TOWNSHIP OF KING
15TH SIDEROAD RECONSTRUCTION
From Regional Road 27 To Concession 8
Municipal Class Environmental Assessment
Schedule ‘B’
Project Information Centre

Date: Thursday, October 3rd, 2019

Time: Drop-in: 5:00 p.m. to 8:00 p.m.

Presentation Start: 5:45 p.m.

Location: Nobleton Community Centre – Arena Hall

15 Old King Road

Nobleton, ON L0G 1N0

Your Input is Appreciated!

- Please review the display material and feel free to discuss the project with members of the study team.
- We invite you to provide any comments, in writing, on the Comment Sheet provided.
- A Presentation will be provided by the Township staff at **5:45 p.m.**

PLEASE SIGN IN

MUNICIPAL FREEDOM OF INFORMATION & PROTECTION OF PRIVACY ACT

Comments and information regarding this project are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act for the purpose of meeting environmental assessment requirements. With the exception of personal information, all comments received will become part of the public record. For more information about the collection, please contact Wayne Pinkney, Township of King, 905-833-4575.

INTRODUCTION

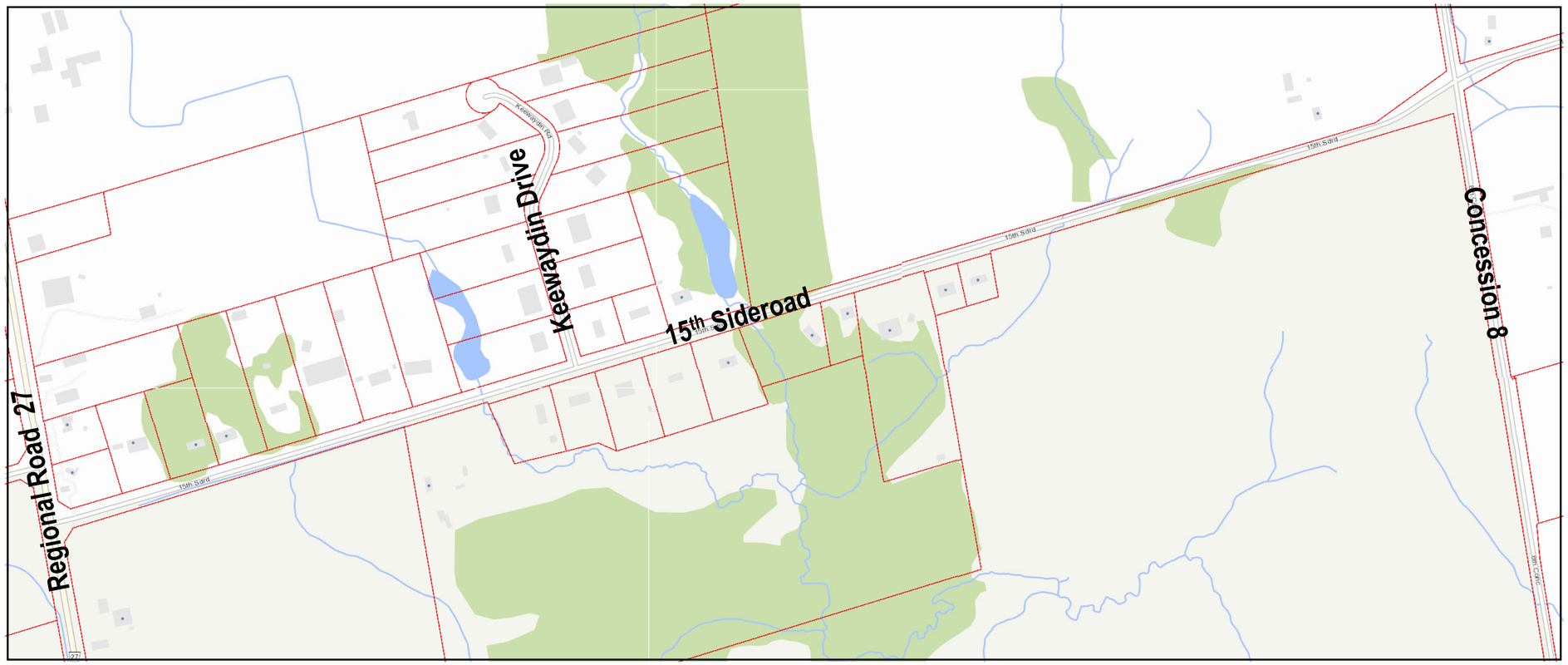
This project information meeting will present the following information:

- Project Background
- Project Study Area
- The Municipal Class Environmental Assessment Process
- Alternative solutions considered
- Evaluation of Alternatives
- Next Steps in process

PROJECT STUDY AREA

The study area for this project encompasses a 2.1 kilometre segment of 15th Sideroad located between Regional Road 27 and Concession Road 8 in the Township of King.

PROJECT BACKGROUND



- The Township of King Initiated preliminary design for the reconstruction of 15th Sideroad to address poor road surface conditions and limited sight lines. Recent culvert inspection reports identified two significant culverts along this road segment requiring replacement.
- Since the road is to be reconstructed to provide adequate pavement structure (gravel base thickness and hot mix asphalt overlay) it is appropriate to consider addressing other deficiencies such as shoulder width, clear zone requirements, steep road grades, existing culvert condition and limited sightlines.
- Construction activities will need to consider the impacts on wetlands adjacent to the project and the two significant watercourses for which culvert replacement is required.
- During the initial investigation it was noted that right-of-way constraints and the undulating topography would require modifications of the rural road cross-section in order to minimize property impacts, cross-section modifications were considered for ditch depth and back slope, but no reduction has been considered for lane and shoulder width.
- Based on the results of the preliminary investigation it was determined that the scope of work required would necessitate the completion of a Schedule ‘B’ Municipal Class Environmental Assessment.

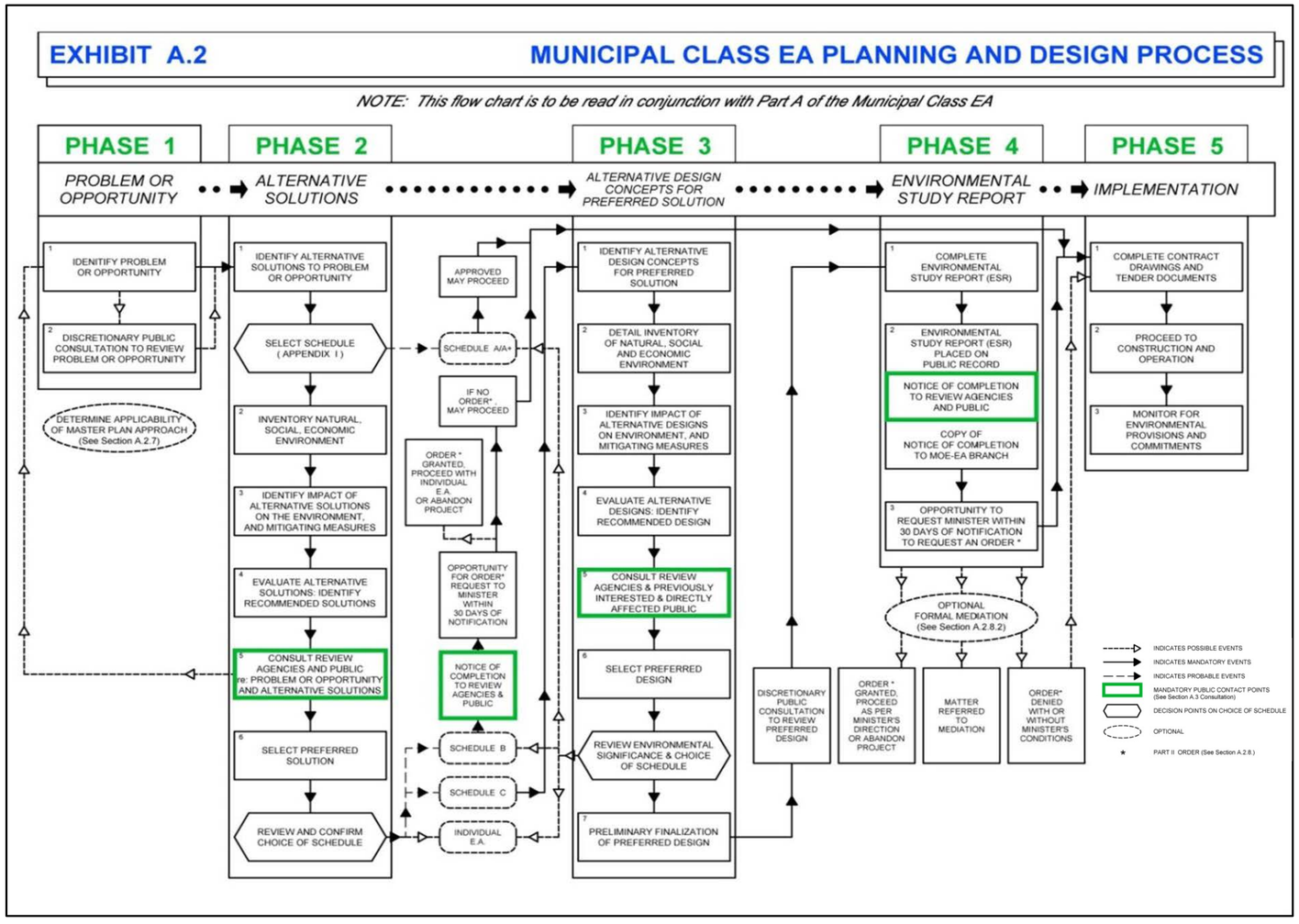
MUNICIPAL CLASS EA PROCESS

- A municipality is required to conduct a Municipal Class Environmental Assessment before this type of infrastructure improvement project can proceed to construction. A Municipal Class Environmental Assessment follows an approved planning process designed to protect the environment and to ensure compliance with the Ontario Environmental Assessment Act.

- The purpose of the Ontario Environmental Assessment Act (EA Act) is to provide for "…the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment." The term "environment" is broadly defined and includes the built, natural, socio-economic and cultural environments.

- The process requires the evaluation of potential solutions and design concepts so as to select a suitable approach that will address the problem/opportunity, but also keep impacts to a minimum.

- Based on the scope of work proposed this project is classified as a Schedule 'B' in accordance with the Municipal Class Environmental Assessment (Oct. 2000, as amended 2007, 2011 & 2015) and requires completion of Phases 1 to 2.



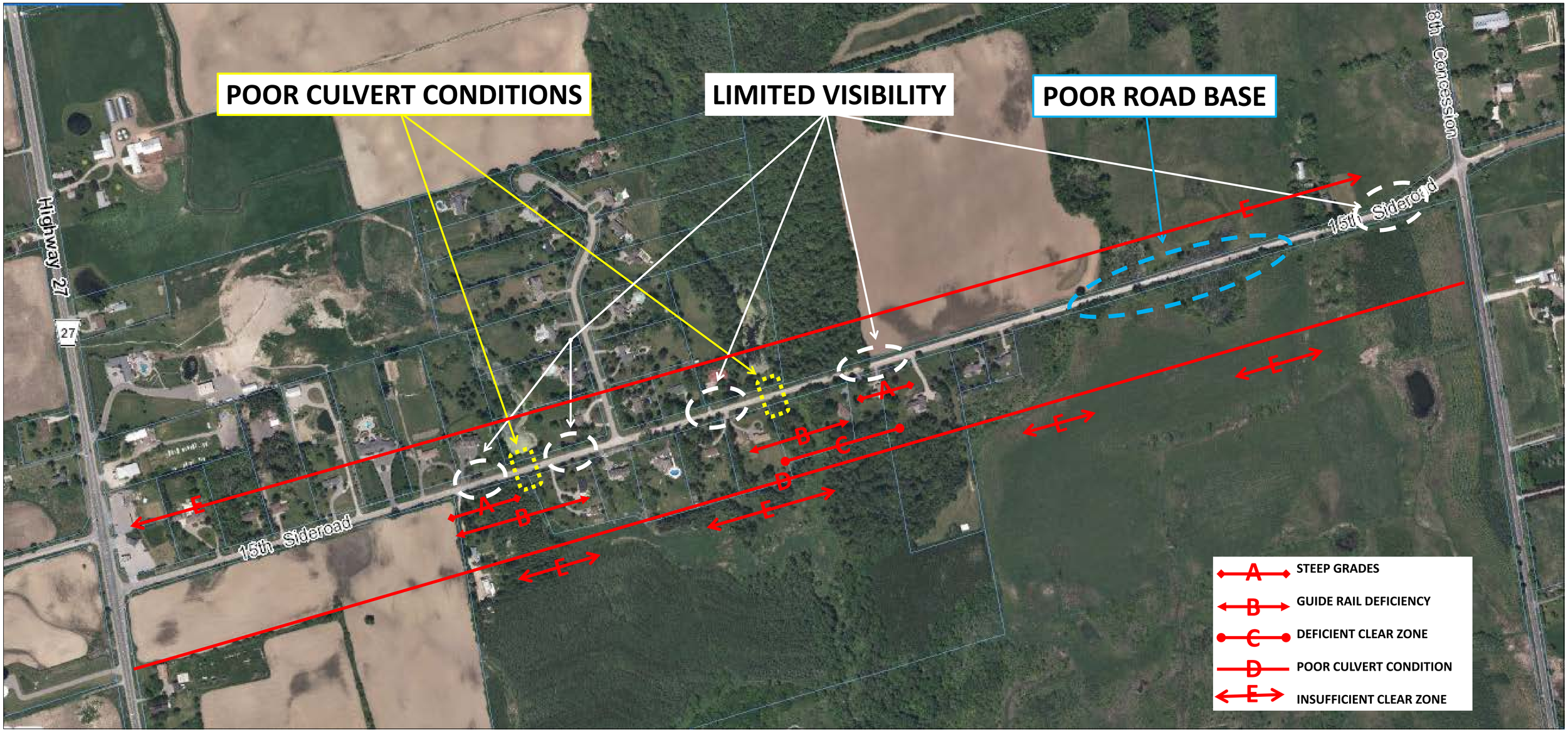
EXISTING CONDITIONS

Existing Roadway Physical Characteristics		
Item	**Existing Condition**	**Township Standard**
Lane Width	3.2m	3.5m
Shoulder Width	0.5m	1.0m
Sideslope	3:1 – 2:1	3:1
Backslope	2:1	3:1
Pavement Structure – Granular Base (Thickness)	320mm (Avg.)	450mm
Pavement Structure - Asphalt Surface (Thickness)	60mm (Avg.)	100mm
Maximum Vertical Grade	9.6%	6% (Recommended) 8% (Maximum)
Right-Of-Way Width	20m – 23m	20m

Existing Roadway Physical Characteristics

- Posted speed limit of 60km/h.
- Rural Road, low traffic volumes.
- Traffic capacity along this segment of roadway has not been identified as an issue.

EXISTING DEFICIENCIES



ALTERNATIVE SOLUTIONS

Three alternative solutions have been considered by the project team to address the identified deficiencies impacting the project study area:

❑ **ALTERNATIVE 1 – DO NOTHING**

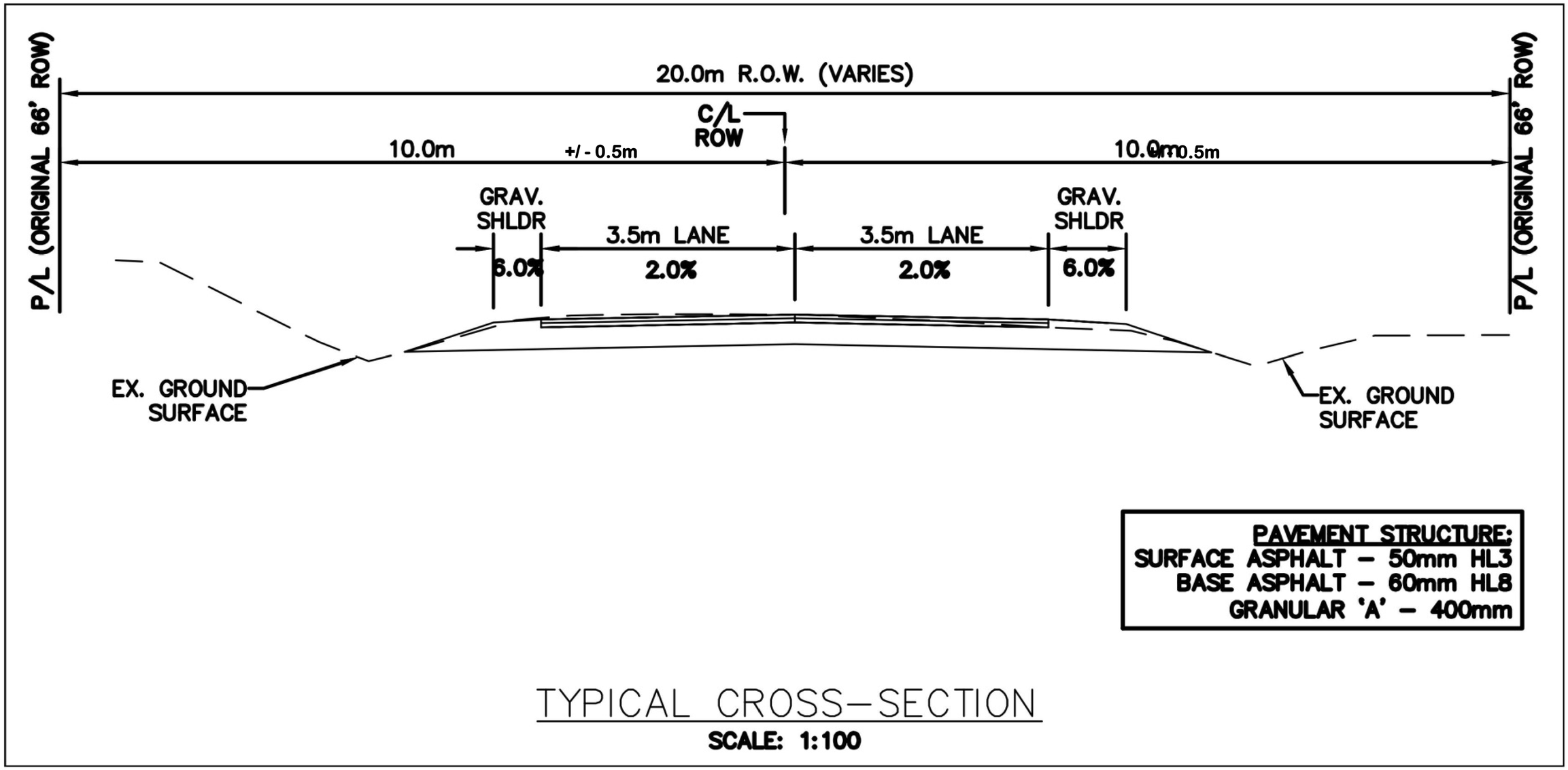
- The “Do-Nothing” alternative considers retaining/maintaining the existing roadway ‘as is’ with no improvements and/or modifications to the existing cross-section. This alternative provides a benchmark to gauge the potential for impacts.

❑ **ALTERNATIVE 2 – BASE AND SURFACE RECONSTRUCTION**

- Maintain existing road cross-section and profile.

❑ **ALTERNATIVE 3 – FULL ROAD RECONSTRUCTION WITH IMPROVEMENT OF VERTICLE ALIGNMENT TO IMPROVE SIGHT LINES AND PROVISION OF PAVED SHOULDER**

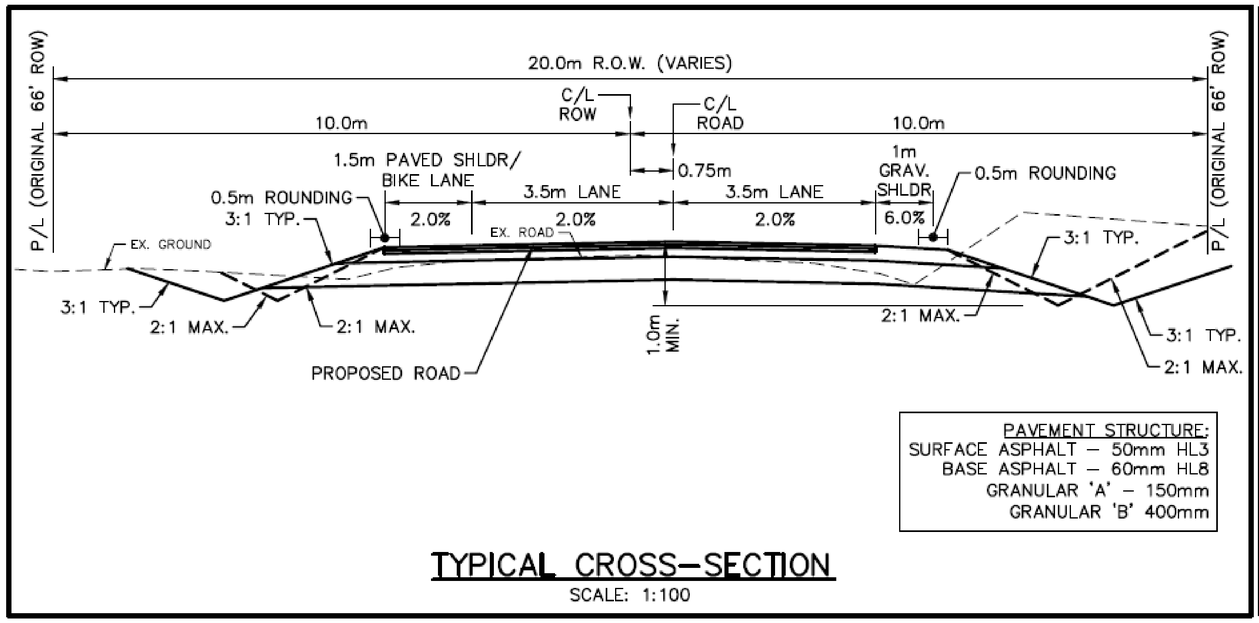
ALTERNATIVE 2 – Base and Surface Reconstruction



TYPICAL CROSS–SECTION

SCALE: 1:100

ALTERNATIVE 3 – FULL RECONSTRUCTION TO TOWNSHIP STANDARDS



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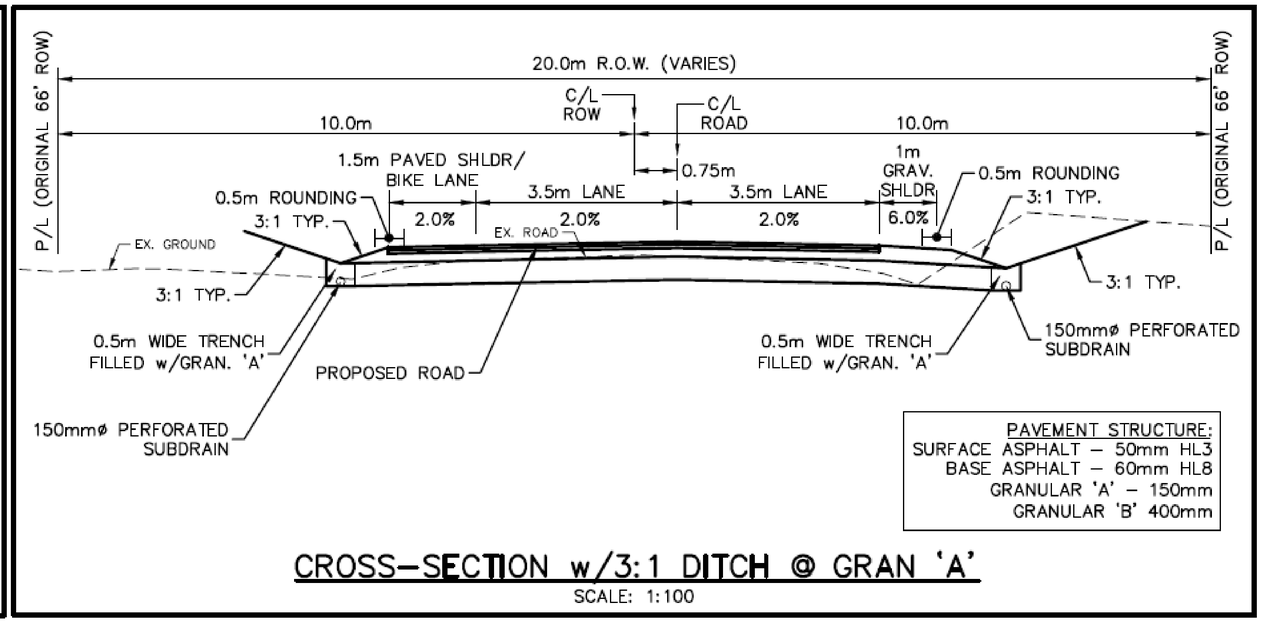
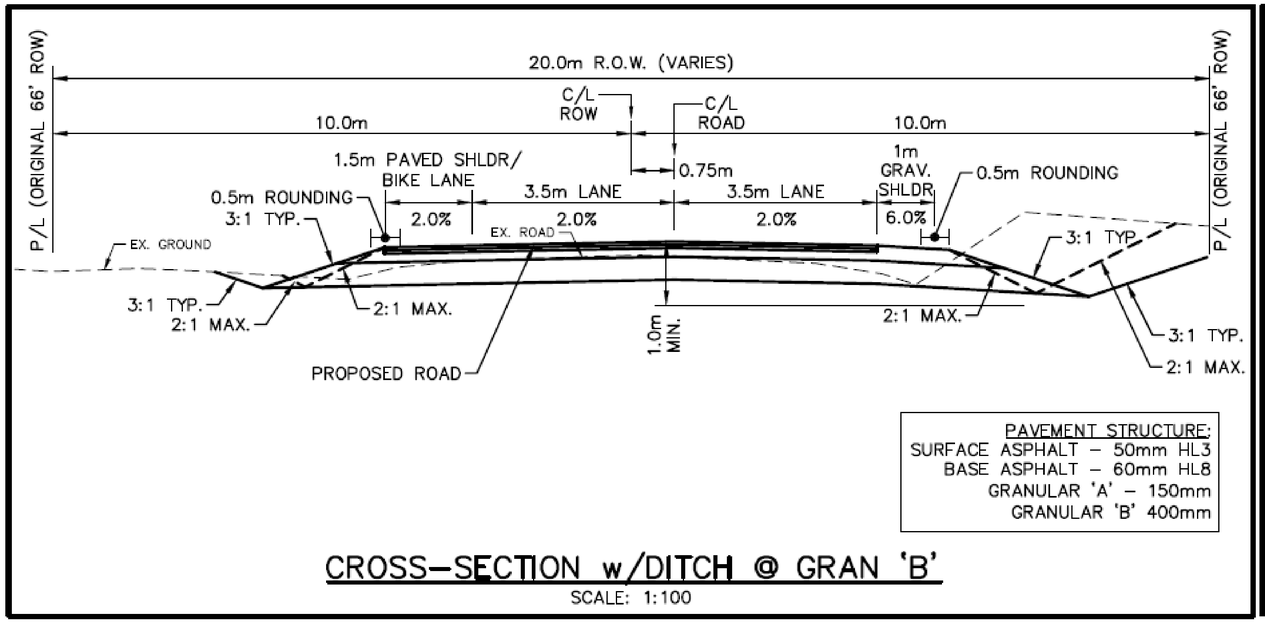


CROSS–SECTION w/3:1 DITCH @ GRAN 'A'
SCALE: 1:100



CROSS–SECTION w/DITCH @ GRAN 'B'
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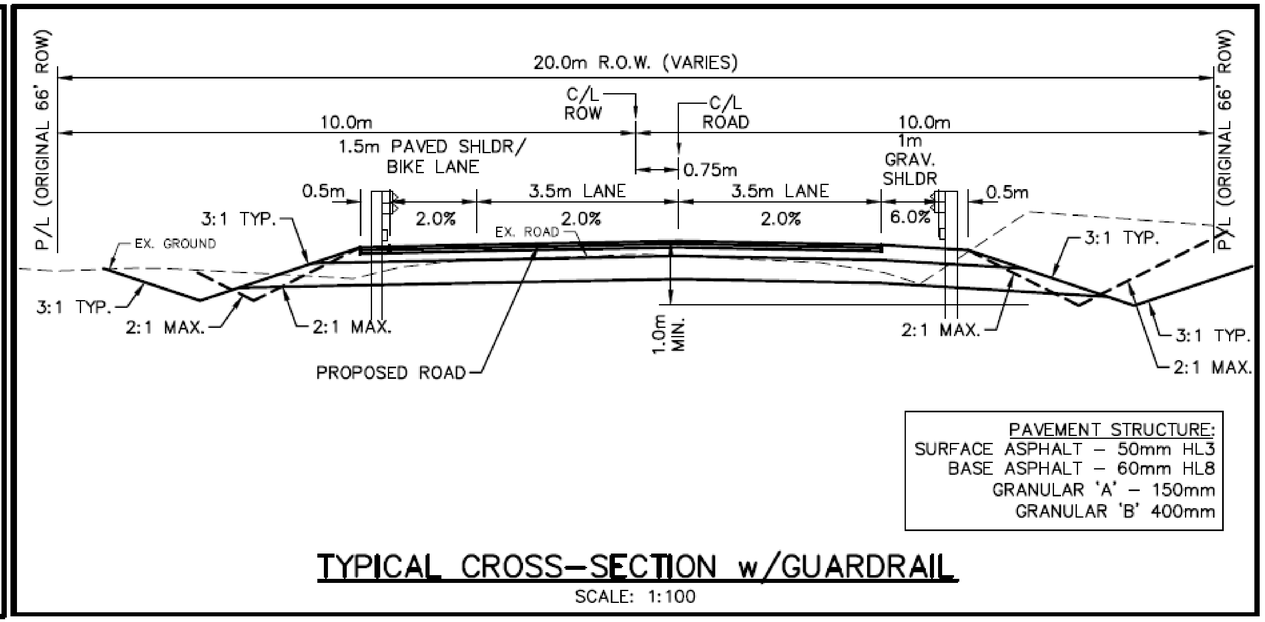


TYPICAL CROSS–SECTION w/GUARDRAIL
SCALE: 1:100

Variety of cross-sections used to reduce property impacts

ENVIRONMENTAL FEATURES

- In addition to a review of existing Provincial, Regional, Local planning & regulatory documentation. Several site investigations and studies have been completed to identify sensitive environmental features within the project study area and to determine the potential for impact from construction on these features.

- The table below summarizes some of the potential environmental concerns and constraints identified within the project study area.

ENVIRONMENTAL FEATURES	
Terrestrial Vegetation /Wildlife • No plant species found that are of federal or provincial rarity • Various mammals observed but none that are considered to be rare.	**Groundwater** • Construction activities are very limited in depth and therefore no potential to impact local wells. • Very low potential to impact municipal wells as these are a significant distance from the project study area. • The works proposed are considered to be a low risk.
Aquatic Vegetation/Wildlife • There are two significant but unnamed drainage courses crossing the project limits. • Drainage features within the study area consist of swales or ditches that are man-made, undefined or flow intermittently. • Drainage features within the study area do not provide fish habitat. However, the two drainage courses are tributaries to a cold water stream which provide habitat for Red Side Dace.	**Archaeological/Built Heritage** • Construction activities are located within existing zones of previously disturbed areas.
Species at Risk • Potential habitat exists for several Species at Risk – (Milksnake, Red-headed Woodpecker & Eastern Wood-pewee - Species of Special Concern) and (Hill's Thistle & Chorus Frog - Threatened) within the project study area. • Impacts are expected to be low since habitat will continue to remain for these species post construction. • No Butternut Trees found within project study area.	**Adjacent Land Use** • Proposed channel improvements have the potential to impact adjacent properties (i.e. construction disturbance, regrading of driveways, loss of boulevard and front yard trees and shrubs) • Work within right-of-way has the potential disruption to area traffic and property access during construction.
Wetlands • Unevaluated wetland areas were identified within the western portion of the project study area. • Provincially significant wetlands are present adjacent to the eastern portion of the project area and along the drainage course east of Keewaydin Drive.	**Utilities/Servicing** • Construction within the existing right-of-way has the potential to impact existing utilities and municipal services. The need for the relocation of Hydro and Bell services has been identified in the preliminary design.
Surface Water • Portion of study area is within the Toronto Region Conservation Authority (TRCA) Regulated Area. A permit will be required from this agency to complete work proposed.	

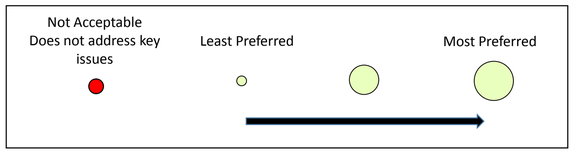
TORONTO REGION CONSERVATION AUTHORITY - CONCERNS AND MITIGATION MEASURES

❑Consultation with Toronto Region Conservation Authority (TRCA) has been on going since the start of the Project

EVALUATION MATRIX

The table below provides a simplified, visual comparison of the potential for each design alternative to impact the study area environment (physical, natural, socio-economic and cultural). An increased number of larger circles indicates that an alternative will have a reduced potential for negative impact.

EVALUATION CRITERIA	ALT 1	ALT 2	ALT 3	DESCRIPTION OF EFFECTS
PHYSICAL ENVIRONMENT				
Meets the Township Design Standards				Only Alternative 3 will meet the design standards for sight lines, clean zone and lane width.
Addresses Drainage Concerns				Alt. 3 provides box culverts to accommodate the 100 year storm on the two significant watercourses within the project.
Property Impacts				Alt. 3 provides the best balance of road improvements with minor property acquisition requirements.
Impacts to Existing Utilities				Alt. 3 requires repositioning of the entire Hydro pole line.
Impacts to Existing Services				There is no water and sewer services within the right of way.
Clear Zone Requirement				Repositioning of Hydro lines and the Provincial guide rail at the key areas allow Alternative 3 to meet clear zone requirement
NATURAL ENVIRONMENT				
Terrestrial Vegetation/Wildlife				Alt. 1 and Alt. 2 would have the least impact
Aquatic Vegetation & Wildlife				Alt. 1 and Alt. 2 would have the least impact but Alt. 3 provides an opportunity to eliminate the perched culvert conditions.
Wetlands				Alt. 3 requires additional mitigation measures to limit impact on adjacent wetlands such as modified back slopes and reduced ditch depth.
Surface Runoff Quality				With appropriate mitigation measures Alt. 3 will have no more impact on water quality than Alt. 2.
Surface Water Quantity				Alt. 3 will have a minor impact on surface water quantity.
SOCIAL ENVIRONMENT				
Noise				Other than construction noise there is no difference between the alternatives.
Archaeological				The limit of disturbance are generally within previously disturbed lands.
Built Heritage				There are no built heritage structures within the project study area and as such, there will be no impacts in this regard.
Traffic Impacts				Alt. 3 provides a road way that meets the Township Standards.
Property Access				Alt. 3 provides improved sight lines to driveways within the project limits.
ECONOMIC ENVIRONMENT				
Property Acquisition Costs				Preliminary estimates rate Alt. 3 as the most costly.
Construction Costs				Alternative 3 has the highest construction cost.
Operating/Maintenance Costs				Both alternatives 2 and 3 provide an improved road surface with reduced maintenance cost over existing conditions.



Mitigation Measures

Mitigation Measures
Aquatic - Vegetation/Wildlife • Obtain necessary approvals from the Toronto Region Conservation Authority (TRCA) and the Ministry of Natural Resources and Forestry (MNRF). • Application of sediment & erosion control measures; site restoration following construction; use of fencing to define limits of construction; maintenance activities (refuelling, cleaning etc.) 30m minimum from watercourse; and construction timing.
Terrestrial Vegetation/Wildlife • Removal of vegetation (i.e. clearing & grubbing) restricted from occurring from approximately mid-April to end of July in accordance with Migratory Birds Convention Act and the Migratory Birds Regulations to avoid impacting migratory birds during the breeding season. • Re-stabilize and re-vegetate exposed surfaces as soon as possible following construction. Define limits of construction with fencing to minimize intrusion into unnecessary areas. • Provide direction regarding incidental encounters of Species at Risk (i.e. stop work immediately, contact local MNRF to report SAR encounter etc.)
Wetlands • Application of sediment & erosion control measures; site restoration following construction; use of fencing to define limits of construction; maintenance activities (refuelling, cleaning etc.) 30m minimum from watercourse. • Obtain necessary approvals from Toronto Region Conservation Authority.
Surface Water • Obtain necessary approval from the Toronto Region Conservation Authority • Application of sediment & erosion control measures; site restoration following construction; maintenance activities (refuelling, cleaning etc.) 30m minimum from watercourse; and the use of Best Management Practices.
Groundwater • A Ministry of Environment Permit To Take Water will be obtained should groundwater taking be required for construction. Proposed geotextile base for large culvert installations will minimize or eliminate groundwater removal. • Standard water conservation measures will also be employed to minimize the amount of water taken and to terminate the usage as soon as possible. • Check dams along ditch line will help maintain ground water balance
Archaeological/Built Heritage • Direction will be included in contract documents should anything be accidentally uncovered during construction. Ditch modifications reduce construction footprint to within existing disturbed areas.
Noise • Construction equipment to comply with the noise emission standards outlined in the Ministry of Environment guidelines. Equipment to be in good repair & fitted with functioning mufflers. • To the greatest extent possible, limit construction activities that create excessive noise to daytime hours. • Maximize the separation distance between the construction staging areas and nearby receptors to the greatest extent possible. Reduce travel speeds of dump trucks and other construction vehicles to minimize noise caused by such vehicles travelling over uneven road surface.
Adjacent Land Use • Accepting reduced ditch depth with appropriate sub-drainage provided to reduce limit of disturbance. • Acceptance of steeper backslopes to reduce construction limits of disturbance. • Use of guiderail in areas of deep fill to permit steeper sideslopes to reduce limit of disturbance. • Use of grading techniques to minimize potential for impact to adjacent properties. • Use of traffic management measures (i.e. construction staging, detours etc.) to minimize impacts to local traffic and to maintain access.
Utilities/Servicing • Advance contact with utility companies during detail design process to develop re-location strategies. • Ongoing communication with utility companies during construction.
Air Quality • Dust controlled by the application of dust suppressants; covering of soil stockpiles; and ensuring that all equipment pollution control devices are operational and properly maintained.

WHAT'S NEXT?

- The project team will review the comments received following completion of this Project Information Session and refine the alternatives solution(s) and road designs accordingly.

- The Township will proceed with obtaining Toronto Region Conservation Authority permit for the Project.

- Finalize design and proceed to tender the project.

COMMENTS

- We invite you to provide any comments, in writing, on the Comment Sheet provided.
- All comments are to be submitted by October 17th, 2019 to one of the following members of the Project Team:

Wayne Pinkney, C.E.T.
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Email: fournier@ainleygroup.com

Thank you for your attendance at this meeting!
We appreciate your participation.

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