

Eighth Line Municipal Class Environmental Assessment Study



Public Information Centre # 1

October 16, 2019, 6 p.m. - 8 p.m.

Mold-Masters SportsPlex, Alcott Room
221 Guelph Street, Georgetown, Ontario

Welcome

to Public Information Centre # 1 for the **Eighth Line Municipal Class Environmental Assessment Study**

Please Sign In

- Meet with Study Team Members
- Review the display materials and discuss your questions and ideas with the Study Team
- Please fill out a comment sheet and return it to the Study Team in person or by email by **October 30, 2019**

Purpose of Public Information Centre # 1

- Introduce the Study to the public
- Provide an opportunity to participate and give input in the planning and decision-making process
- Discuss issues and concerns

PIC # 1 will present:

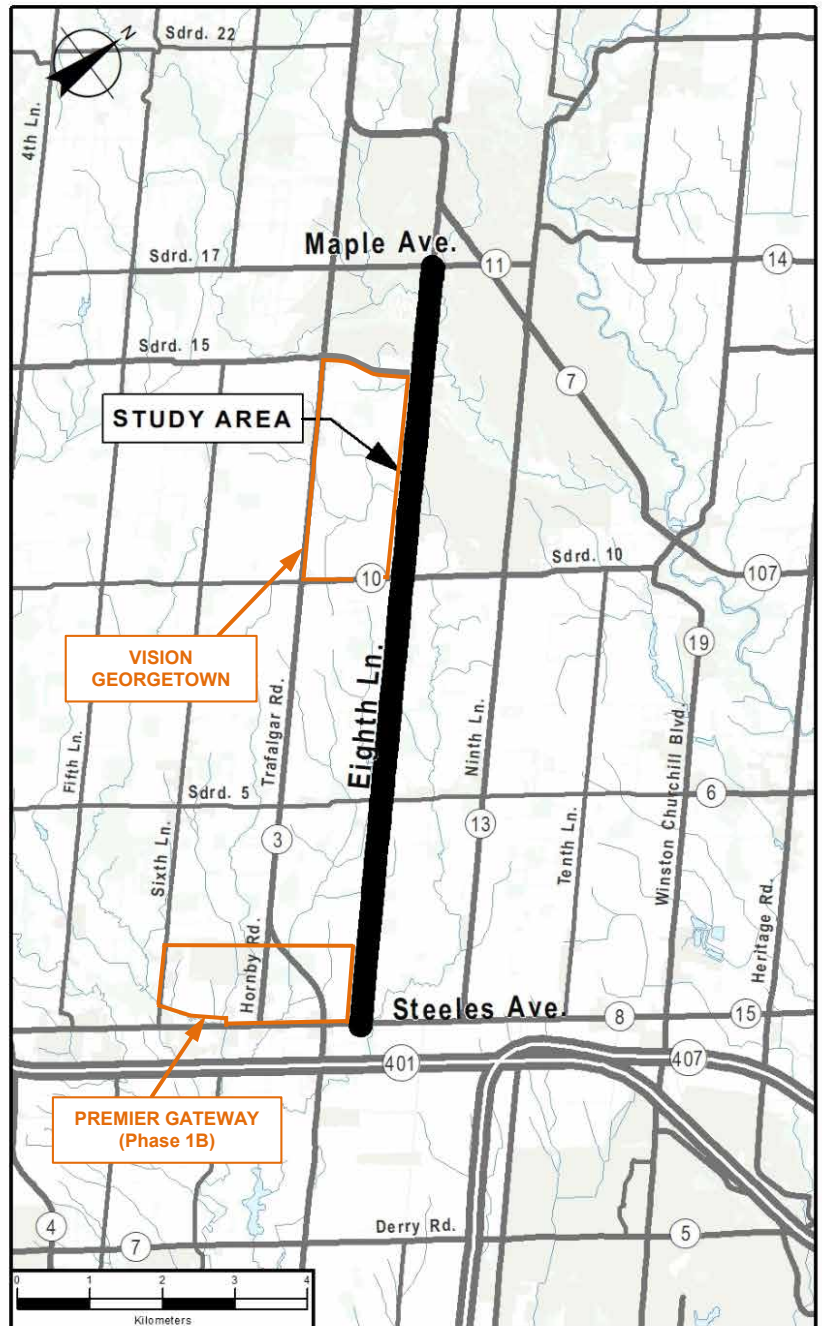
- Problem / Opportunity Statement
- Results of studies completed to date
- Alternative solutions considered
- Preliminary preferred solution for input

Project Description

The Town of Halton Hills is undertaking a Schedule C Municipal Class Environmental Assessment (Class EA) for improvements to Eighth Line from Steeles Avenue to Maple Avenue.

Study Area

- 10.5 km length
- Two-lane roadway
- 7 watercourses
- Multi-Use Trail
- Sensitive Environmental Features
- Growth Areas



Study Area Map

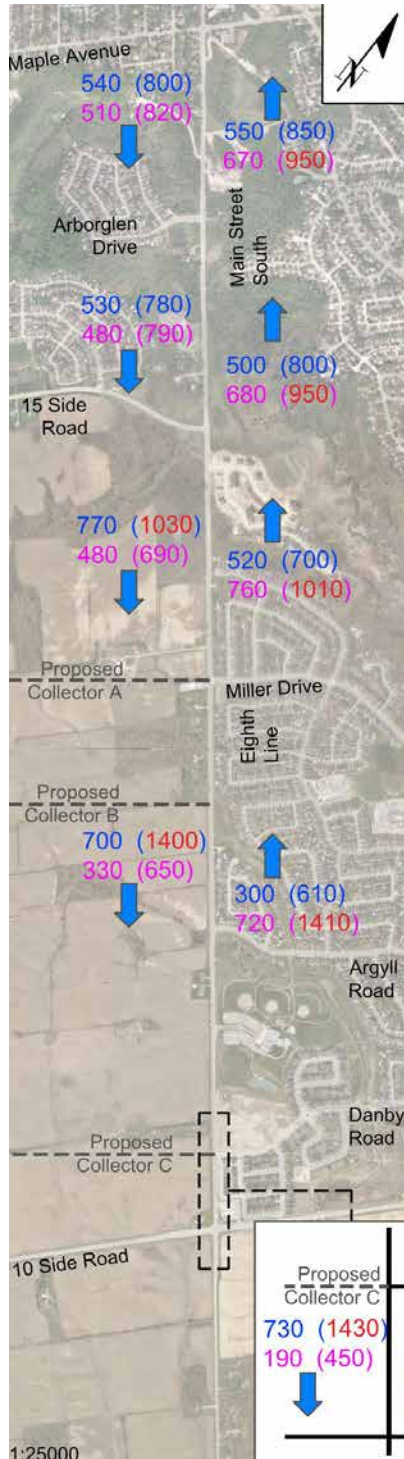
Study Background

- Vision Georgetown Area will be home to 19,000 residents and provide 1,700 new jobs starting in 2021.
- Expansion of the Premier Gateway Area (Phase 1B) in the south end of the Study Area has a planning horizon of 2021.
- This significant growth area will need to be supported by a dependable transportation network.
- Eighth Line is an important transportation corridor that will support these high-growth areas.

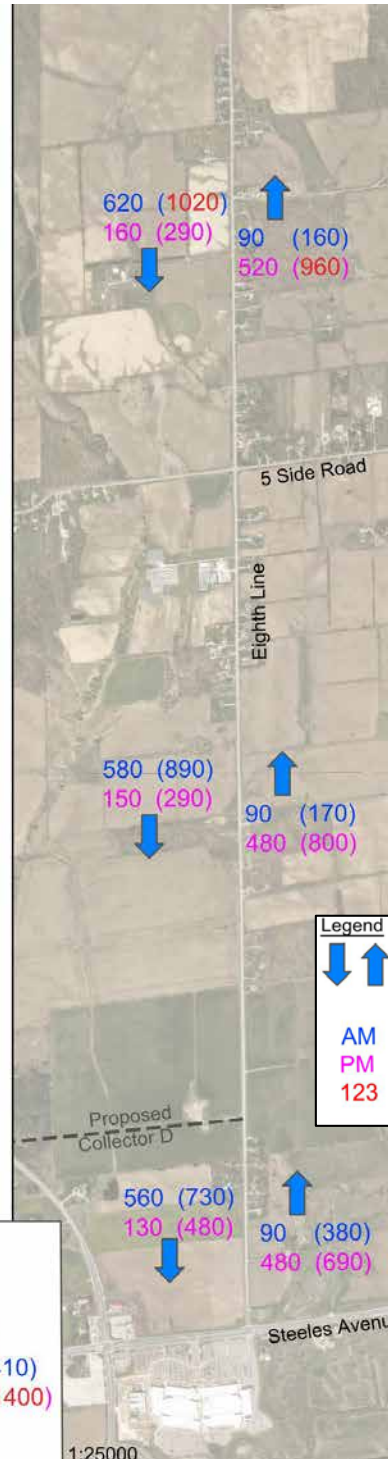


Link Traffic Volumes

Maple Avenue to 10 Side Road



10 Side Road to Steeles Avenue



| Legend | |
|--------|-------------------------------------|
| | Direction of Travel |
| | Direction of Travel |
| AM | Existing Volume |
| PM | 2031 Total Volume |
| 123 | Volume exceeds theoretical capacity |

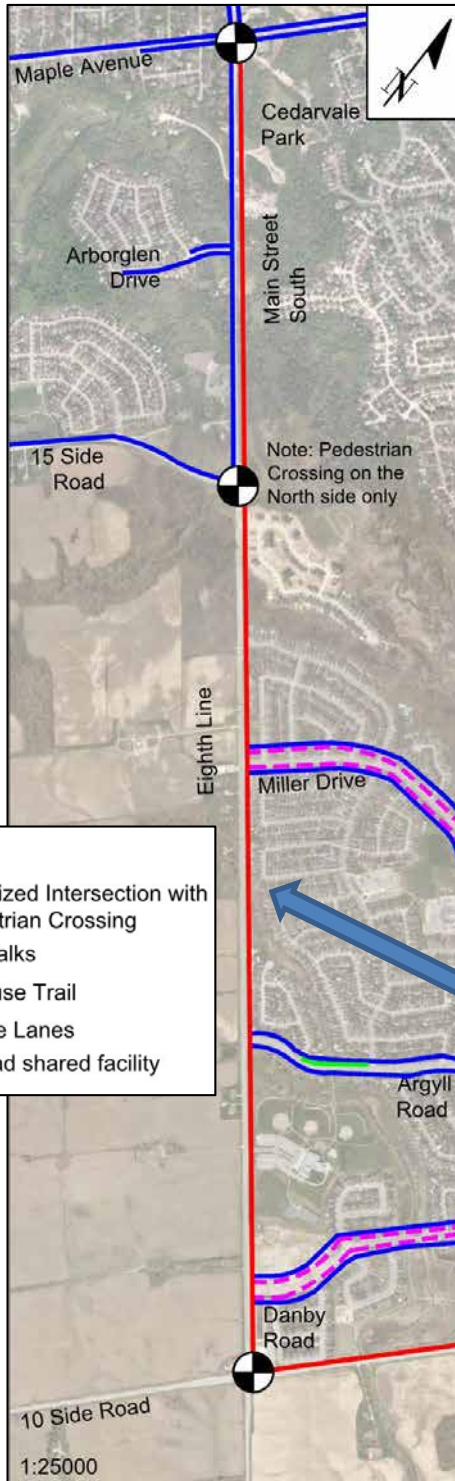
| Proposed Collector C | Danby Road |
|----------------------|------------|
| 730 (1430) | 190 (410) |
| 190 (450) | 710 (1400) |

1:25000

1:25000

Existing Active Transportation

Maple Avenue to 10 Side Road



| Legend | |
|--------|--|
| | Signalized Intersection with Pedestrian Crossing |
| | Sidewalks |
| | Multi-use Trail |
| | Bicycle Lanes |
| | On-road shared facility |



Multi-Use Trail between Maple Ave and 10 Side Road

Missing linkages in urban area



Existing Active Transportation

South of
10 Side
Road to
Steeles
Avenue



Lack of pedestrian and cycling accommodation south of 10 Side Road

Problem / Opportunity Statement

- Roadway improvements are required on Eighth Line to meet travel demands from growth in the Town to the year 2031.
- As presently configured, Eighth Line will not be able to accommodate the projected traffic demand in 2031.
- The Town has the opportunity to make improvements on Eighth Line that will provide:
 - sufficient lane capacity
 - adequate intersection operations
 - traffic safety
 - integration of active transportation infrastructure
 - accommodation of future transit.

The EA Process

The Study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the **Ontario Environmental Assessment Act**. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

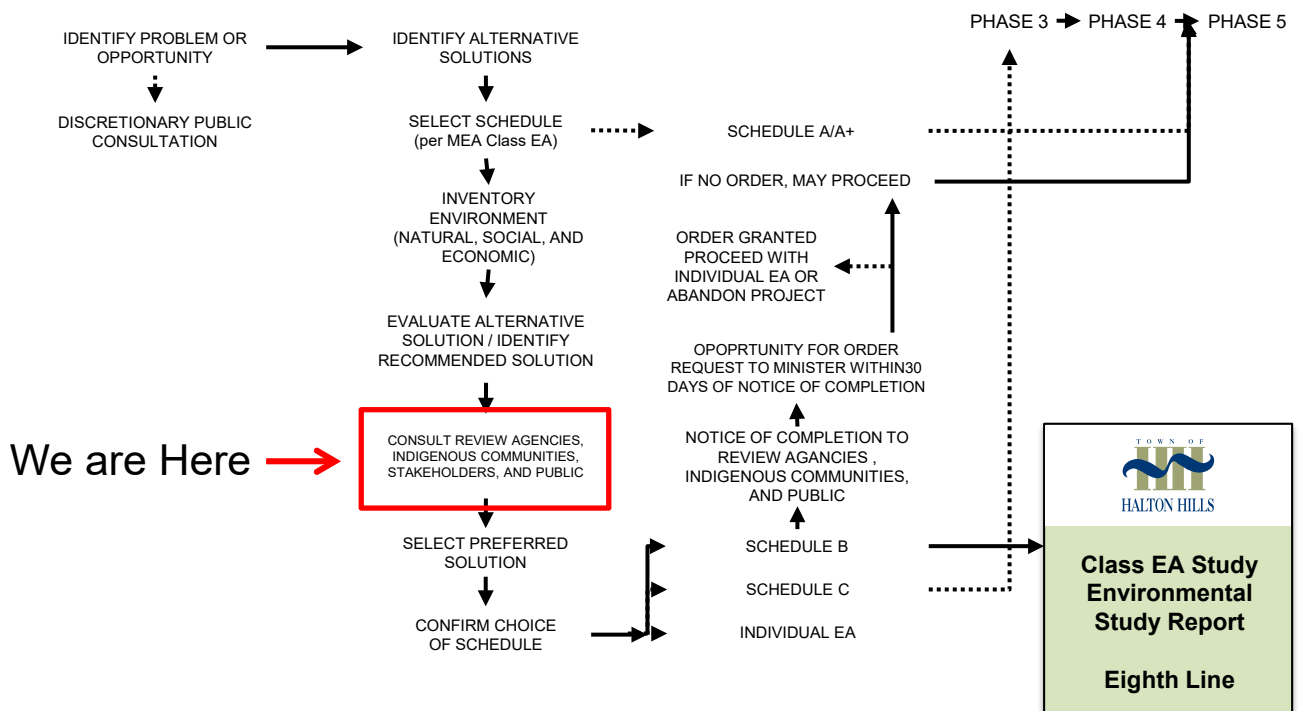
PHASE 1

PHASE 2

PROBLEM OR OPPORTUNITY

ALTERNATIVE SOLUTIONS

PHASE 3 – ALTERNATIVE DESIGN CONCEPTS
PHASE 4 – ENVIRONMENTAL STUDY REPORT
PHASE 5 – IMPLEMENTATION



Supporting Studies

- Transportation Study
- Natural Environment Assessment
 - Amphibian Call Surveys
 - Breeding Bird Surveys
 - Bat Maternity Habitat Surveys
 - Ecological Land Classification
 - Aquatic Habitat Assessment
- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment
- Air and Noise Impact Assessments
- Stormwater Management Assessment
- Road Safety Operational Assessment

Natural Heritage Resources

Aquatic Habitat

- 7 watercourse crossings within the Study Area; 4 cold-water and 3 cool-water crossings.
- Redside Dace, an aquatic Species at Risk (SAR) inhabit Silver Creek adjacent to Eighth Line in Study Area.
- Aquatic habitat at the watercourse crossings has been assessed following MTO Environmental Guide for Fish and Fish Habitat.



Downstream of the
Black Creek Bridge Crossing

Designated Areas

- Hungry Hallows Wetland Complex, a Provincially Significant Wetland (PSW) Complex present in Study Area; part of Halton Region Natural Heritage System (NHS) and identified as an Environmentally Sensitive Area (ESA).
- Study Area also contains unevaluated wetlands.
- Areas associated with East Sixteen Mile Creek are identified as having ESA designations.
- Various key features (significant woodlands, significant wetlands, fish habitat, etc.) contribute to the NHS in Study Area as identified in the Halton Region Official Plan.



Meadow Marsh conditions within
Hungry Hallows PSW complex

Terrestrial Habitat

- Coniferous, deciduous and mixed wooded areas in Study Area provide suitable habitat for bats. Presence of SAR bats in these wooded areas has not been confirmed.
- Presence of amphibians is confirmed in habitats adjacent to the right-of-way. No SAR were identified.
- Two species of birds listed as Threatened and Special Concern were observed in their typical habitat during the breeding window within 50 m of the road right of way.



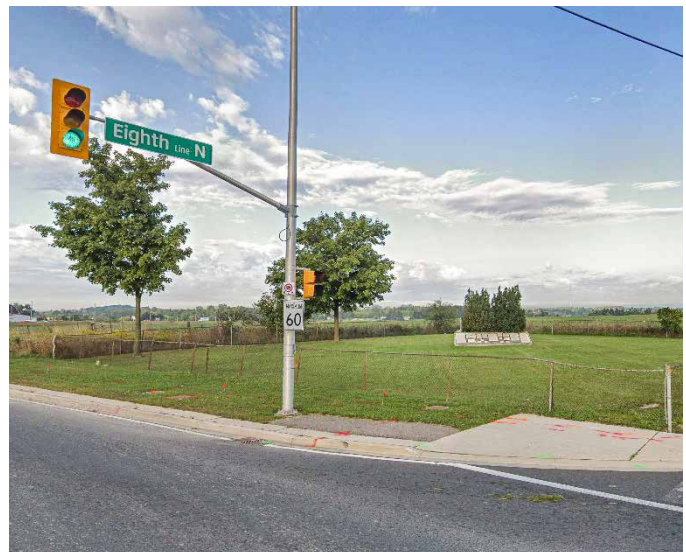
Forest conditions east of
Black Creek at dam location

Archaeological Resources

- The Study Area exhibits archaeological potential.
- Several areas are recommended for Stage 2 assessment.
- Three Sites retain Cultural Heritage Value and are subject to Stage 3 assessment, if impacted.

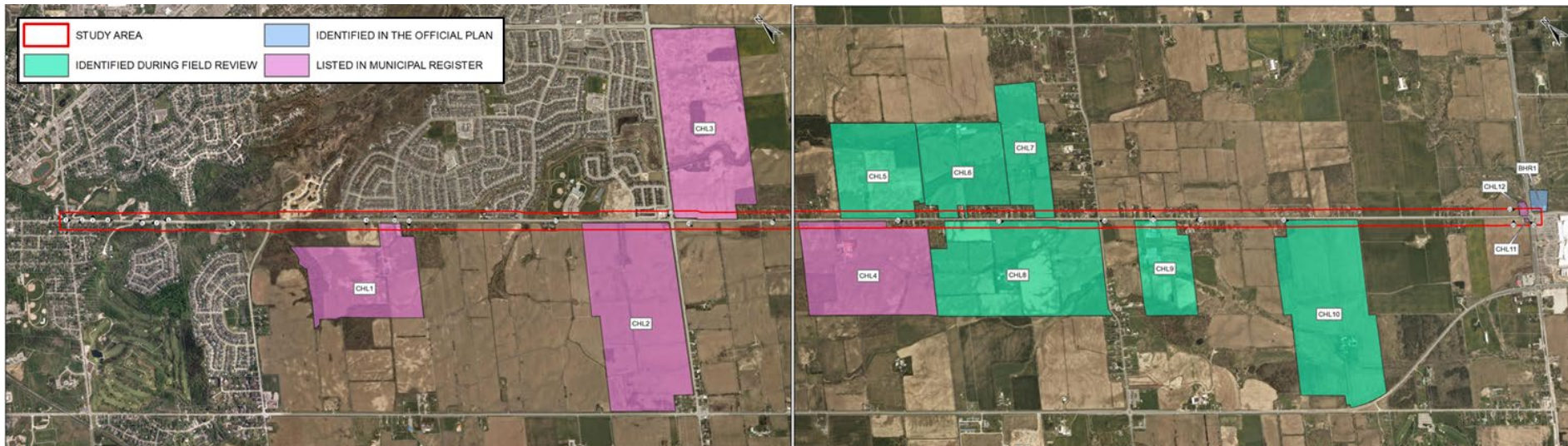
These Sites include:

- Hornby Wesleyan Methodist Cemetery
- Hornby Presbyterian Church Cemetery
- Three archaeological sites on west side of Eighth Line north-west of Agryll Road.



Cultural Heritage Resources

- Study Area has a rural land use history dating to the early nineteenth century.
- 13 cultural heritage resources consisting of one built heritage resource (BHR) and 12 cultural heritage landscapes (CHLs) within or immediately adjacent to Study Area.
- Once a preferred solution is confirmed, impacts on the cultural heritage resources will be identified and appropriate mitigation measures recommended.



Alternative Solutions

1. Do Nothing
2. Road Improvements
 - Additional turn lanes
 - Signal timing adjustments
 - Signals at stop-controlled intersections
 - Roundabouts
 - Improved alignments
 - Improved structures
3. Road Widening
 - Additional lanes
4. Transportation Demand Management
 - Parking reduction / priced parking
 - Ride matching
 - Flexible / alternative work schedule
 - Bike share
 - Car sharing
 - Transit passes
5. Active Transportation
 - Bike and pedestrian accommodation

Examples of Active Transportation

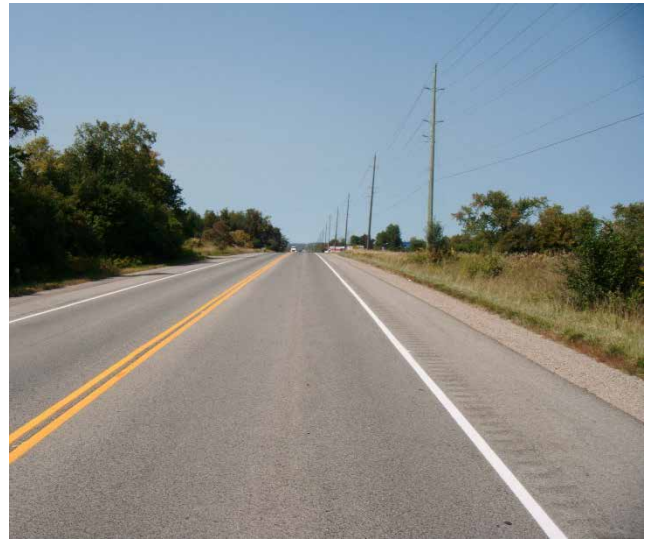
Urban Setting

Sidewalk / multi-use trail



Rural Setting

Partially paved shoulder



Rural Setting

Multi-use trail separated from vehicles lanes



Separate sidewalk



Credit: Google Street View, July 2018

Evaluation Criteria

- **Natural Environment**
 - Impacts to vegetation and vegetation communities
 - Impacts to fisheries and aquatic habitat
 - Impacts to terrestrial habitat
 - Impacts to trees
 - Impacts to Woodlots, Wetlands and Designated Features (including PSWs, ESAs, ANSIs, Regional NHS)
 - Impacts to surface water and groundwater
 - Source Water Protection
 - Natural hazard impacts (erosion, soil stability, flooding)
- **Technical Environment**
 - Meets capacity requirements
 - Addresses road geometric deficiencies
 - Readiness for future transit
 - Impacts to utilities
- **Socio-Cultural and Economic Environment**
 - Compatibility with existing and future land uses
 - Construction Impact
 - Impacts to cultural heritage resources
 - Impacts to archaeological resources
 - Impacts to air quality and noise levels
 - Property requirements
 - Quality of Life and Community Cohesiveness
 - Aesthetics
 - Impacts to Farms and Business Operations
- **Financial**
 - Capital costs
 - Operation and Maintenance costs

Alternative Solutions Evaluation Approach

Evaluation completed for three (3) road segments:

- Maple Avenue to 15 Side Road
- 15 Side Road to 10 Side Road
- 10 Side Road to Steeles Avenue



Alternative Solutions Evaluation: Maple Avenue to 15 Side Road

| Criteria | 1: Do Nothing | 2: Road Improvements | 3: Road Widening | 4: TDM | 5: Active Transportation |
|---|--|--|---|---|---|
| Natural Environment | No impacts over existing conditions. | Roundabouts and/or additional turn lanes would result in some impacts to natural environment. | Road widening has potential to have direct impacts on natural heritage features. Mitigation measures can be applied. | TDM does not impact natural environment. | Active Transportation via existing multi-use trail. |
| Socio-Cultural and Economic Environment | Does not accommodate future growth and traffic congestion will cause impacts to community. | Road improvements can be made with limited property impacts; however improvements would not fully address capacity requirements. | Road widening will fully accommodate future growth and minimize impacts to businesses. Property impacts will be greater than Alternative 2. | TDM can support future growth but will not reduce traffic impacts. | Existing active transportation will continue to service growing community but will not reduce traffic impacts sufficiently. |
| Technical Environment | Does not address capacity needs, road deficiencies or future transit. | Partially addresses capacity. Does not address road geometrics in comparison to Alternative 3. | Fully addresses capacity, road deficiencies and future transit. Impacts to utilities would be greater than other alternatives. | Lowers capacity requirements by reducing traffic but does not address road deficiencies. | Lowers capacity requirements by reducing traffic but does not address road deficiencies. |
| Financial Environment | No capital costs, but O&M costs would significantly increase over time with no improvements. | Moderate capital costs, O&M costs would be less over time in comparison to Do Nothing. | High capital costs, O&M costs lower over time compared to other alternatives. | Minimal capital costs, but O&M costs would significantly increase over time with no improvements. | Minimal capital costs, but O&M costs would significantly increase over time with no improvements. |
| Meets P / O Statement | ❌ | Partially | ✅ | ❌ | Partially |
| Recommendation | Not Carried Forward | Combined with Alternative 3 | Carried Forward | Forms part of Preferred Solution | Combined with Alternative 3 |

Ranking Order of Preference:

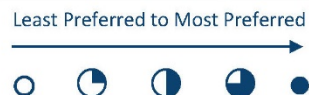
Least Preferred to Most Preferred


























Alternative Solutions Evaluation: 15 Side Road to 10 Side Road

| Criteria | 1: Do Nothing | 2: Road Improvements | 3: Road Widening | 4: TDM | 5: Active Transportation |
|---|---|---|--|--|---|
| Natural Environment |  No impacts over existing conditions. |  Roundabouts and/or additional turn lanes would result in some impacts to natural environment. |  Road widening has potential to have direct impacts on natural heritage features. Mitigation measures can be applied. |  TDM does not impact natural environment. |  Active Transportation via existing multi-use trail. |
| Socio-Cultural and Economic Environment |  Does not accommodate future growth and traffic congestion will cause impacts to community. |  Road improvements can be made with limited property impacts; however improvements would not fully address capacity requirements. |  Road widening will fully accommodate future growth and minimize impacts to businesses. Property impacts will be greater than Alternative 2. |  TDM can support future growth but will not reduce traffic impacts. |  Existing active transportation will continue to service growing community but will not reduce traffic impacts. |
| Technical Environment |  Does not address capacity needs, road deficiencies or future transit. |  Partially addresses capacity. Does not address road geometrics in comparison to Alternative 3. |  Fully addresses capacity, road deficiencies and future transit. Impacts to utilities would be greater than other alternatives. |  Lowers capacity requirements by reducing traffic but does not address road deficiencies. |  Lowers capacity requirements by reducing traffic but does not address road deficiencies. Higher use of AT on this segment. |
| Financial Environment |  No capital costs, but O&M costs would significantly increase over time with no improvements. |  Moderate capital costs, O&M costs would be less over time in comparison to Do Nothing. |  High capital costs, O&M costs would be less over time in comparison to Do Nothing. |  Minimal capital costs, but O&M costs would significantly increase over time with no improvements. |  Minimal capital costs, but O&M costs would significantly increase over time with no improvements. |
| Meets P / O Statement |  | Partially |  |  | Partially |
| Recommendation | Not Carried Forward | Combined with Alternative 3 | Carried Forward | Forms part of Preferred Solution | Combined with Alternative 3 |

Ranking Order of Preference:



Alternative Solutions Evaluation: 10 Side Road to Steeles Avenue

| Criteria | 1: Do Nothing | 2: Road Improvements | 3: Road Widening | 4: TDM | 5: Active Transportation |
|---|--|--|---|---|---|
| Natural Environment |  |  |  |  |  |
| | No impacts over existing conditions. | Roundabouts and/or additional turn lanes would result in some impacts to natural environment. | Road widening has potential to have direct impacts on natural heritage features. Mitigation measures can be applied. | TDM does not impact natural environment. | Implementation of Active Transportation on this segment would result in minimal impacts to the natural environment. |
| Socio-Cultural and Economic Environment |  |  |  |  |  |
| | Does not accommodate future growth and traffic congestion will cause impacts to community. | Road improvements will reduce traffic and property impacts can be minimized. | Road widening will fully accommodate future growth and minimize impacts to businesses. Property impacts will be greater than Alternative 2. | TDM can support future growth but will not reduce traffic impacts. | Existing active transportation will continue to service growing community but will not reduce traffic impacts. |
| Technical Environment |  |  |  |  |  |
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| Meets P / O Statement |  | Partially |  |  | Partially |
| Recommendation | Not Carried Forward | Combined with Alternative 3 | Carried Forward | Forms part of Preferred Solution | Combined with Alternative 3 |

Ranking Order of Preference:



Next Steps

- Complete Fall Aquatic Habitat Assessment (October 2019)
- Confirm Preferred Solution (end October 2019)
- Complete Transportation Study (November – December 2019)
- Develop and Evaluate Alternative Design Concepts (November – December 2019)
- Complete Supporting Studies (TBD)
- Public Information Centre # 2 (TBD)
- Develop Preliminary Design (TBD)
- Public Information Centre # 3 (TBD)
- Environmental Study Report (TBD)
- File EA (TBD)

Invitation for Participation

Thanks for participating in this PIC.

Public input is an important component of the decision-making process.

You are invited to provide comments by completing the forms provided and submitting forms to the Study Team members below on or before October 30, 2019.

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You can also provide comments on the Project at any time by visiting letstalkhaltonhills.ca

