

**GEOMETRIC IMPROVEMENTS AND WATERMAIN LOOPING
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
Veterans Way (previously Powerline Road) and Klondike Park Road
Wasaga Beach**

Public Information Centre

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**

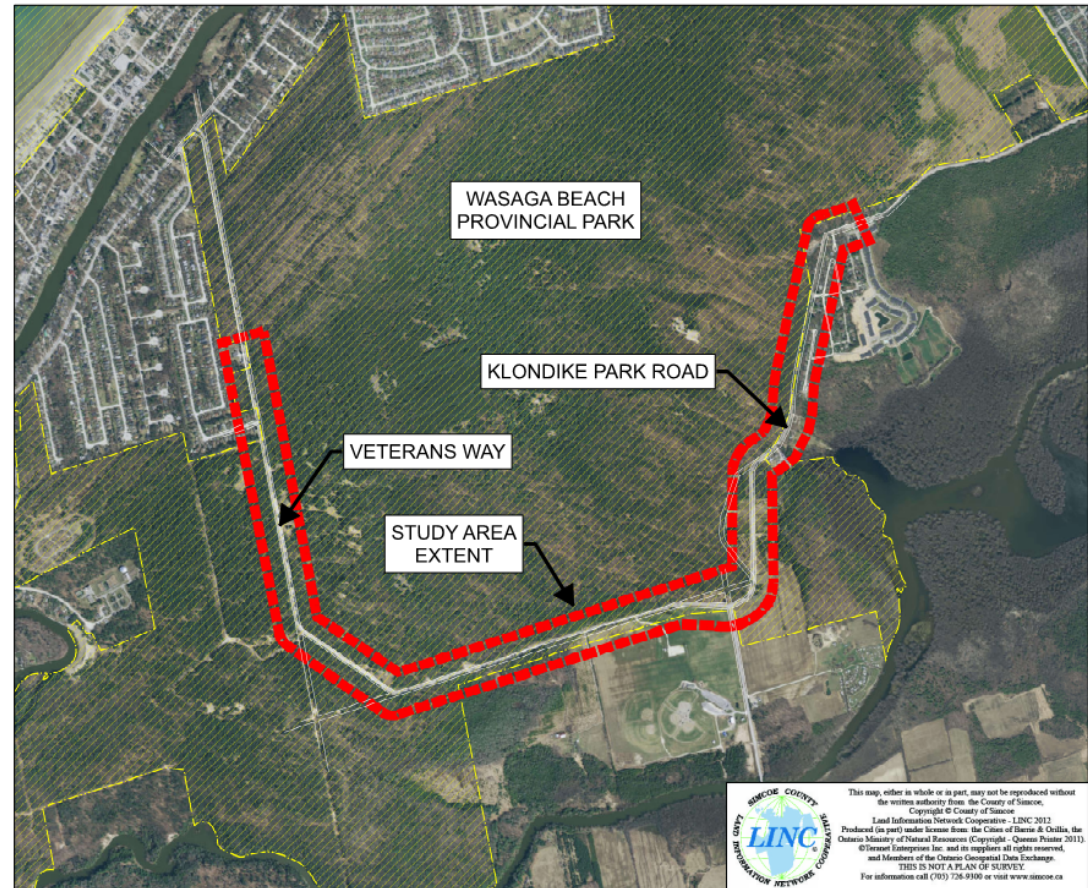
Project Purpose:

The purpose of this EA is to review Alternative Solutions to consider potential transportation improvements that address traffic volume and road geometrics of Veteran's Way and Klondike Park Road as part of watermain looping and road reconstruction efforts.

Purpose of this PIC 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 public input on the alternative solutions

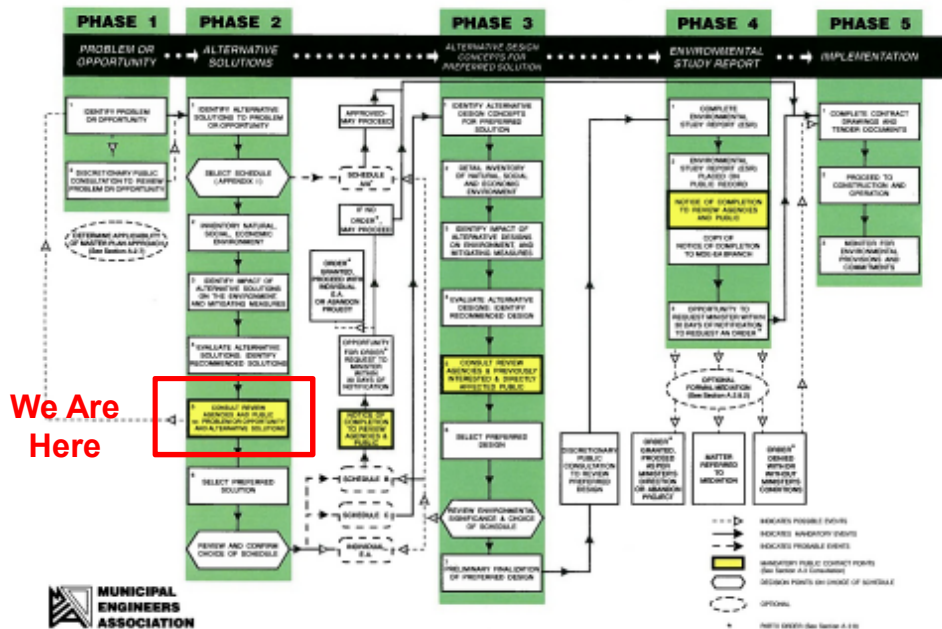
Project Study Area



Municipal Class EA Process

This project is being considered as a Schedule 'B' Project (Phases 1 to 2), as defined in the Municipal Engineers Association Class EA document

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



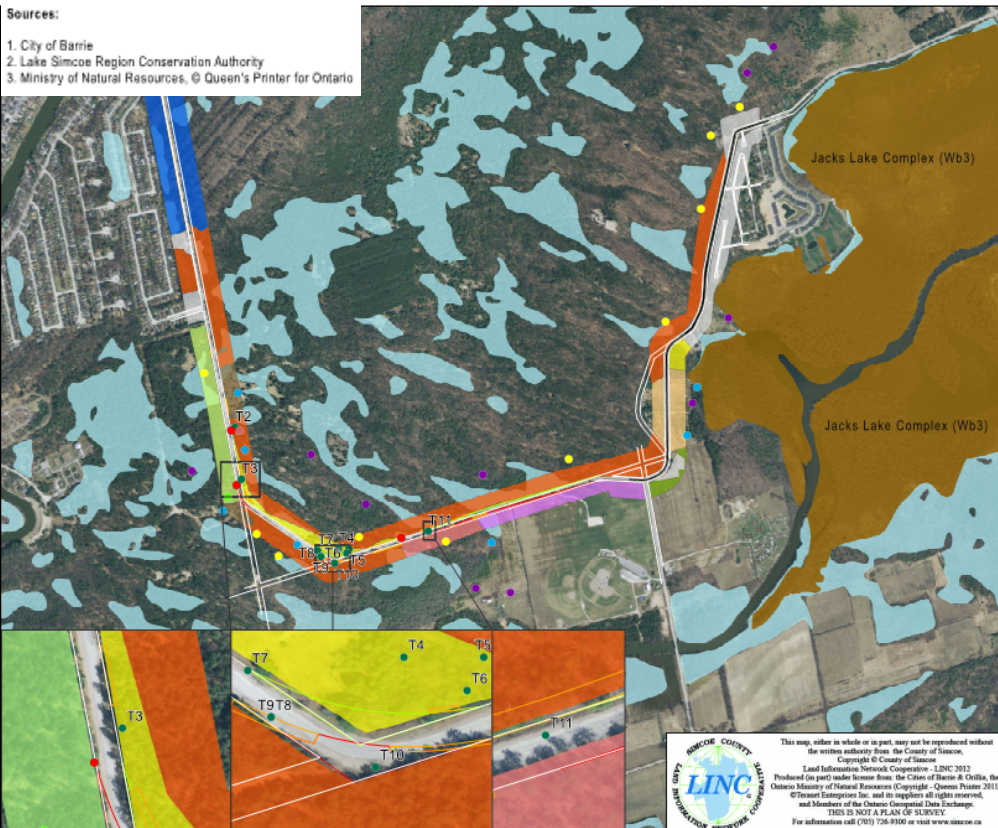
Problem / Opportunity Statement:

As part of watermain looping and road reconstruction efforts, The Town of Wasaga Beach ("The Town") has identified an opportunity to meet projected increases in traffic volume and improve horizontal and vertical road alignment and intersection geometrics of Veteran's Way and Klondike Park Road



Background

- The road improvements may require property disposition or an exchange of land with the Wasaga Beach Provincial Park resulting in proposed boundary changes to the Wasaga Beach Provincial Park
- Proposed boundary changes to the Provincial Park require coordination of the project with the Ministry of Natural Resources and Forestry's (MNRF) Environmental Assessment process.
- The MNRF has identified that the project falls under the MNRF Provincial Class EA for Provincial Parks and Conservation Reserves (PPCR), initial screening to a Category B.
- Additionally, MNRF has noted concerns related to the potential impacts to Species at Risk (SAR) and their habitat, and the potential introduction of invasive species .
- Ontario Parks will complete the Provincial Class EA under the Class EA PPCR (and associated land use planning and regulation amendment) with the expectation that the Town of Wasaga Beach will provide the necessary information to complete the processes.
- Natural heritage studies have been completed within the study area to provide the necessary information in support of the Provincial Class EA PPCR. The natural heritage studies were developed with the intention to confirm the presence and assess the impact to the habitat of identified Species At Risk as a result of the proposed project activities. The studies completed include:
 - habitat assessment for Species At Risk, including bat and reptile habitat,
 - vegetation community classification and vegetation inventories,
 - breeding bird surveys and incidental wildlife observations.



Bats

Eleven trees were identified as having potential candidate bat maternity roosting features, however, some of the key features of sites considered “significant” for roosting bats are absent from the study area, including mature forest habitat with a relatively high snag density. Overall the study area is considered to have low potential for candidate roosting habitat. Grading activities may require the removal of 2 out of 11 identified candidate bat maternity roosting trees, identified as T8, T9.

Reptiles

No snakes or turtles were observed within the study area during early spring survey. Preferred habitat for turtles and Species at Risk snakes is considered to be beyond the potential footprint of the alternative solutions.

Birds

Several breeding bird species have the potential to be located within the study area including Species at Risk birds as well as area sensitive species of forest, wetland and open habitat, species which require large tracts of habitat.

Vegetation Communities

A total of 7 vegetation communities were identified that are immediately adjacent to the existing road allowance.

Sensitive vegetation community of Dry Tallgrass Prairie, identified by NHIC (Ontario Plant Community List, no date) as S1: Critically Imperiled, was observed adjacent to the road allowance in one location on Veteran’s Way and on Klondike Park Road within the study area.

The majority of plant species observed are considered as being uncommon, but not rare, to widespread, common and abundant in Ontario.

Carolina Puccoon (*Lithospermum caroliniense*), which is ranked as S3, Vulnerable in the Province was observed during the spring site visit, located in several locations along the right of way on sandy soil in open or forest edge areas.

Species At Risk plants were not observed during field investigations.

- The existing horizontal and vertical alignments of Veterans Way and Klondike Park Road are below industry standards for the posted speed.
- The intersection at Klondike Park Road and Veterans Way has only one stop sign controlling northbound traffic on Klondike Park Road.
- Sight distances throughout the road corridors are deficient around curves and over hills.
- Surface water drainage during major storm events and snow melt occurrences within the road allowance needs improvement.
- Pedestrian and cyclists currently only have one paved lane along the northbound traffic lane of Veterans Way and are similarly affected by the existing road geometrics. No other pedestrian or bicycle facilities currently exist along either road corridor.
- Parking areas and road crossing facilities for users of the nature trails adjacent to the road corridor currently are poorly defined as there are no warning signs or formal parking areas.
- Traffic volumes and patterns are expected to change as summer destination facilities, residential areas and surrounding transportation routes are developed and improved.

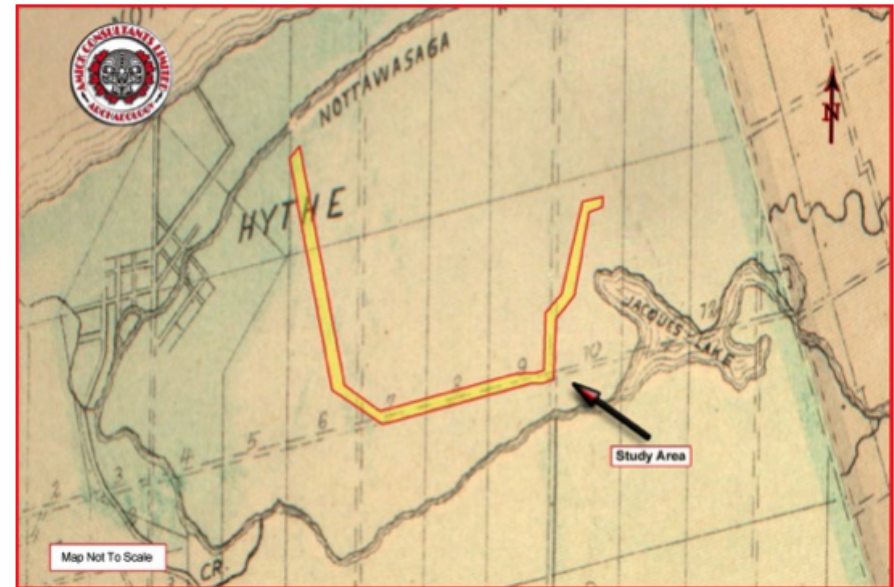


AMICK Consultants Limited completed a Stage 1 Archaeological Background Study of lands within the Study Area

The Stage 1 Archaeological Background Study identified Archaeological Potential within select areas of the study area

A Stage 2 assessment of the study area is recommended for select areas of the study area in the form of high intensity test pit survey at a 5m interval between transects.

The study area contains no features of potential cultural value or interest that may be directly impacted by the project



Segment of Historic Atlas Map for the Township of Nottawasaga
(Belden 1881)

AMICK Stage 1 Archaeological Assessment Report



AMICK Stage 1 Archaeological Assessment Report

Road Improvements

Alternative solutions are considered for improvements to the horizontal and vertical road alignment and include:

- Do Nothing
- Reduced Posted Speed
- Realignment of Curves



Intersection Improvements

Alternative solutions are considered for intersection geometrics of Veterans Way and Klondike Park Road and include:

- Do Nothing
- All-way Stop Control
- Signalization
- Realignment
- Roundabout



Do Nothing



- Road surfaces would be repaved upon completion of the installation of the watermain.
- Watermain looping would be completed without improvements to the horizontal and vertical road alignment

Realignment of Curves

- Alignment of Veterans Way curves would be softened.
- Includes land exchange with Wasaga Beach Provincial Park for lands outside the existing right-of-way

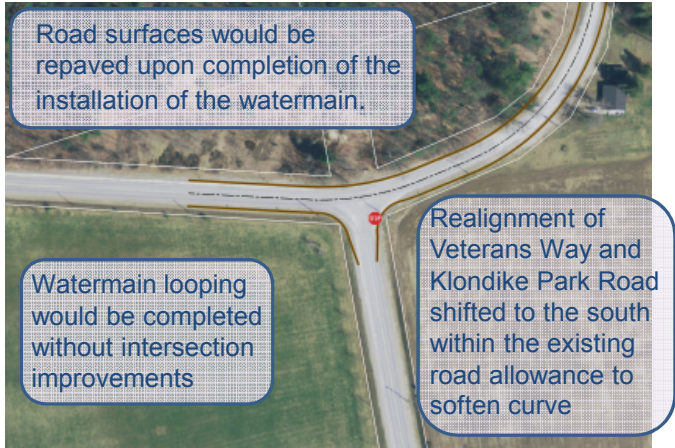
Reduce Posted Speed



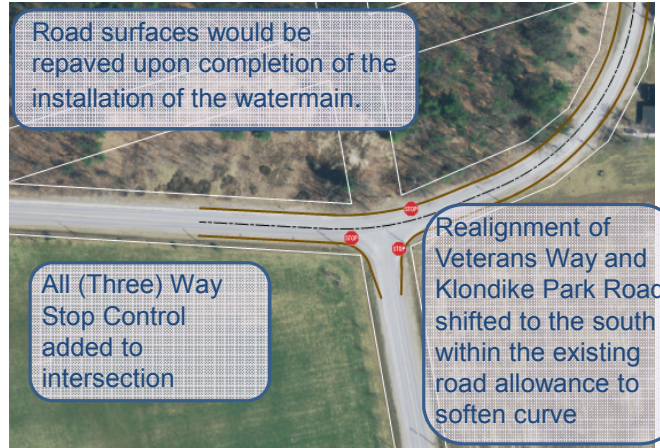
- Posted speeds would be adjusted based on speed capacity of the existing curves



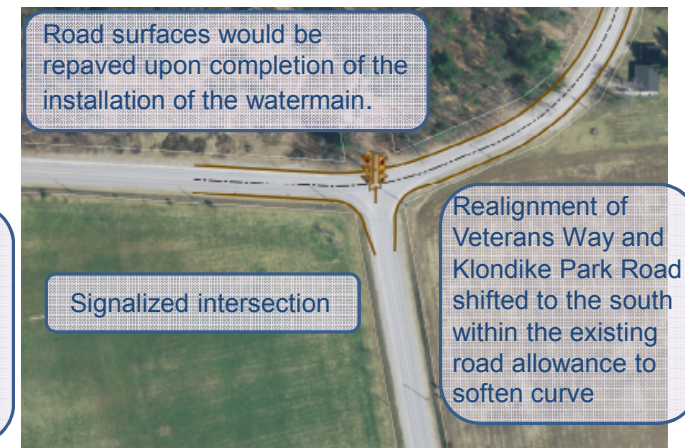
Do Nothing



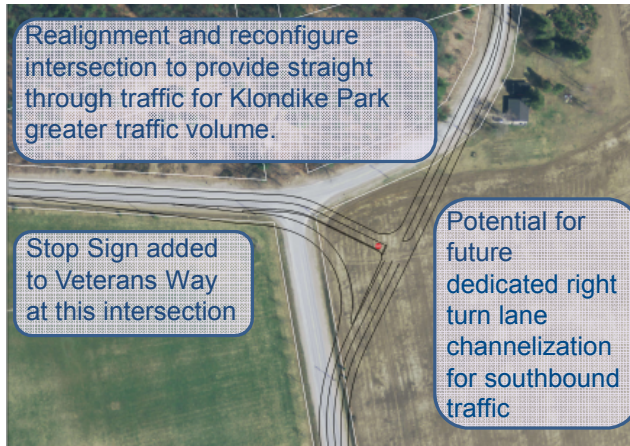
All Way Stop



Signalization



Realignment



Roundabout



Preliminary Cost Estimate

Road Improvements

Do Nothing	Reduce Posted Speed	Realignment of Curves
\$0	\$10,000	\$1,800,000

Intersection Improvements

Do Nothing	All Way Stop	Signalization	Realignment	Roundabout
\$0	\$7,500	\$200,000	\$200,000	\$800,000

ORDER OF PREFERENCE

- Most Preferred
- Moderately Preferred
- Somewhat Preferred
- Minorarily Preferred
- Least Preferred

A	NATURAL ENVIRONMENT	Do Nothing	Reduce Posted Speed	Realignment of Curves
	Terrestrial Vegetation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Surface Water and Aquatic Habitat	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Impact to Provincial Park Lands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Potential Impact to Wildlife and Habitat	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	SUMMARY NATURAL ENVIRONMENT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

B	SOCIO-CULTURAL ENVIRONMENT	Do Nothing	Reduce Posted Speed	Realignment of Curves
	Conformity to Municipal Land Use, Policies and Planning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Heritage Resources (archaeological features, built heritage, and cultural heritage landscapes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Nuisance Impacts (noise, traffic, aesthetics, disruption during construction)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Land Acquisition Requirements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Pedestrian Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Cyclist Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Motorist Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Visibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	SUMMARY SOCIO-CULTURAL ENVIRONMENT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

CRITERIA FOR EVALUATING ALTERNATIVES				
C	FINANCIAL FACTORS	Do Nothing	Reduce Posted Speed	Realignment of Curves
	Estimated Capital Costs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Estimated Operation and Maintenance Cost	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Property Acquisition Cost	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	SUMMARY FINANCIAL FACTORS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

D	TECHNICAL FACTORS	Do Nothing	Reduce Posted Speed	Realignment of Curves
	Addresses traffic control and operation requirements (Level of service, delay, queues)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Traffic Capacity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Improves road geometrics to minimum municipal standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Improves sight distances	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	SUMMARY TECHNICAL FACTORS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

E	PROBLEM STATEMENT	Do Nothing	Reduce Posted Speed	Realignment of Curves
	Addresses Problem Statement	No	Yes	Yes
	SUMMARY PROBLEM STATEMENT	Not Preferred	Preferred	Preferred

	Do Nothing	Reduce Posted Speed	Realignment of Curves
OVERALL SUMMARY	Not Preferred	Not Preferred	Preferred

Evaluation of Alternatives – Intersection Improvements

ORDER OF PREFERENCE

- Most Preferred ○
- Moderately Preferred ◐
- Somewhat Preferred ◑
- Minorarily Preferred ◒
- Least Preferred ●

A	NATURAL ENVIRONMENT	Do Nothing	All-Way Stop	Signalization	Realignment	Roundabout
	Terrestrial Vegetation	◐	◐	◐	◑	◑
	Surface Water and Aquatic Habitat	◐	◐	◐	◐	◐
	Impact to Provincial Park Lands	◐	◐	◐	◑	◑
	Potential Impact to Wildlife and Habitat	◐	◐	◐	◑	◑
	Impact to Climate Change	◑	●	●	◑	◐
	SUMMARY NATURAL ENVIRONMENT	◐	◑	◑	●	◑

B	SOCIO-CULTURAL ENVIRONMENT	Do Nothing	All-Way Stop	Signalization	Realignment	Roundabout
	Conformity to Municipal Land Use, Policies and Planning	●	◑	◐	◐	◐
	Heritage Resources (archaeological features, built heritage, and cultural heritage landscapes)	◐	◐	◐	◑	◑
	Nuisance Impacts (noise, traffic, aesthetics, disruption during construction)	◐	◐	◑	◑	◑
	Land Acquisition Requirements	◐	◐	◑	◑	◑
	Pedestrian Safety	●	◑	◑	●	◑
	Cyclist Safety	●	◑	◑	◐	◑
	Motorist Safety	●	●	◑	◑	◐
	Visibility	●	●	◑	◐	◐
	SUMMARY SOCIO-CULTURAL ENVIRONMENT	●	◑	◐	◐	◐

C	FINANCIAL FACTORS	Do Nothing	All-Way Stop	Signalization	Realignment	Roundabout
	Estimated Capital Costs	◐	◐	◑	◑	●
	Estimated Operation and Maintenance Cost	◐	◐	◑	◐	◐
	Property Acquisition Cost	◐	◐	◑	◑	◑
	SUMMARY FINANCIAL FACTORS	◐	◐	◑	◑	●

D	TECHNICAL FACTORS	Do Nothing	All-Way Stop	Signalization	Realignment	Roundabout
	Addresses current and short-term traffic control and operation requirements (Level of service, delay, queues)	◑	◑	◐	◐	◐
	Ability to accommodate potential future traffic increases	●	◑	◑	◐	◐
	Aligns intersection layout to suit heaviest traffic movements and improves road network continuity	●	●	●	◐	◐
	Addresses technical safety concerns associated with improved sight distances and turning movements	●	◑	◑	◐	◐
	Improves intersection geometrics	●	●	◑	◐	◐
	SUMMARY TECHNICAL FACTORS	●	●	◑	◐	◐

E	PROBLEM STATEMENT	Do Nothing		All-Way Stop		Signalization		Realignment		Roundabout	
	Addresses Problem Statement	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	SUMMARY PROBLEM STATEMENT	Not Preferred		Preferred		Preferred		Preferred		Preferred	

	Do Nothing	All-Way Stop	Signalization	Realignment	Roundabout
OVERALL SUMMARY	Not Preferred	Not Preferred	Not Preferred	Preferred	Not Preferred

Intersection Improvements - Realignment



- Realign and reconfigure intersection to provide straight through traffic for Klondike Park Road
- Stop sign to Veterans Way, potential for future dedicated right turn lane channelization for southbound traffic

Road Improvements - Realignment of Curves



- Alignment of Veterans Way curves would be softened. Includes land exchange with Wasaga Beach Provincial Park for lands outside the existing road allowance
- Alignment of Klondike Park Road would be adjusted within the existing road allowance

Potential Impact	Mitigation
<p>Surface water, wetland and groundwater quality from sedimentation or spills during construction</p>	<p>The footprint of the disturbed area to be minimized as much as possible.</p> <p>Develop an Erosion and Sediment Control Plan, Spill Prevention and Contingency Plan for construction and operational phases of the project, including training for on-site workers</p> <p>Equipment fueling and maintenance completed off-site.</p> <p>Prepare a geotechnical investigation and report, as part of the detailed design to outline groundwater conditions at the site and provide recommendations for dewatering and MOECC permit requirements.</p>
<p>Archaeological, cultural heritage impacts</p>	<p>Complete a Stage 2 archaeological assessment for areas of potential earthworks within Study Area to determine if there are any archaeological resources.</p> <p>No impacts to cultural heritage are anticipated.</p>
<p>Potential safety hazard from construction activities</p>	<p>The contractor will be required to implement a Health and Safety Plan (OHS 1990).</p>

Potential Impacts and Mitigation

Potential Impact	Mitigation
<p>Loss of vegetation/habitat loss, impact to species at risk</p>	<p>Limiting the extent of construction footprint limits as much as possible.</p> <p>Stabilize and re-vegetate disturbed areas and restore to a pre-disturbed state where feasible.</p> <p>Avoid Impacts to rare plant communities (Tallgrass Prairie/ Cultural Meadow) where possible.</p> <p>Implement protective measures (e.g., silt fence) to prevent access, stockpile and storage within the prairie communities</p> <p>Avoid the removal of low potential candidate bat maternity roosting trees where possible.</p> <p>Complete removals , where necessary, outside of the active bat maternity season.</p> <p>Develop an erosion and sediment control plan</p> <p>Limit construction activities with the potential to destroy migratory birds nests and eggs, to the period outside of the core breeding bird season.</p> <p>Complete earthworks and vegetation removal activities outside of the active season for identified Special Concern and Threatened reptile species to the extent possible. Install temporary silt fence barriers at strategic locations to exclude reptiles.</p> <p>Wildlife crossing(s) designed for reptiles should be installed at strategic locations</p> <p>Should species at risk be encountered at any time during the project, the MNRF District Office shall be contacted for advice on how to proceed.</p>
<p>Temporary nuisance noise during construction activities. Access, Increased dust in air from construction activities.</p>	<p>Implement noise control measures, where required.</p> <p>Vehicles / machinery and equipment should be in good repair, equipped with emission controls, as applicable, and operated within regulatory requirements.</p> <p>If required, dust control measures may include the wetting of surfaces using a non-chloride based compound to protect water quality.</p>

- Review public, stakeholder and Agency comments generated from the PIC. (please submit all comments August 12, 2016);
- Prepare a PIC Summary Report including comments and responses, as applicable, to be available on the Town website following the PIC comment period.
- Select a preferred alternative.
- Present the preferred alternative to Town Council for approval in Fall 2016. Those who want to be kept informed of this process will be advised when this will be considered by council;
- Issue Notice of Study Completion and provide Project File Report for final public review and comment – Fall 2016; and
- Detailed Design and Construction – Currently proposed for 2018 (as identified in capital budget, subject to change).

Help Shape Decisions made in this Study

You can provide your comments by completing a comment sheet and placing it in the comment box, or you may take it home and return it at a later date. Please submit your comments to the project contacts below by August 12, 2016. If you would like more information or if you have any questions or concerns please contact:

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Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will become part of the public record.