Granular B and A (gravel) and repave asphalt layers

Pros:

- Improved safety of road profile to meet TAC (Transportation Association of Canada) standards with improved vertical and horizontal alignment
- Repaired slopes and upgraded ditching anticipated to reduce long term impact of siltation on watercourse, wetland and vegetation communities
- Reduced costs for road maintenance, anticipated to increase over long term
- Accommodates future traffic growth and connectivity
- Limiting side slopes may require the need for guierail in some loctions

Cons:

- 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
- Vegetation clearing needed with improved ditching at the east end. Vegetation removal will be subject to timing restriction to avoid direct impact to Species at Risk. May require compensation / replacement of trees
- Potential siltation of adjacent watercourses, wetland and vegetation communities during construction
- Noise, reduced access, longer construction time anticipated during construction
- High capital costs for construction

EA Project Timeline

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

NOTICE OF COMMENCEMENT

August 2018

COMPLETE STUDIES,

DEVELOP IMPROVEMENT ALTERNATIVES,

CONSULT WITH STAKEHOLDERS, TECHNCIAL ADVISORY COMMITTEE

SUMMER/FALL 2018

EVALUATE ALTERNATIVE SOLUTIONS,

PREPARE PUBLIC OPEN HOUSE MATERIALS

PUBLIC OPEN HOUSE #1

November 2018

CONSULT WITH STAKEHOLDERS

SELECT PREFERRED ALTERNATIVE SOLUTION

WINTER/SPRING 2019

EVALUATE DESIGN ALTERNATIVES

PREPARE PUBLIC OPEN HOUSE MATERIALS

Spring 2019

PUBLIC OPEN HOUSE #2

CONSULT WITH STAKEHOLDERS, TECHNICAL ADVISORY COMMITTEE

SELECT PREFERRED DESIGN ALTERNATIVE

SPRING/SUMMER 2019

DOCUMENT PROJECT FINDINGS IN ENVIRONMENTAL STUDY REPORT (ESR)

NOTICE OF COMPLETION

Summer 2019

Next Steps….

- Review public, stakeholder and Agency comments generated from this Public Open House (please submit comments by May 7, 2019);
- Comments received by May 7, 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 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.