

Eighth Line Environmental Assessment

Public Information Centre (PIC) 3

June 6, 2022

Housekeeping Notes

Event Program

- Presentation
- Question and Answer Period

Please be courteous and respect the space.

This event is being recorded and will be uploaded to the Let's Talk Halton Hills site.

Public Information Centre #3

Overview

Today's presentation outlines:

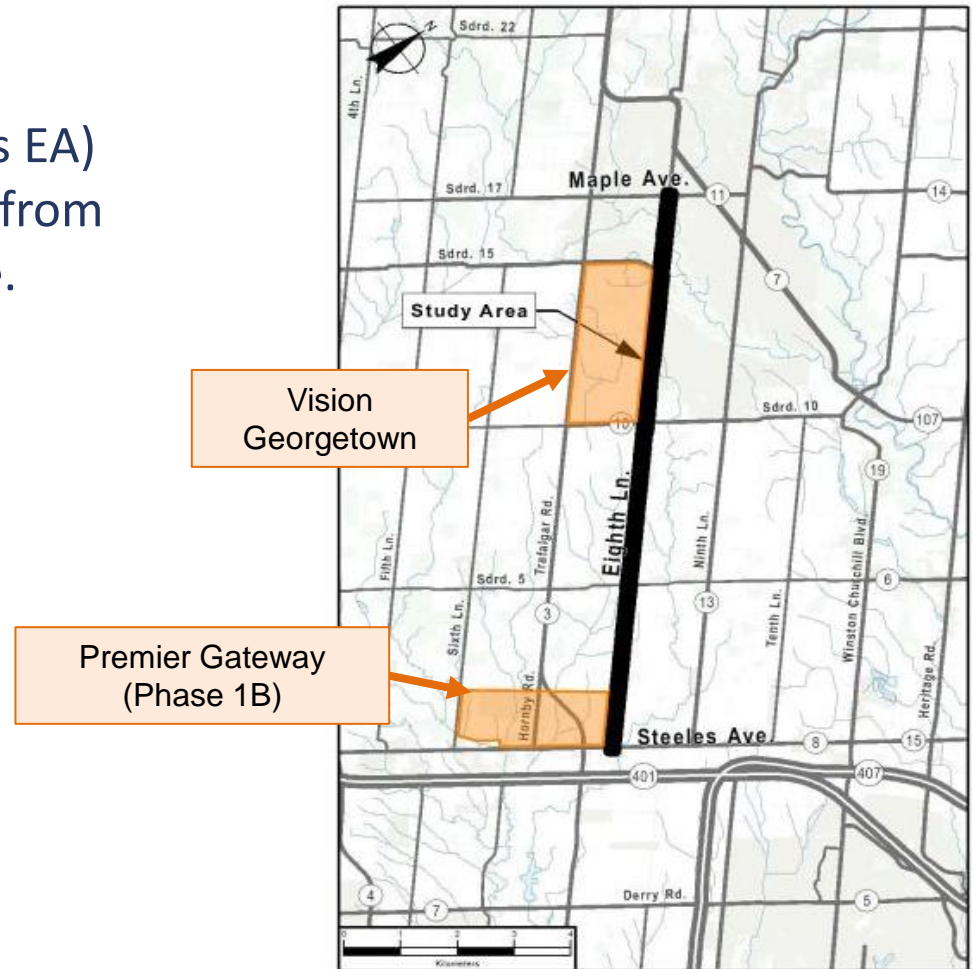
- Project background
- Municipal Class Environmental Assessment process
- Preferred design concepts
- Potential project impacts
- Proposed mitigation measures

Study Description

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 Path (MUP)
- Sensitive Environmental Features
- Growth Areas



Study Background

- Vision Georgetown Area will be home to 19,000 residents and will provide 1,700 new jobs.
- Expansion of the Premier Gateway Area (Phase 1B) in the south end of the Study Area.
- 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.



Problems / Opportunities

- Eighth Line roadway improvements required to meet travel demands from expected growth to 2031.
- Currently, Eighth Line unable to accommodate the projected traffic.
- Improvements include:
 - sufficient lane capacity
 - adequate intersection operations
 - traffic safety
 - integration of active transportation infrastructure
 - accommodation of future transit

The EA Process

Phase 1- Problem or Opportunity

What is there now?
What do we need?

- Review available information and studies
- Identify the Problem or Opportunity

Phase 2- Alternative Solutions

What are the options to meet our needs?
What do the options look like?
What are the impacts of these options?

- Identify Alternative Solutions
- Identify Impacts and Mitigation Measures
- Evaluate Alternative Solutions
- Mandatory Public Contact Point (PIC 1)
- Select Preferred Solution
- Confirm EA Schedule (Schedule B or C)

Phase 3 - Alternative Design Concepts

What are the possible designs for the best option?
What are the impacts of these design concepts?
What does the preferred design look like?

- Identify Alternative Design Concepts for Preferred Solution
- Detailed Inventory of the Environment
- Identify Impacts and Mitigation Measures
- Evaluate Alternative Design Concepts
- Mandatory Public Contact Point (PIC 2)
- Select a Preferred Design Concept
- Preliminary Finalization of Preferred Design
- **Discretionary Public Contact Point**

We are here

Phase 4 - Environmental Study Report

- Document the EA planning process for public review

Phase 5 - Implementation

Incorporating Feedback from PIC 2

Concerns about potential safety issues caused by driveway length reduction

The Project Team has reviewed options to limit impacts on driveway and will provide alternative solutions such as a turning area if required during detailed design, to ensure that driveway grades are kept within acceptable limits and provide for safe movements.

Concerns about air quality and noise

Concerned about noise from trucks in general and during road construction

An air quality impact assessment and a noise assessment have been completed based on the development and refinement of the preferred design concept. Eighth Line is a minor arterial road, which is intended to provide access to both passenger vehicles and trucks.

Speed limits at Main and Maple and speed limit in rural section of the road

Reducing the speed limit does not necessarily result in a reduction in the speed. There typically needs to be a change in condition that makes drivers want to adjust speeds. The Town will review speeds and enforcement in these areas separately.

Incorporating Feedback from PIC 2

Concerned about the proposed left turn lanes usage and necessity

The bi-directional centre lane is intended to allow easier entry to and exit from driveways. It is considered the best option to allow residents access to their properties safely and efficiently given the projected traffic volumes.

Concerned about impacts to existing trees

Some removal of existing trees will be required to accommodate improvements to Eighth Line. An Arborist Report (a plan for tree compensation and replacement) will be undertaken during the detailed design.

Concerned about direct and indirect impact to properties

All property features such as fences, gates, light poles and tree screens that are currently on private property and would be impacted by the proposed widening of the roadway will be relocated or replaced by the Town at the Town's cost.

Construction and property acquisition timing

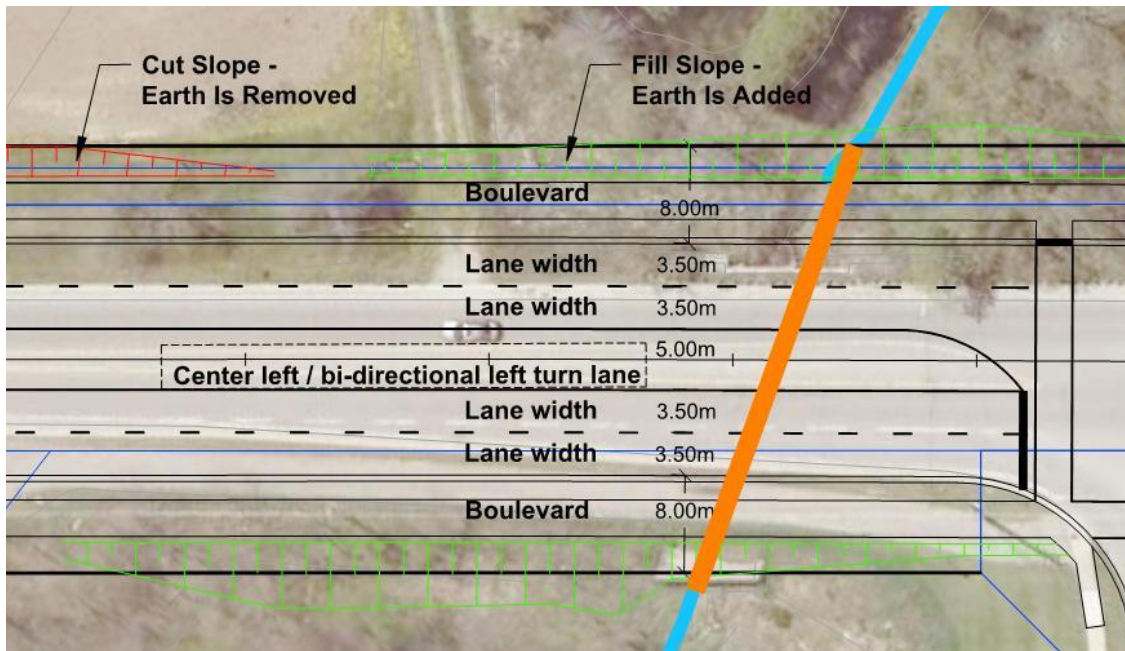
The Town is currently estimating construction on Eighth Line in 2028 at the earliest. Property acquisition needs will be reviewed, updated, and finalized during the detailed engineering design (anticipated in 2025 - 2026).

Preferred Design Concepts

Visit **letstalkhaltonhills.ca** for Preferred Design Concepts drawings and more information on the project

Interpreting the Drawings

Drawings are arranged from south to north starting at Steeles Avenue and moving northward towards Maple Avenue.



- Existing property line
- Proposed property line
- Proposed signalized intersection
- Potential roundabout location
- Road Crossing Culvert

Shaded symbols represent existing features.

Drawing Key Plan

STEELES AVE.

PROPOSED COLLECTOR ROAD D

5 SIDE ROAD

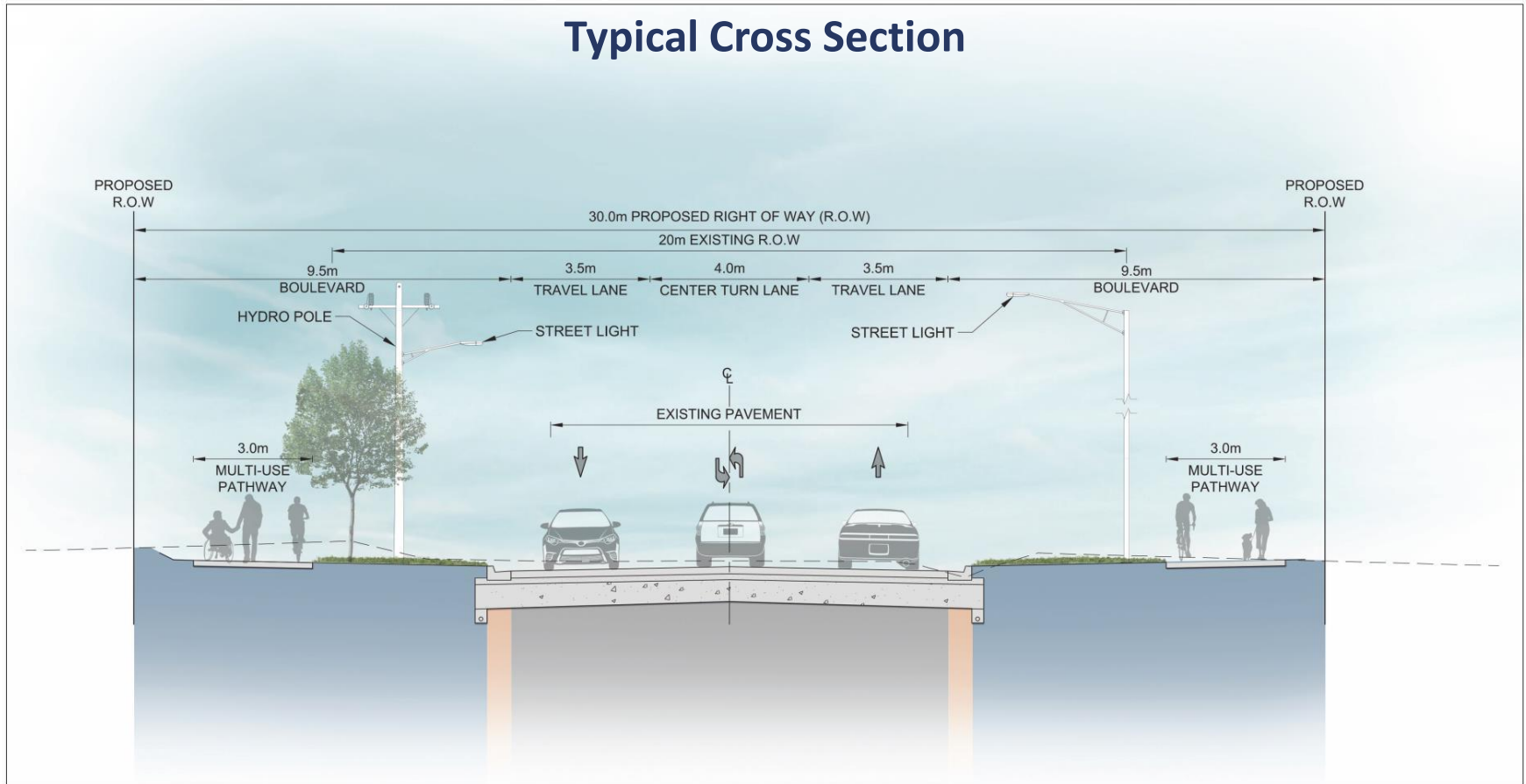
10 SIDE ROAD

15 SIDE ROAD

MAPLE AVE.

Steeles Avenue to Collector Road D

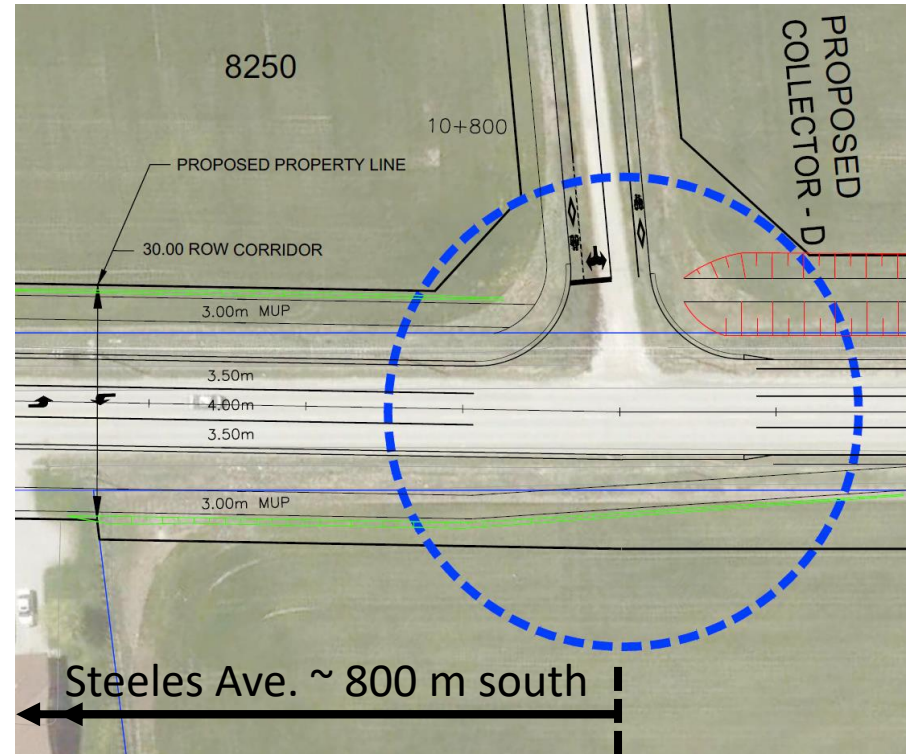
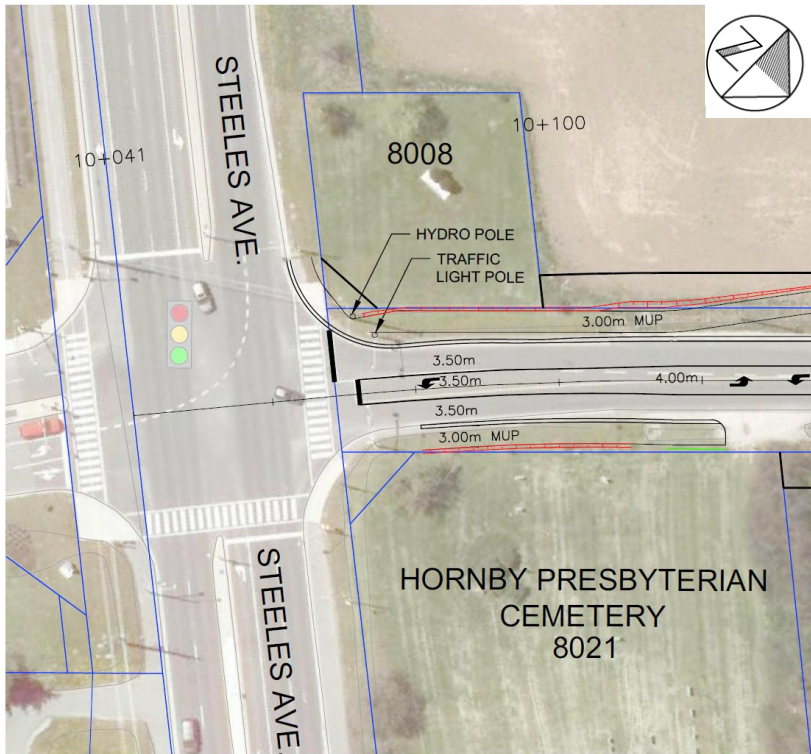
Typical Cross Section



- One lane per direction
- Bi-direction left turn lane
- Urban cross-section
- Multi-use pathway both sides
- Potential Low Impact Development (LID) features in boulevard

Steeles Avenue to Collector Road D

Intersections



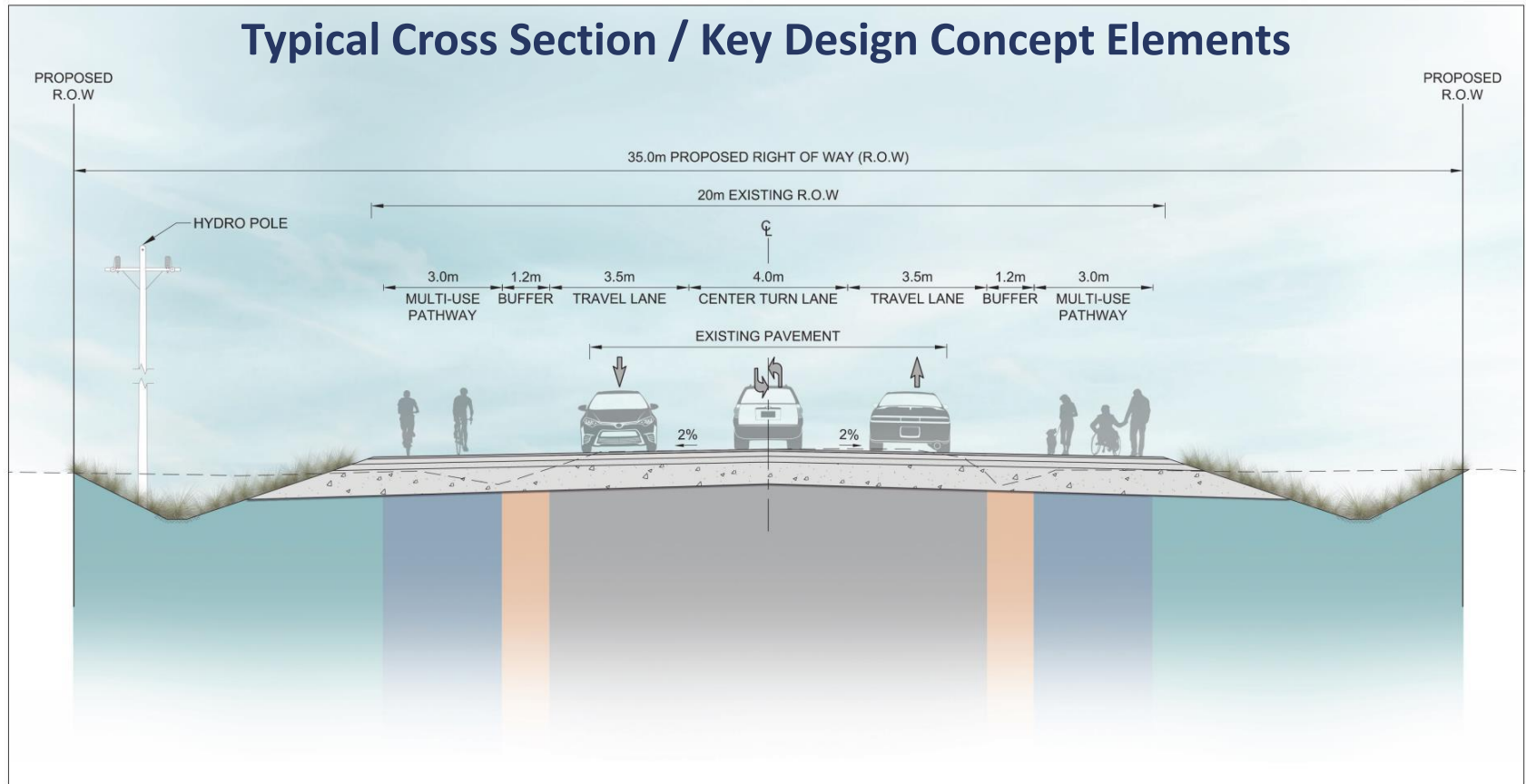
Steeles Avenue to Collector Road D

Key Design Concept Elements

- Urbanization to limit
 - Right-of-way requirements
 - Recognize future development area
 - Reduce impacts on properties versus rural cross-section
- Does require
 - Storm sewer system to be implemented
 - Improvements to Steeles Avenue sewer to outlet at East Sixteen Mile Creek
 - Approximately \$850K premium not accounting for land costs

Collector Road D to 5 Side Road

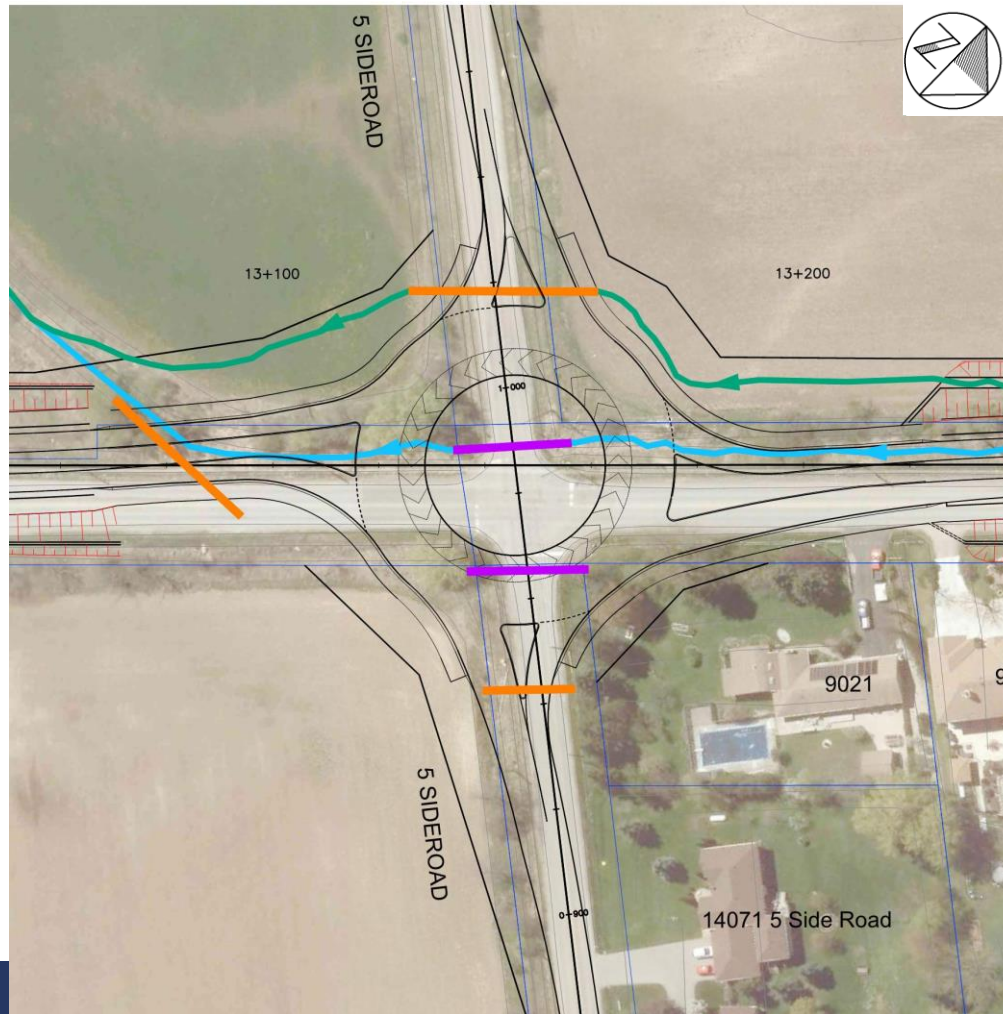
Typical Cross Section / Key Design Concept Elements



- One lane per direction
- Bi-direction left turn lane
- Rural cross-section
- Multi-use pathway both sides
- ROW widens where storm quality and storage required
- ROW shifted in areas to limit impact to existing buildings
- Semi-urban section across some properties to limit impacts

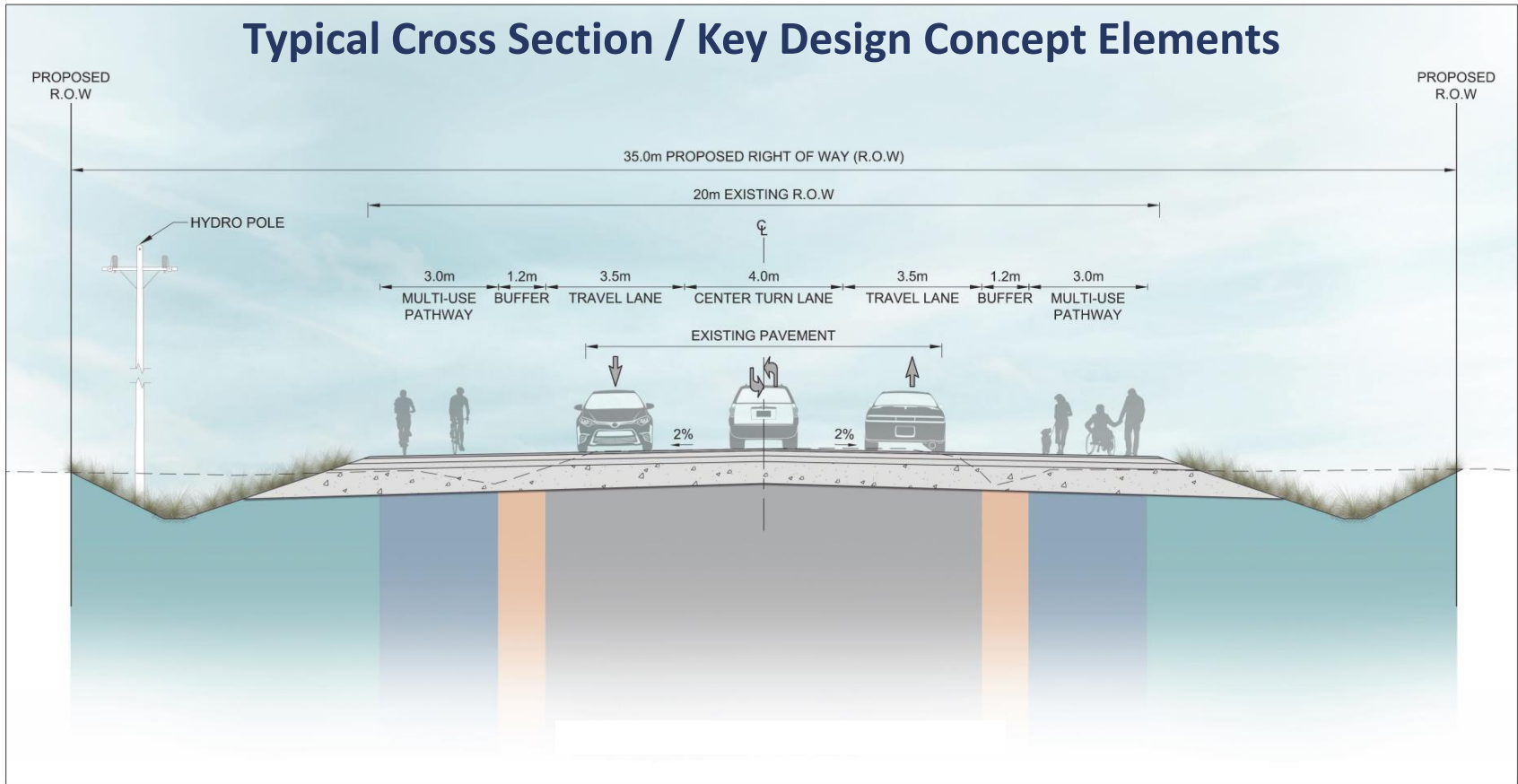
Collector Road D to 5 Side Road

Intersections



5 Side Road to 10 Side Road

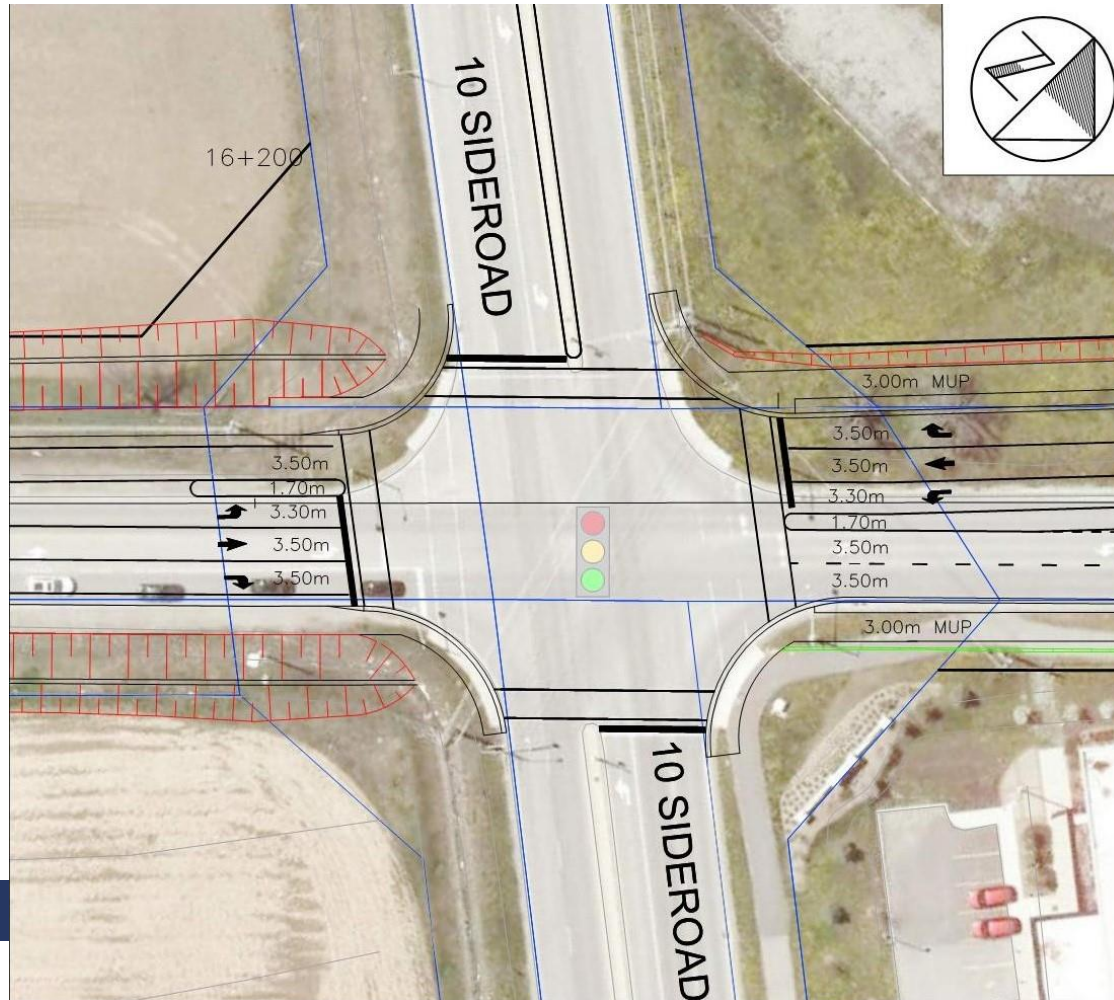
Typical Cross Section / Key Design Concept Elements



- One lane per direction
- Bi-direction left turn lane
- Rural cross-section
- Multi-use pathway both sides
- Right-of-way widens where storm quality and storage required
- Right-of-way shifted in areas to limit impact to buildings

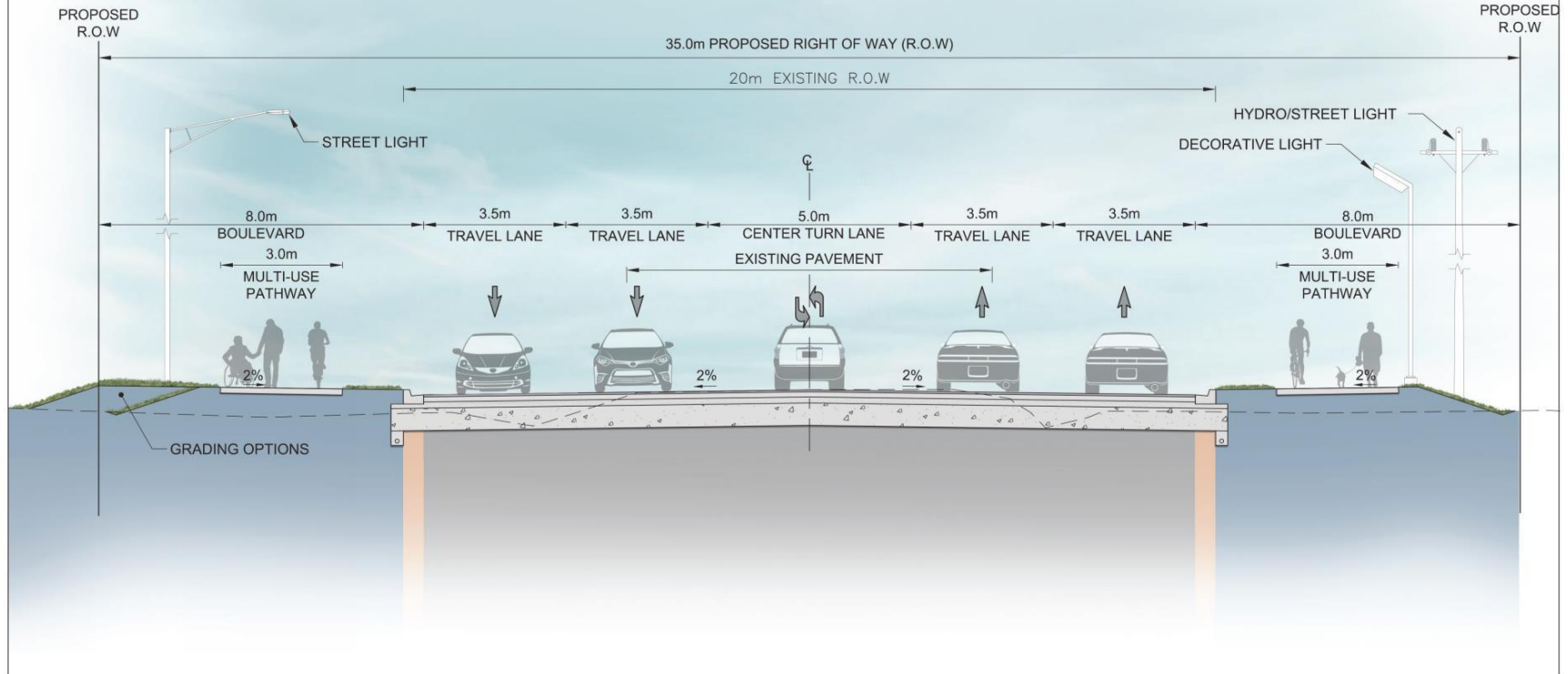
5 Side Road to 10 Side Road

Intersections



10 Side Road to 15 Side Road

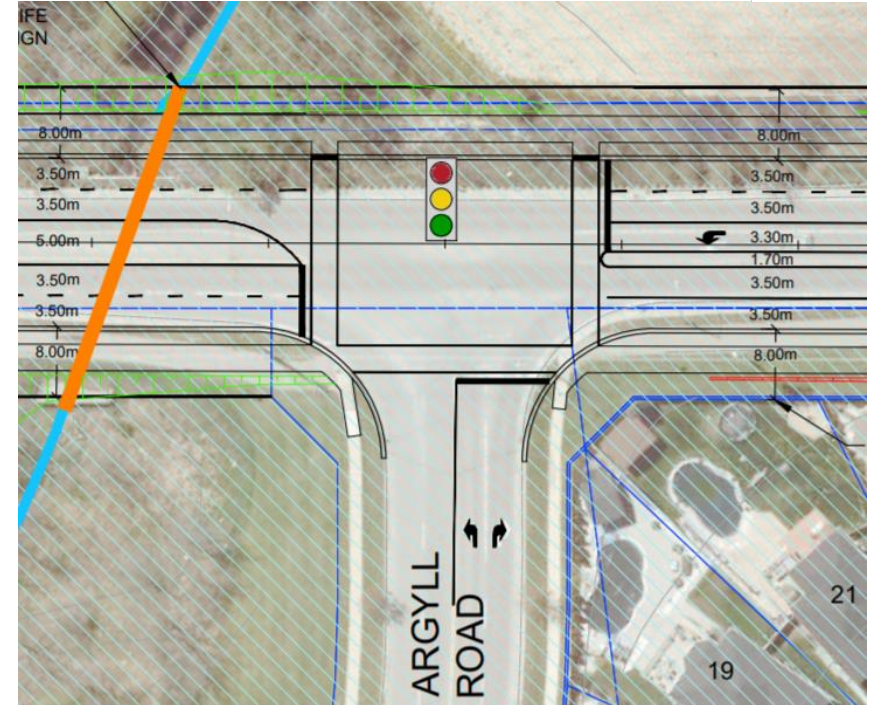
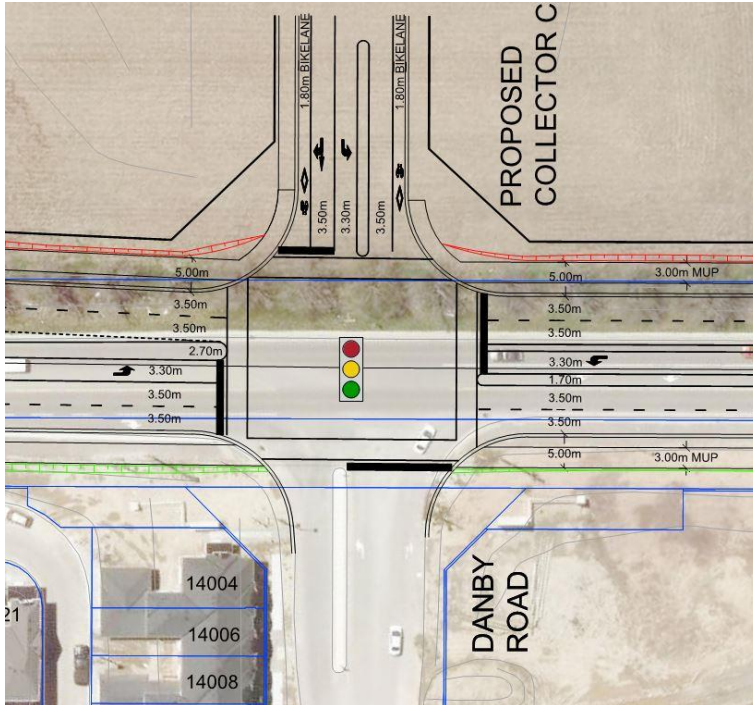
Typical Cross Section / Key Design Concept Elements



- Two lanes per direction
- Centre left turn lane
- Urban cross-section
- Multi-use pathway both sides
- Need for underground storage and treatment of stormwater

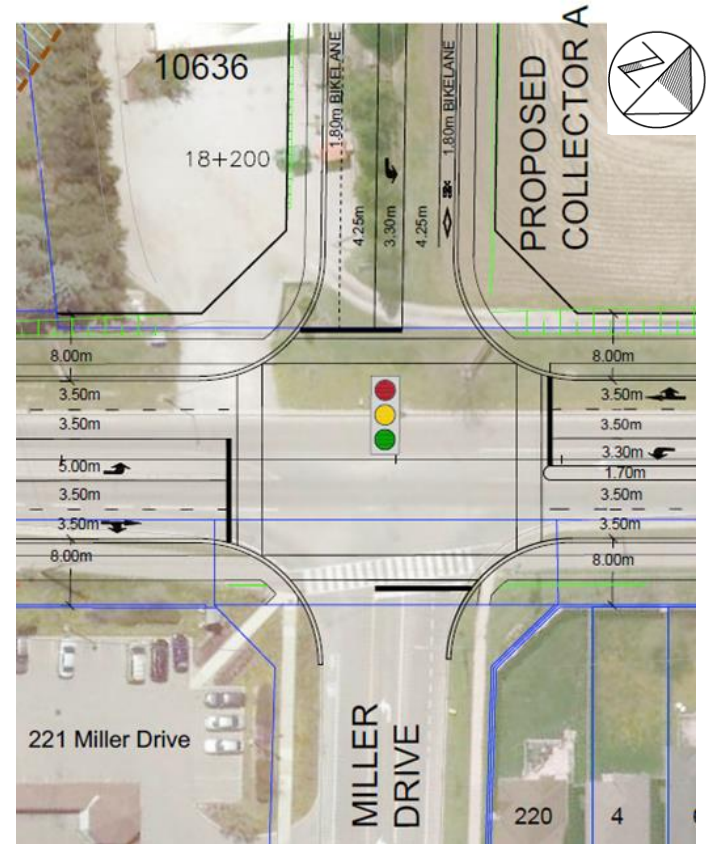
10 Side Road to 15 Side Road

Intersections



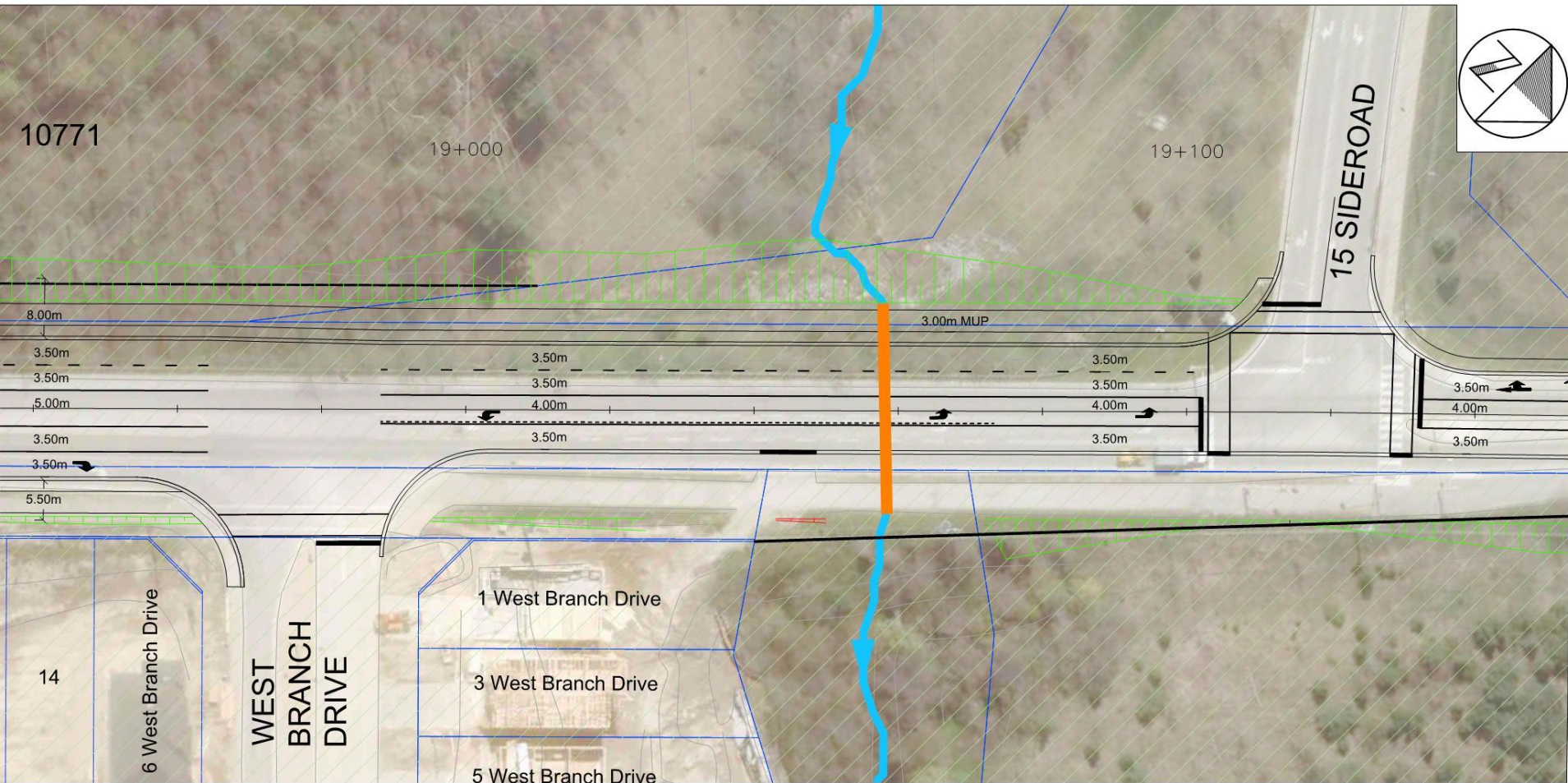
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Intersections



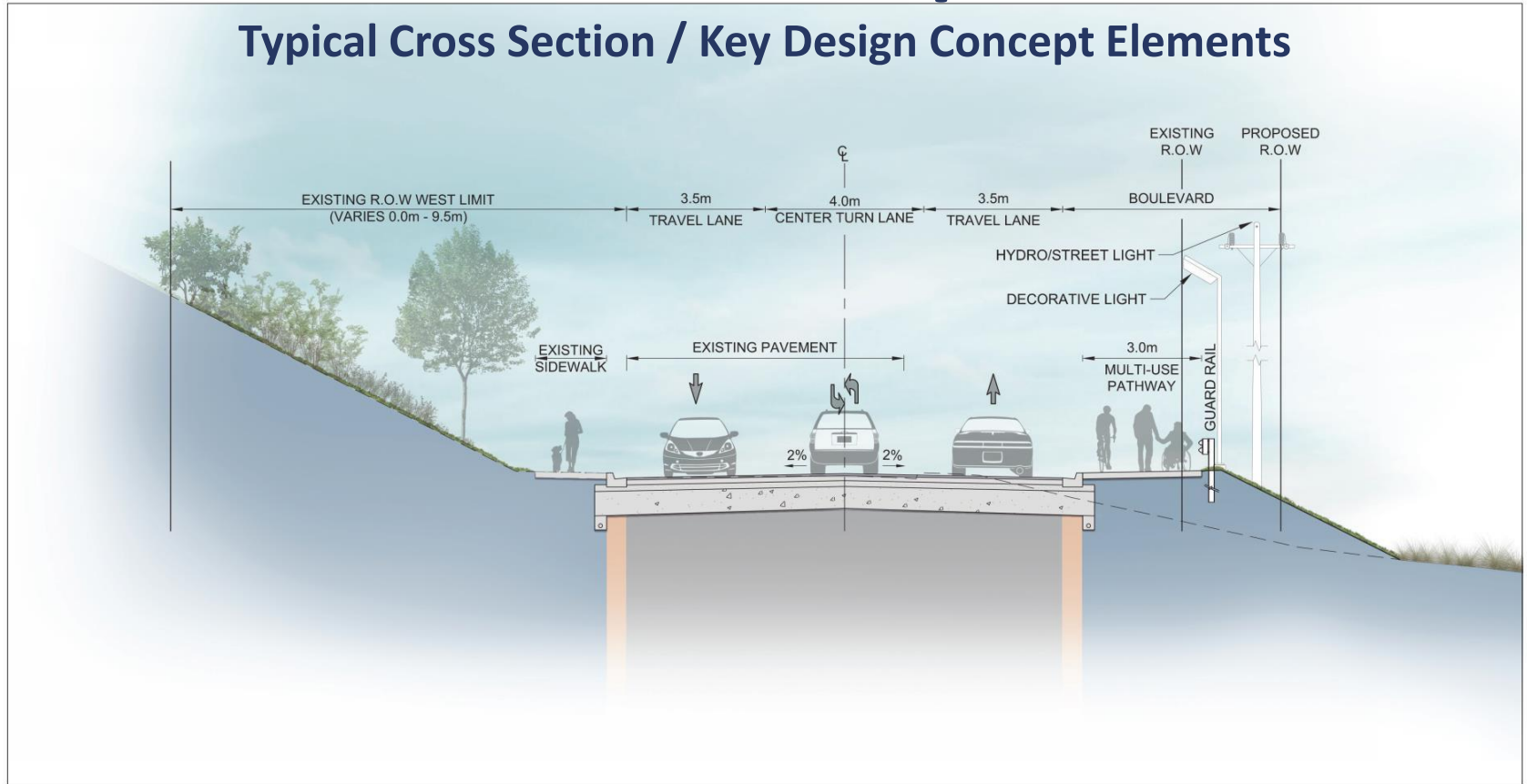
10 Side Road to 15 Side Road

Intersections



15 Side Road to Maple Avenue

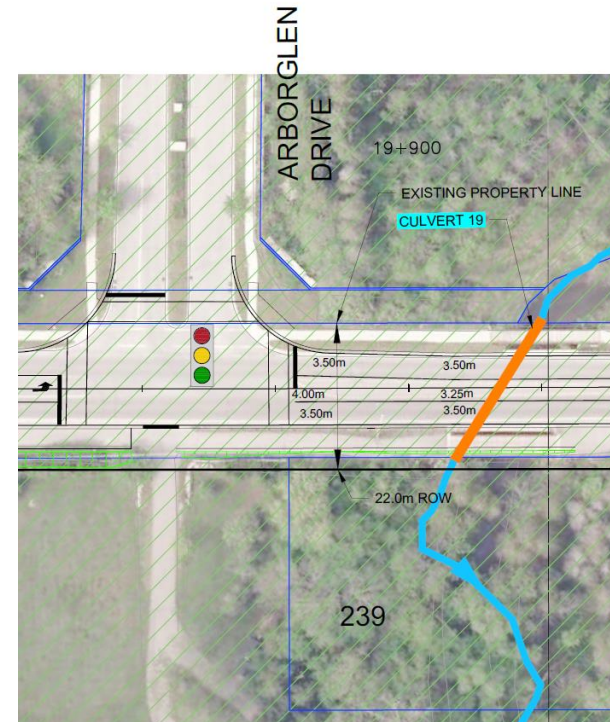
Typical Cross Section / Key Design Concept Elements



- One lane per direction and Bi-directional left turn lane
- Urban cross-section
- Multi-use pathway on east side
- Sidewalk on west side
- Right-of-way varies along corridor
- Widening varies along corridor to limit impact on properties and environment
- Some profile adjustments to improve sightlines

15 Side Road to Maple Avenue

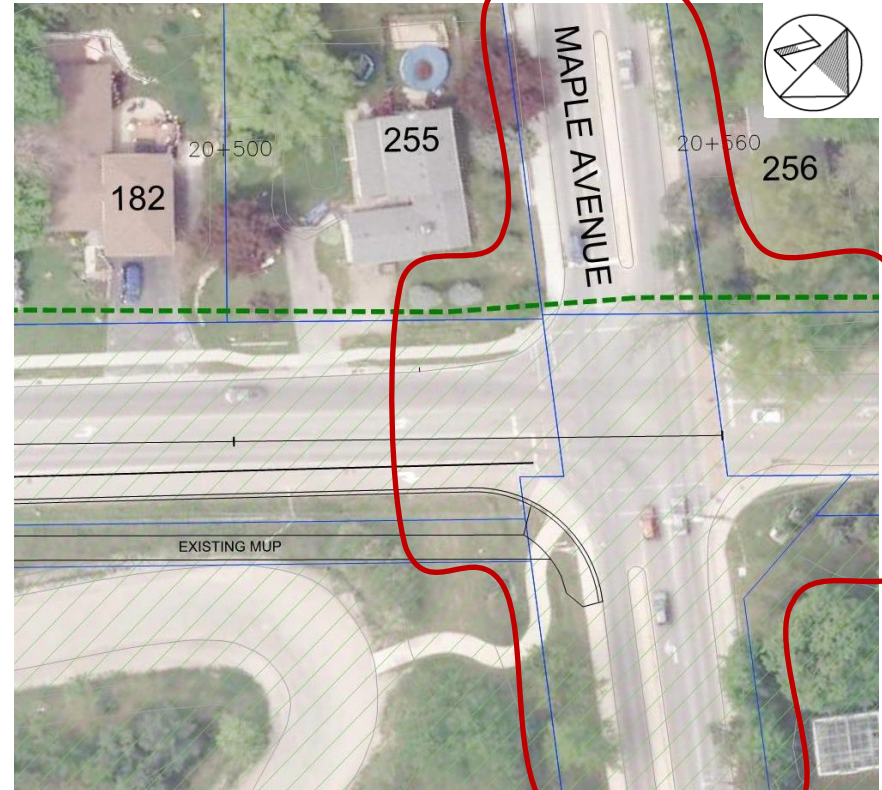
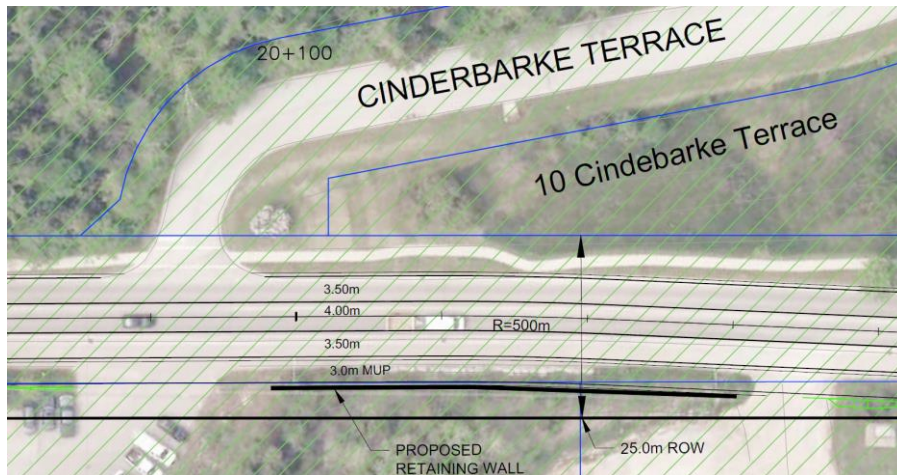
Intersections



15 Side Road to Maple Avenue

Intersections

Intersection subject to future study through Town's upcoming Transportation Master Plan



Supporting Studies

Previously completed (presented at PIC 2)

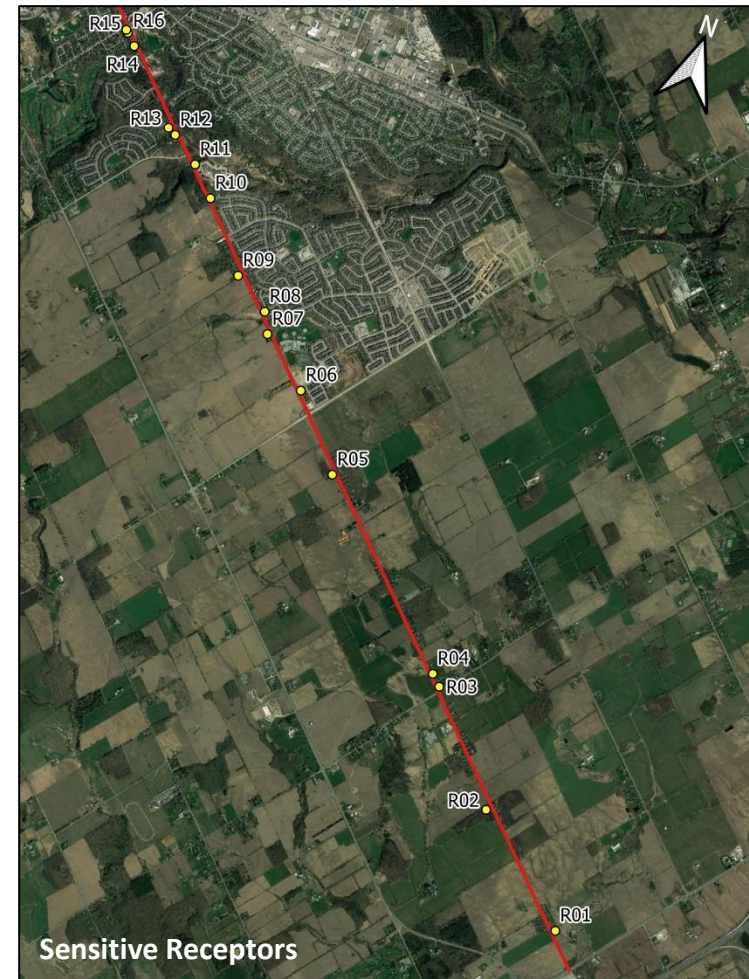
- Transportation Study (including Road Safety Operational Assessment)
- Natural Environment Assessment (Existing Conditions)
- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment

Recently completed based on preferred design concept (presented at this PIC)

- Air Quality and Noise Impact Assessments
- Natural Environment Impact Assessment
- Stormwater Management Assessment


Air Quality Impact Assessment

- An Air Quality Impact Assessment completed within the Study Area.
- Future predicted typical contaminants from automobile exhaust were evaluated with road improvements in place and compared to existing contaminant levels.
- Future predicted air quality contaminant levels at sensitive receptor locations in the Study Area were below the Ministry criteria.
- Only exception are Benzene levels, which currently exceed the Ministry criteria (due to background air quality); however, there will be no further increase because of this project.
- Regionally, benzene levels are falling¹.



Noise Impact Assessment

- Noise levels modelled at 21 properties along Study Corridor.
- Looked at current, future no-build and future build scenarios.
- Noise mitigation is required if increase in sound levels is >5 dB and the future build sound levels are >65 dBA.

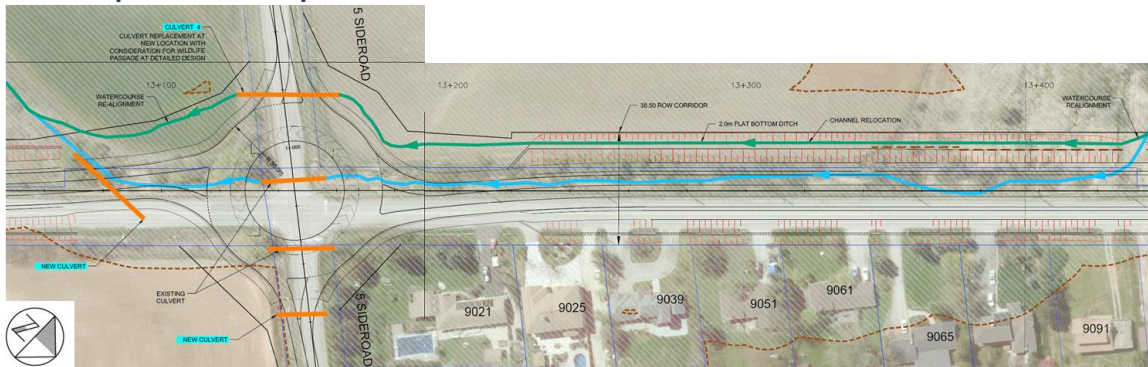
Existing Sound Levels	Future Sound Levels (No-Build Scenario)	Future Sound Levels (Build Scenario)	Sound Level Change due to proposed road improvements	
50 – 62 dBA	52 – 64 dBA	52 – 64 dBA (< 65 dBA)	-4 to 1 dB (< 5 dB)	 No Mitigation Required

Natural Environment Impacts

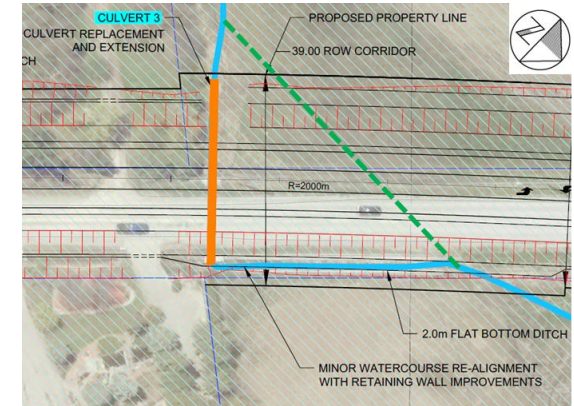
- Some vegetation communities to be removed.
- Predominantly temporary disturbance only to edges of vegetation communities for grading and culvert replacement.
- Some tree removals required. Removed trees will be compensated with new tree plantings.
- Eastern Wood-pewee (Special Concern) and Barn Swallow (Threatened) nesting habitat may be impacted by vegetation clearing along road margins. Large areas of appropriate habitat will still be available beyond cleared areas.
- Direct impact to Species at Risk wildlife is not anticipated with the implementation of avoidance measures.

Natural Environment Impacts

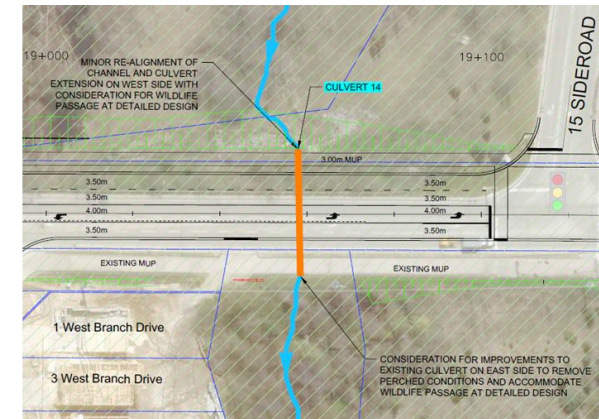
- Eight culvert replacements and seven culvert extensions proposed.
- Four culverts will remain unchanged.
- Three watercourse realignments proposed, requiring specific mitigation measures to be developed in consultation with local conservation authorities.
- Impacts to aquatic habitat will be temporary in nature.
- Culvert and watercourse changes provide opportunity for improved aquatic habitat.



- Re-alignment at Culvert 4 (west side)
- Enhanced roadside ditch design accommodating watercourse



Potential Re-alignment at Culvert 3



Minor Re-alignment at Culvert 14 (west side)

Stormwater Management Assessment

- Proposed road widening will increase impervious area, requiring “enhanced” water quality measures
 - e.g., enhanced grass swales, oil/grit separators, bioretention swales and/or infiltration galleries.
- Proposed road widening will also increase water quantity, requiring methods to maintain existing flow rates
 - e.g., enhanced rural drainage swales and urban piped storage.



Proposed Mitigation Measures

A comprehensive list of proposed mitigation measures will be prepared as part of this EA included in the ESR. Some key measures include:

- Health and safety is a priority for the Town of Halton Hills. Construction will adhere to strict safety guidelines including best practices for vehicle and pedestrian safety.
- Advance notice to local residents of potential traffic impacts from construction.
- Access to residences / pedestrian facilities will be maintained during construction.
- Temporary site fencing and other construction measures will be implemented to minimize noise, vibration, dust, mud and visual impacts.
- The following plans will be prepared by the contractor and implemented prior to construction: Erosion and Sediment Control Plan; Emergency Response and Communications Plan; Complaint Response Protocol; Construction Management Plan; Health and Safety Plans; Soil Management Plan; and Traffic Management Plan.

Proposed Mitigation Measures

Natural Heritage Specific Mitigation Measures:

- Plant species loss will be minimized. Compensatory planting plans will be established as required within or nearby the Study Area.
- Tree inventory, preservation and protection plan to be prepared at detailed design.
- To reduce the risk of potential impact to wildlife, vegetation clearing will not be completed between April 1 to October 31 to avoid the active period for breeding birds and bat species.
- Installation of temporary fencing as required.
- Any in-water works will occur during appropriate in-water works timing window.
- Impacts to all wetland features will be avoided or minimized. Compensation plans will be prepared in consultation with respective Conservation Authorities.

Project Timeline

Environmental Assessment Phase

Identify Opportunity Spring 2019

Notice of Commencement
(Early June)

Alternative Design Concepts Spring 2020 – Summer 2022

- Stakeholder / Agency Meetings (2020-2021)
- PIC #2 (Spring 2020)
- PIC #3 (June 2022)
- Draft ESR (Summer 2022)

Alternative Solutions Summer – Fall 2019

- Agency Meetings
- PIC #1 (October 2019)

EA Filing Fall 2022

File EA for 30-day review period

Implementation Phase

Detailed Design & Approvals 2025 – 2026

Commence Construction 2028

Property / Utilities 2026 - 2027

Thank-you

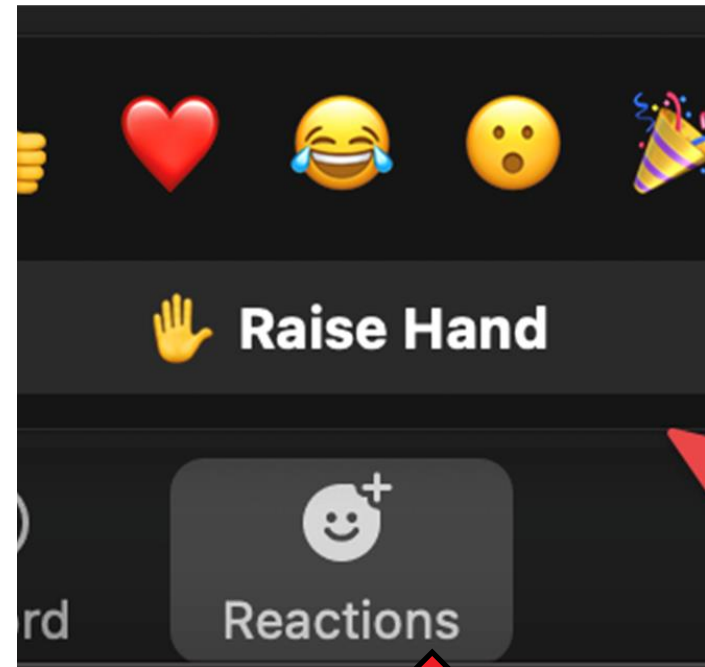
- Thank-you for listening to our presentation.
- Your input is an important component of the decision-making process.
- Please join us for a live Q&A session next.

Question and Answer Period

Options for asking a question:

- Raised Hand emoji
- Type in “chat”

Participants will be muted unless asking a question.



Communicate with Town Staff

Visit letstalkhaltonhills.ca/eighth-line to:

- Access a copy of today's presentation
- Find out more about the project
- Provide feedback **by June 27, 2022**
- Ask questions



Your Input is Appreciated!