

West Street South Improvements Municipal Class EA City of Orillia

Public Information Centre (PIC)

Welcome



Problem / Opportunity Statement:

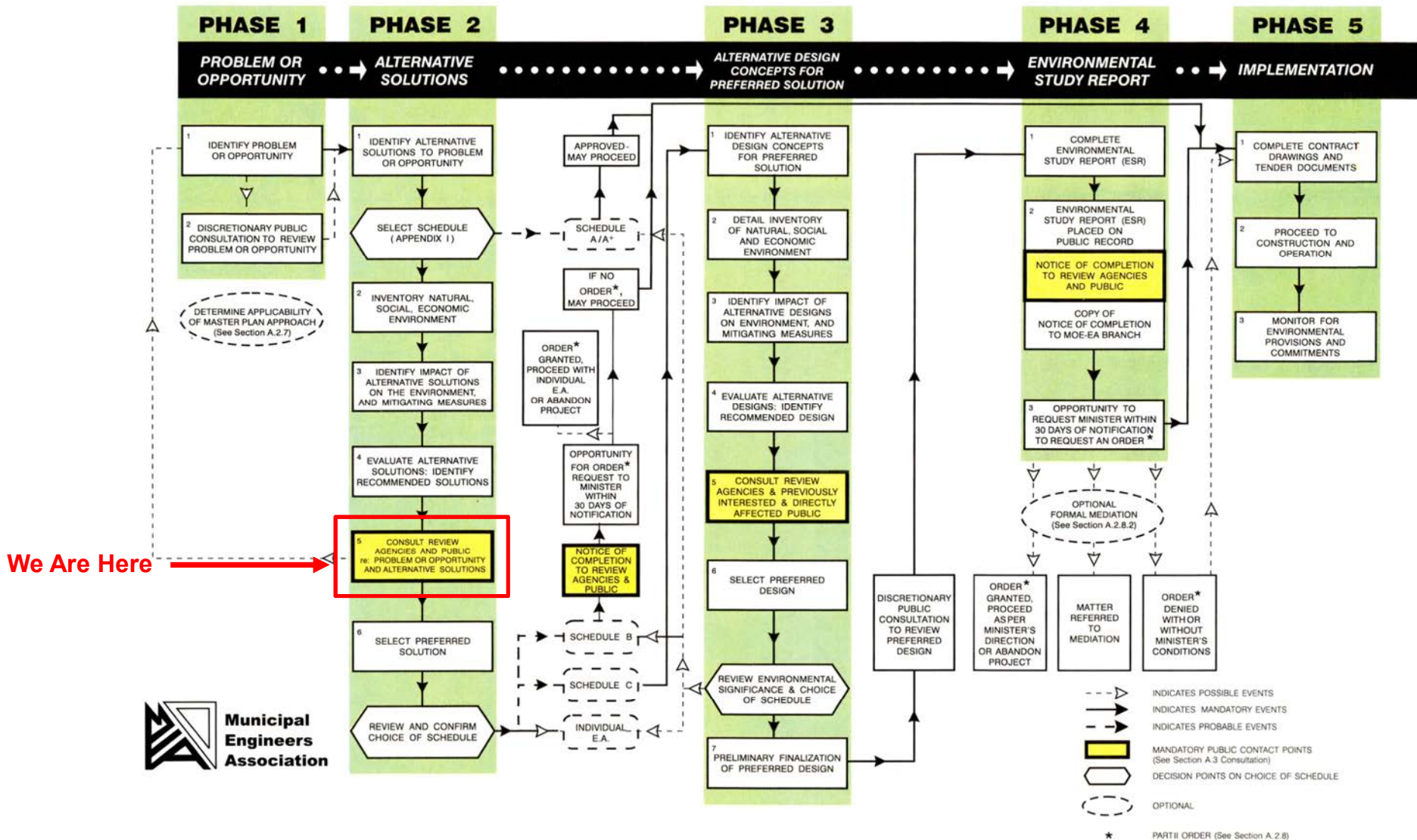
“Following the recommendations of the 2005 Transportation Master Plan, 2011 Transportation Master Plan Update and 2019 Multi-Modal Transportation Master Plan, the City of Orillia has identified the need to widen West Street South from James Street to Highway 12 to support the connection between downtown Orillia and Highway 12 and to meet the needs of anticipated population and employment growth and traffic demands, including active transportation.”

Purpose of this PIC is to:

- Present the Problem/Opportunity Statement
- Provide an overview of the Municipal Class Environmental Assessment process
- Provide information on the existing environment of the Study Area
- Present an evaluation of the alternative solutions
- Obtain input on the alternative solutions
- Identify next steps



This project is being considered as a Schedule 'B' Project (Phases 1 and 2), as defined in the Municipal Engineers Association Class EA document. The appropriate Schedule will be reviewed at the end of Phase 2 of the EA Process.



West Street South Municipal Class 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

Notice of
Commencement

Phase 2- Alternative Solutions

What are the options to meet our needs?
What do the options look like?
What is the cost of the options?
What is the impact to the environment?

- Identify Alternative Solutions
- Identify Impacts and Mitigation Measures
- Evaluate Alternative Solutions
- Select Preferred Solution
- Confirm EA Schedule (Schedule B)

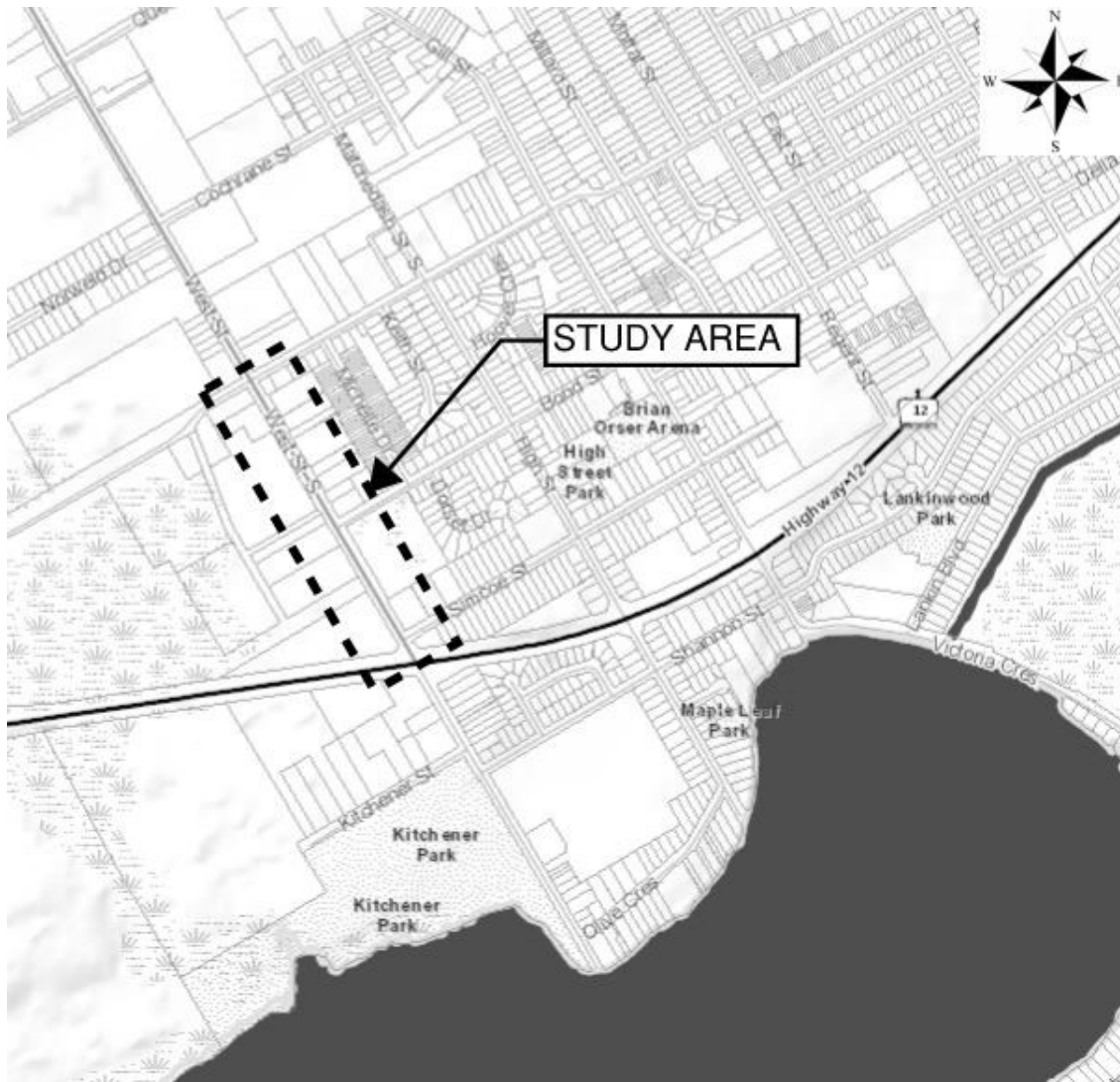
*Public
Information
Centre #1*

Project File Report

- Document the EA planning process for public review

Notice of
Completion and
Public Review





The Study Area includes West Street South from Highway 12 to James Street.

The 0.6 kilometer corridor is a mix of light industrial, arterial commercial land use. The corridor contains treed and open areas as well as several drainage ditches and two culvert crossing. The watercourse in the Study Area is known as Mill Creek.

Improvements to West Street South within the Study Area will be necessary to support the future growth and maintain effective traffic flow and connection between Highway 12 and downtown Orillia.



Strategic Planning

The EA is guided by the City's strategic planning documents, including:

- City of Orillia Official Plan (Consolidated 2021)
- 2019 Multi-modal Transportation Master Plan
- Provincial Standards and Design Guidelines
- City of Orillia Comprehensive Stormwater Management Master Plan (February 2016)
- City of Orillia Water System Master Plan (December 2015) (currently being updated)
- City of Orillia Wastewater System Master Plan Update (January 2013) (currently being updated)
- City of Orillia Engineering Design Criteria (July 2012)
- City of Orillia Active Transportation Plan (July 2012)



Future Traffic Analysis

Future traffic conditions for the 2032 and 2042 study horizon years were used to assess the 10-year and 20-year future traffic along the Study Area corridor, assuming that the widening of West Street South is completed in 2022.

Future traffic volumes were projected based on forecasted traffic growth along the study corridor, background traffic from planned future developments and future road network improvements.

The Traffic analysis considered the following scenarios:

- existing conditions (2 lanes)
- 4 lanes (2 travel lanes each direction)
- 3 lanes (1 travel lane each direction and a two-way left turn lane)

The 3-lane cross-section with the two-way left-turn lane and 4-lane cross-section are both able to accommodate future traffic volumes up to the horizon year of 2042, with additional improvements (i.e., optimized signal timings and additional lanes along Highway 12).



Maintain effective traffic flow and connection between Highway 12 and downtown Orillia

Meet the needs of existing land use and property access

Provide capacity for future growth and traffic.

Planning policy and regulation

Accommodate pedestrians and active transportation along the corridor.

Opportunities for Storm Water LID's

Replace aging underground infrastructure where required and upgrade where needed.

Public, Indigenous community and agency input

Existing road right-of-way and potential for land acquisition



Traffic and Transportation

- Two-lane, north-south arterial road (4 lanes north of James Street) with an average of 11,000 vehicles per day
- Posted speed limit of 50km/hr
- Several driveways along the West Street corridor provide access to light industrial / commercial developments
- Four intersections along the Study corridor
- Existing traffic signals at James Street and Highway 12 intersections
- City bus route with 3 bus stops in the northbound lane
- Hourly transit service 7 days per week

Utilities and Infrastructure

- Buried and aerial telecommunications, hydro and buried gas
- Existing Watermain & Sanitary Sewer

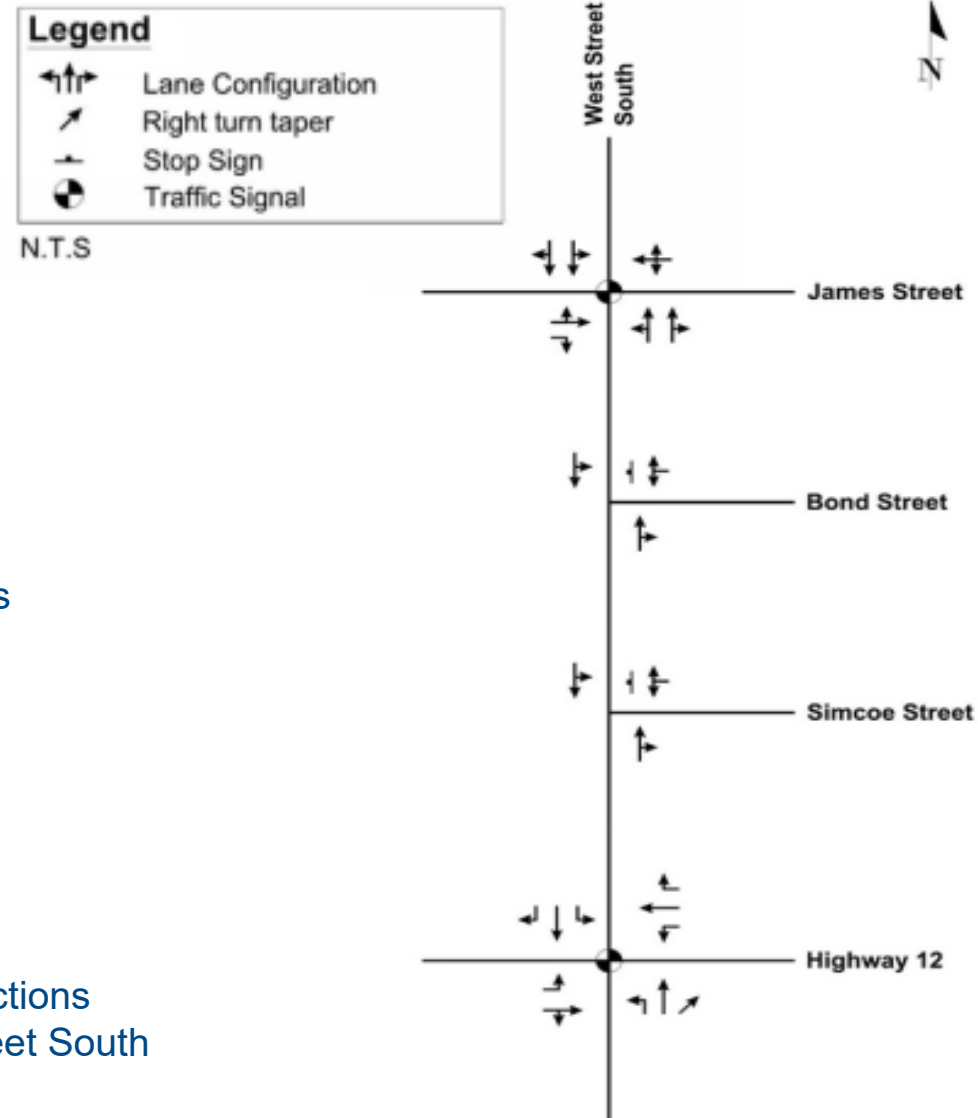
Storm Water

- Open ditch and existing storm sewers

Active Transportation

- Sidewalk along east side of the road
- Pedestrian signals at James Street and Highway 12 intersections
- Multi-use path north side of James Street, west of West Street South

Existing Road Network



Land Use

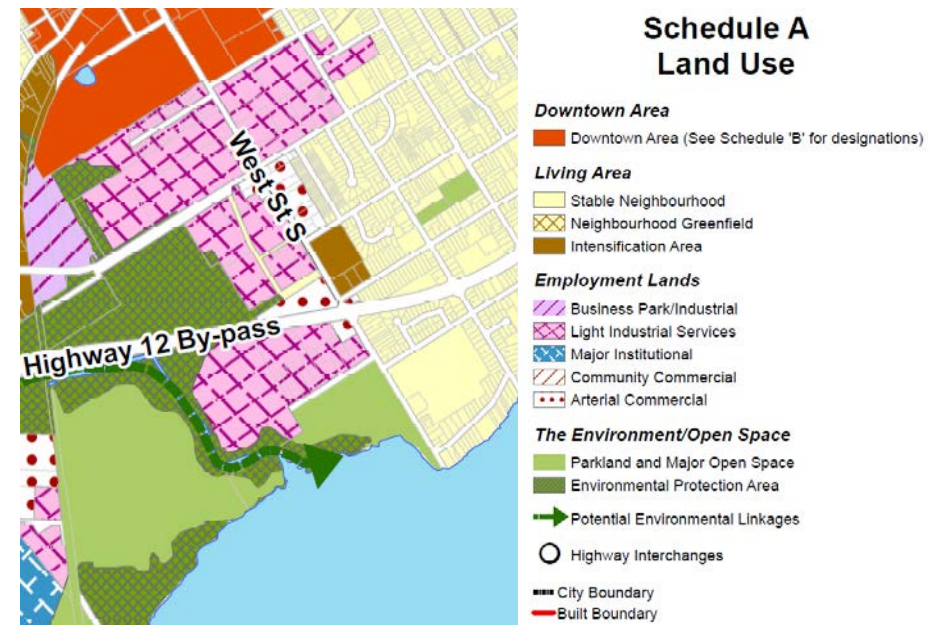
The lands adjacent to the Study Area corridor consist of employment lands including Light Industrial Services and Arterial Commercial land use as well as an area between Bond Street and Simcoe Street identified as an intensification area.

Transportation Master Plans for the City of Orillia from 2005 to 2019 identified the reconstruction and widening of West Street South to four lanes with the Study Area including protected bike lanes on both sides of the road and the addition of a sidewalk on the west side of the road.

City's *Multi-modal Transportation Plan* (MTMP) identified West Street as a key corridor for improvement within the cycling network.

Additional bus stops may be considered on the west side of West Street South to support potential transit route network improvements for two-way service.

The Official Plan Parks and Trail System Network identifies a proposed multi-use trail located along West Street South.



Official Plan land use designation within the Study Area
(Official Plan City of Orillia, consolidated February 2021)

Cultural Heritage

Cultural heritage resources are not anticipated to be present within the West Street South right-of-way.

Archaeological Resources

A Stage 1 archaeological assessment will be completed to assess the archaeological potential of the Study Area as part of the Municipal Class EA. Where archaeological resources may be affected by the preferred solution, appropriate mitigation measures will be developed.



The Study Area corridor is mostly developed with limited treed and open areas.

Drainage ditches provide storm water drainage.

Culvert crossing of Mill Creek is considered fish habitat downstream of the culvert.

Study Area is Located within the Lake Simcoe Region Conservation Authority (LSRCA) watershed boundary, within the Oro Creeks North Subwatershed.

Mill Creek is not regulated by LSRCA.

Potential wildlife habitat may be suitable for species adapted to an urban environment such as squirrel, chipmunk, raccoon, bird species etc.

Habitat for Species at Risk is marginal as a result of ongoing disturbance and maintenance of vegetation adjacent to West Street South.

Preferred wildlife habitat may be present to the west of the Study Area within the Orillia Filtration (OR2) Wetland Natural Area. Mill Creek may provide potential connection to the Study Area.



The evaluation of alternatives is a step-by-step process that compares alternatives that are feasible within the project environment and meet the project objectives outlined in the Problem/Opportunity Statement. A range of solutions are being considered in order to create the opportunity for population growth and promote active transportation.

Possible Solutions include:

- 1. Do Nothing** - This is a mandatory solution in the Municipal Class Environmental Assessment process.
- 2. Widen the Road to 4 Lanes with a Multi-Use Trail on the West Side and Sidewalk on the East Side**
- 3. Widen to 4 Lanes with Bike Lanes and a Sidewalk on the East Side**
- 4. Widen to 4 Lanes with Bike Lanes and Sidewalk on Both the East and West Side**
- 5. Widen to 3 Lanes with Bike Lanes and Multi-Use Trail on the West and Sidewalk on the East Side**
- 6. Widen to 3 Lanes with Bike Lanes and Sidewalk on Both the East and West Side**



Landscaping, Low Impact Development (LID) Storm Water Management:

In addition to the road improvement options considered above for West Street South, each alternative will be reviewed for opportunities for Storm Water LID's.



Other Improvements:

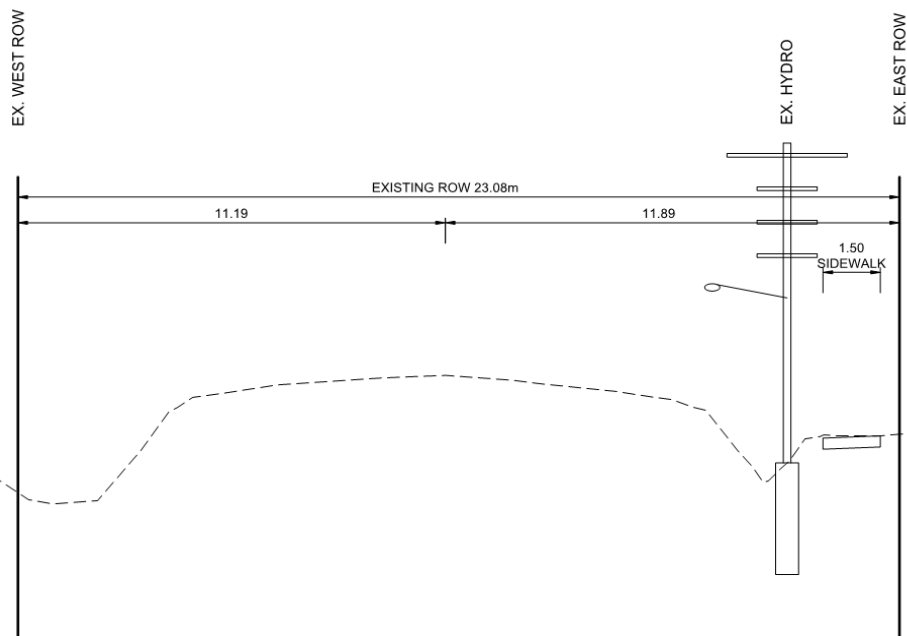
Specific operational and safety improvements were reviewed during the Municipal Class EA, such as timing of traffic controls and turn lanes to optimize traffic flow.

A multi-use trail extension is planned for the west side of West Street South, from north of James Street to the Orillia Recreation Centre.

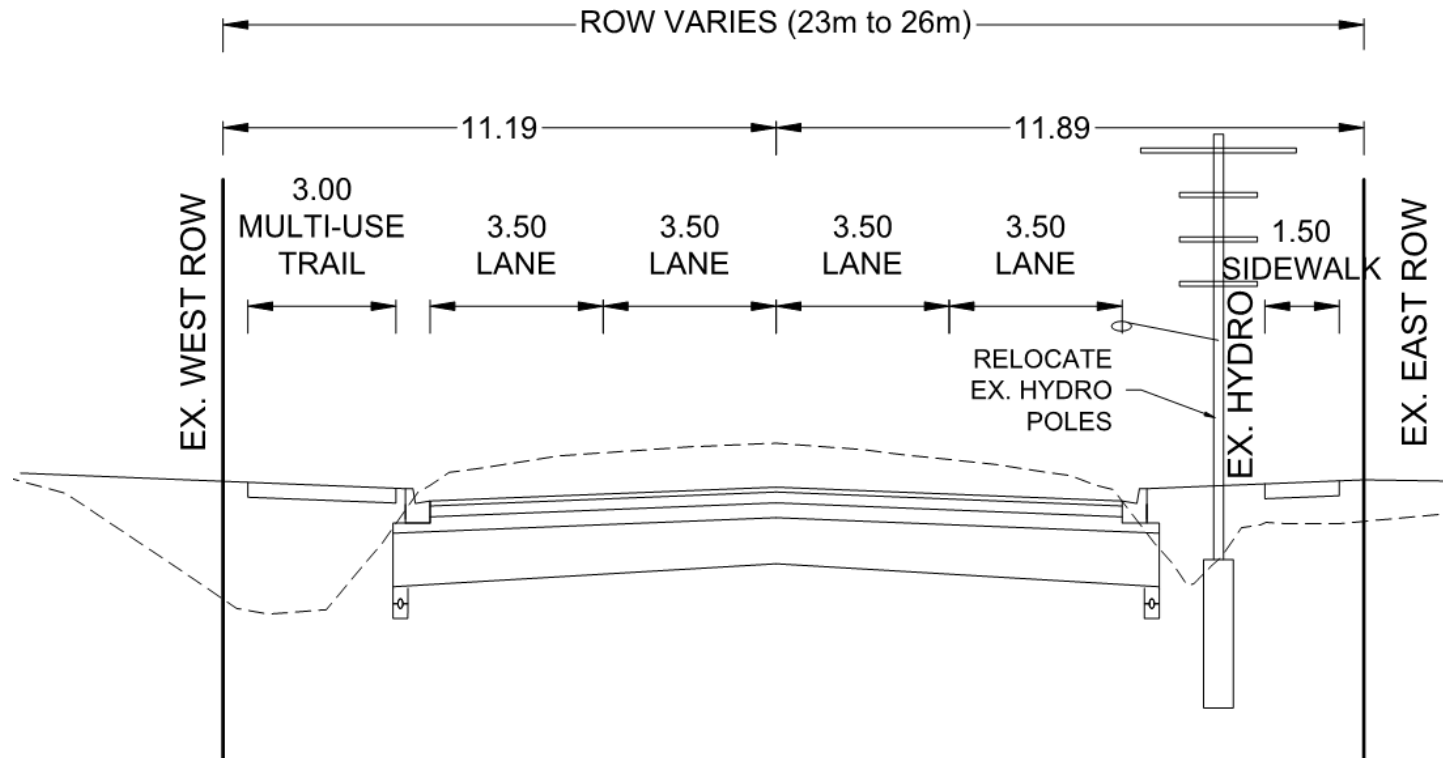
Other City infrastructure such as Watermains and Sanitary sewers will be reviewed during detailed design and recommendations will be made for the replacement of aged infrastructure or upgrades as outlined in the City's Asset Management Plans, Wastewater Master Plan (on-going), and Water Master Plan (on-going).

Alternative 1: Do Nothing

The Do Nothing alternative is a mandatory requirement for consideration in a Municipal Class EA. In this option, the road corridor would remain the same and operate as a two-lane, two-way road. Regular maintenance would be performed as required. The Do Nothing Alternative does not address the problem statement to meet the needs of anticipated population and employment growth and traffic demands, including active transportation.

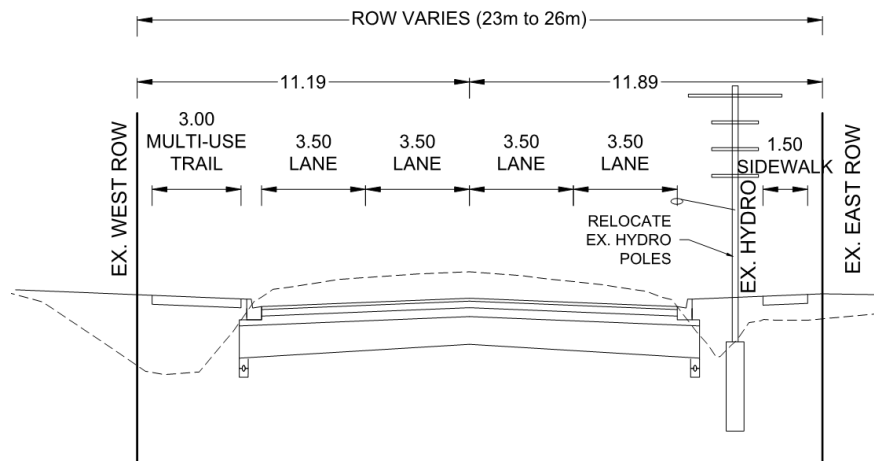


Alternative 2: Widen to 4 Lanes with a Multi-Use Trail on West Side and Sidewalk on the East Side



- Widen the road to a 4 lane, two-way road with curb and gutter
- Reconstruct the existing sidewalk on the east side
- Construct an off-road 3.0 m wide multi-use trail on the west side
- Install storm sewer system and review LID opportunities for roadway drainage
- Relocate utilities, where required

Alternative 2: Widen to 4 Lanes with a Multi-Use Trail on West Side and Sidewalk on the East Side



- Widen the road to a 4 lane, two-way road with curb and gutter
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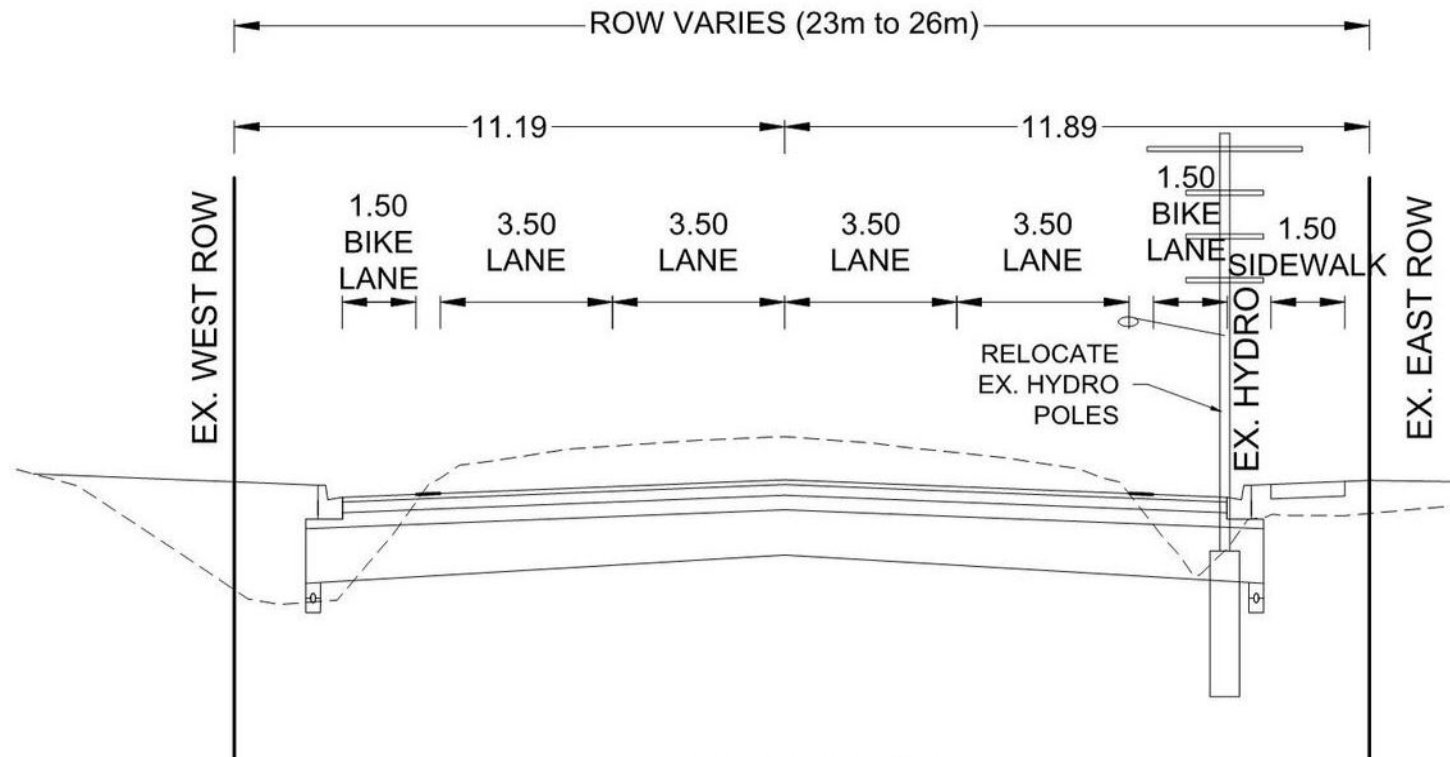
Benefits:

- Will accommodate future traffic volumes up to 2042, with improved travel time and traffic flow
- Somewhat satisfies MTMP recommendation for sidewalks on both sides with opportunity to use multi-use trail as pedestrian path.
- Improved safety for active transportation with off-road facility and access on both sides of the road
- Land acquisition is not anticipated
- Provides potential connection to existing multi-use trail on north side of James Street
- Impact to archaeological resources not anticipated.
- Impact to adjacent natural features not anticipated

Challenges:

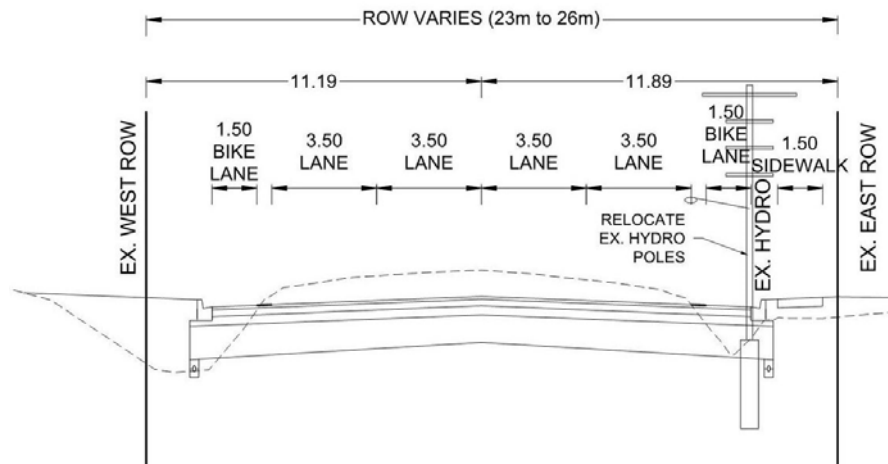
- Does not satisfy MTMP recommendation for protected bike lanes.
- Multi-use trail shared access to potential bus stops on west side for possible two-way bus route
- Multi-use trail may result in greater potential for cycle/motorist accidents at driveway access points. May increase the need for crossing the road to connect to other Active Transportation facilities
- Winter maintenance of multi-use trail, sidewalk
- Temporary construction impacts
- Moderate costs for construction and maintenance relative to the other options

Alternative 3: Widen to 4 Lanes with On-Road Bike Lanes and a Sidewalk on the East Side



- Widen the road to a 4 lane, two-way road with curb and gutter
- Reconstruct the existing sidewalk on the east side
- Construct an on-road 1.5m wide bike lane with 0.5m buffer lane on both sides
- Install storm sewer system and review LID opportunities for roadway drainage
- Relocate utilities, where required

Alternative 3: Widen to 4 Lanes with On-Road Bike Lanes and a Sidewalk on the East Side



- Widen the road to a 4 lane, two-way road with curb and gutter
- Reconstruct the existing sidewalk on the east side
- Construct an on-road 1.5m wide bike lane with 0.5m buffer lane on both sides
- Install storm sewer system and review LID opportunities for roadway drainage
- Relocate utilities, where required

Benefits:

- Will accommodate future traffic volumes up to 2042, with improved travel time and traffic flow
- Satisfies MTMP recommendation for protected bike lanes

Challenges:

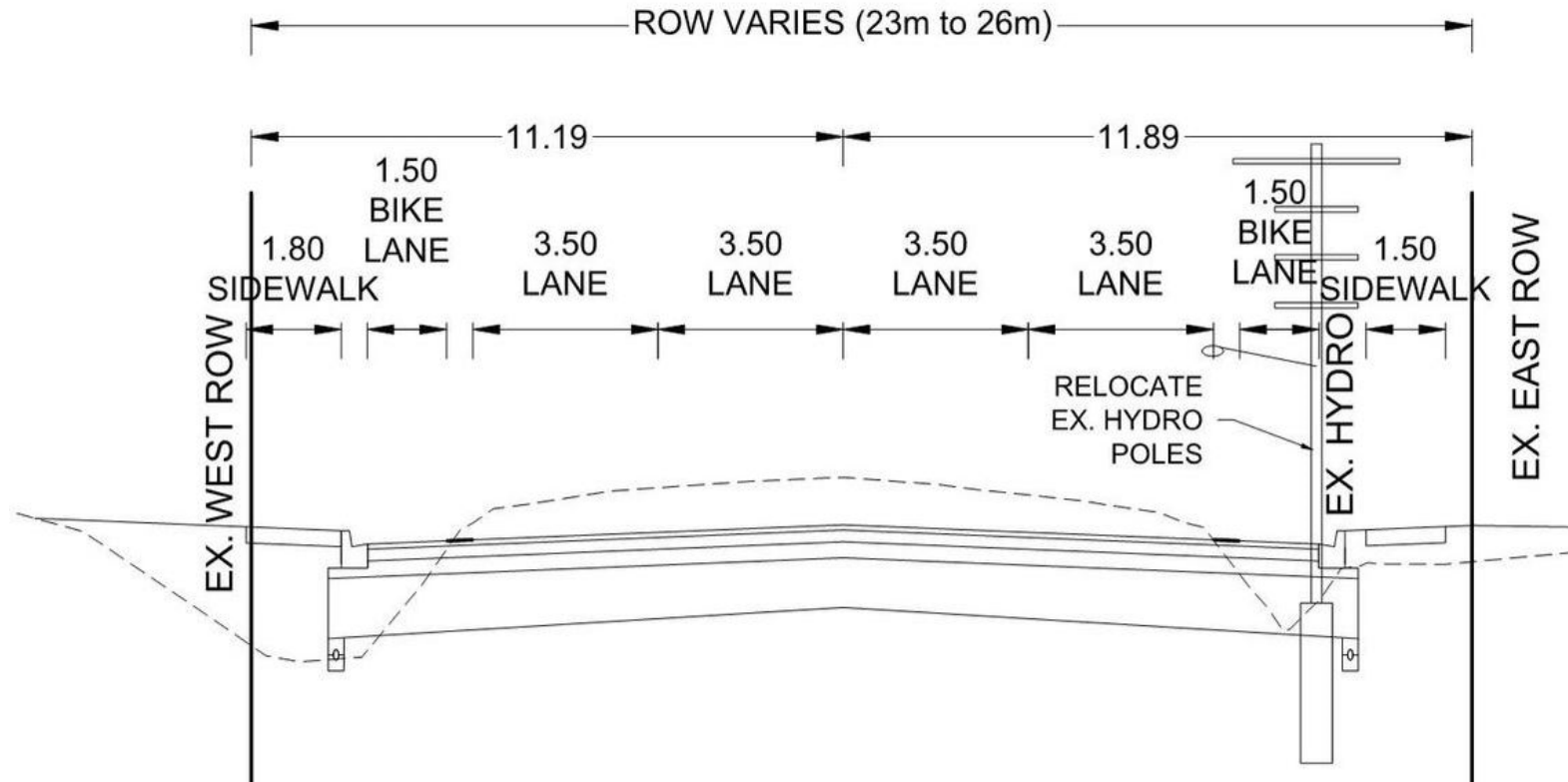
- Does not satisfy MTMP or Official Plan recommendation for sidewalks on both sides of the road
- Land acquisition is anticipated for road and to accommodate Hydro poles
- Possible impact to potential archaeological resources. Further assessment is required.

Challenges:

- Tree and vegetation clearing required within areas of property acquisition
- Sidewalk only on one side. No multi-use trail connection to existing trail on north side of James Street
- Temporary construction impacts
- No opportunity for bus stop platforms on the west side for possible two-way bus route
- Winter maintenance of sidewalk. Lack of boulevard for snow storage results in increased frequency of winter maintenance of bike lanes
- Moderate cost for improvements. High cost for regular maintenance relative to the other options.

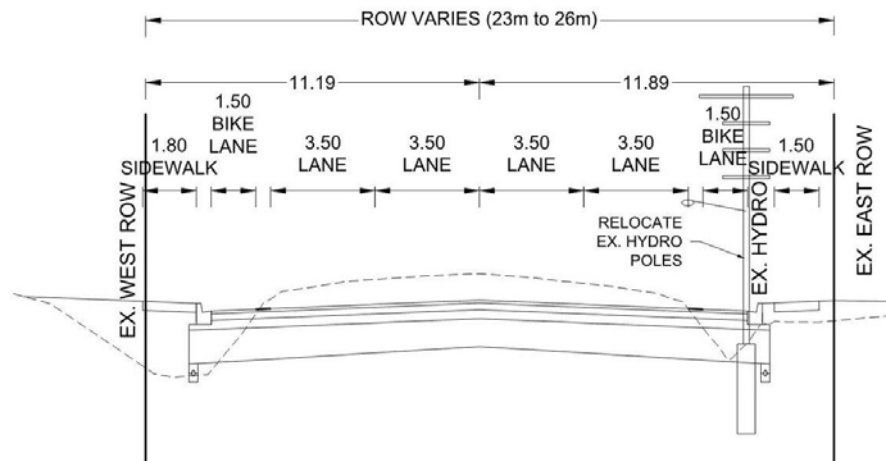


Alternative 4: Widen to 4 Lanes with On-Road Bike Lanes and Sidewalk on Both the East and West Side



- Widen the road to a 4 lane, two-way road with curb and gutter
- Construct sidewalk on the west side. Reconstruct the existing sidewalk on the east side.
- Construct an on-road 1.5m wide bike lane with 0.5m buffer lane on both sides
- Install storm sewer system and review LID opportunities for roadway drainage
- Relocate utilities, where required

Alternative 4: Widen to 4 Lanes with On-Road Bike Lanes and Sidewalk on Both the East and West Side



- Widen the road to a 4 lane, two-way road with curb and gutter
- Construct sidewalk on the west side. Reconstruct the existing sidewalk on the east side.
- Construct an on-road 1.5m wide bike lane with 0.5m buffer lane on both sides
- Install storm sewer system and review LID opportunities for roadway drainage
- Relocate utilities, where required

Benefits:

- Will accommodate future traffic volumes up to 2042, with improved travel time and traffic flow
- Satisfies MTMP recommendation for protected bike lanes and sidewalks on both sides of the road

Challenges:

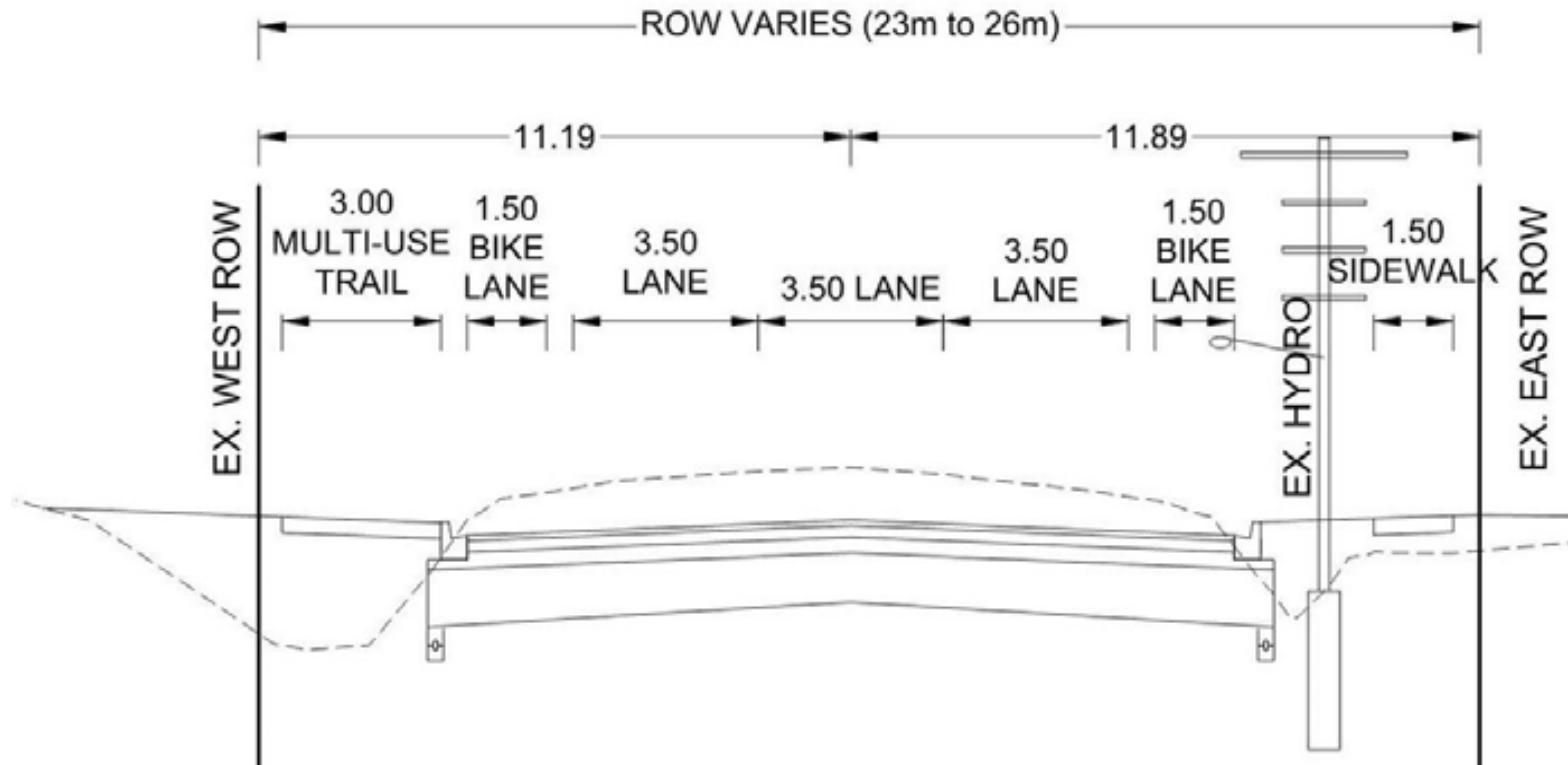
- Land acquisition is anticipated for road and to accommodate Hydro poles
- Possible impact to potential archaeological resources. Further assessment is required.
- Tree and vegetation clearing required within areas of property acquisition

Challenges:

- Temporary construction impacts
- Winter maintenance of sidewalk. Lack of boulevard for snow storage results in increased frequency of winter maintenance of bike lanes
- No multi-use trail connection to existing trail on James Street
- Limited opportunity for bus platforms on west side of street for possible two-way bus service
- Moderate to high costs for construction. Highest cost for maintenance relative to other options

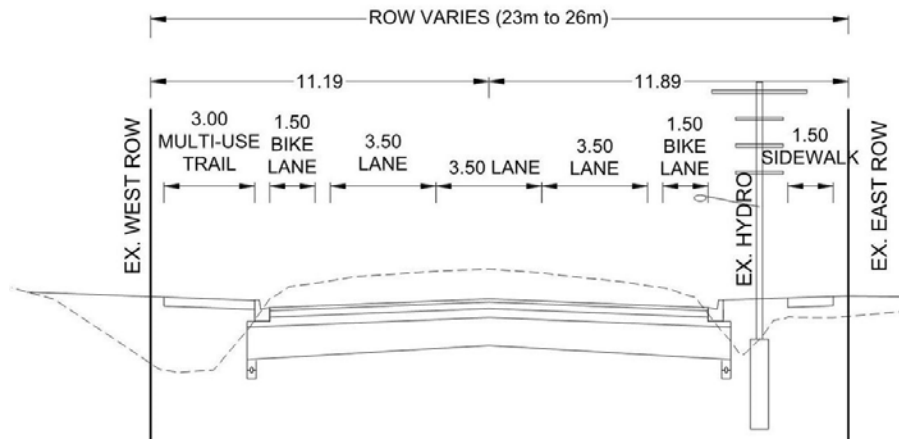


Alternative 5: Widen to 3 Lanes with On-Road Bike Lanes, Multi-Use Trail on the West and Sidewalk on the East Side



- Widen the road to a 3 lane, two-way road with curb and gutter
- Construct an off-road 3.0 m wide multi-use trail on the west side. Reconstruct the existing sidewalk on the east side
- Construct an on-road 1.5m wide bike lane with 0.5m buffer lane on both sides
- Install storm sewer system and review LID opportunities for roadway drainage
- Relocate utilities, where required

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- Relocate utilities, where required

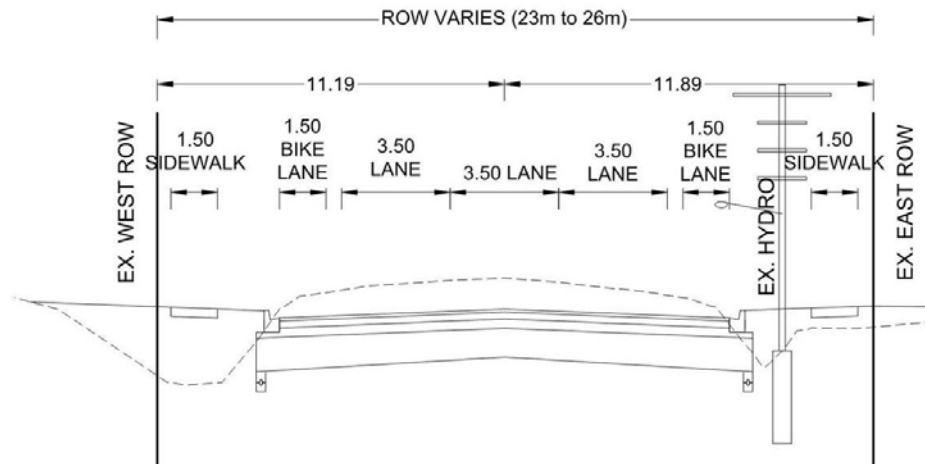
Benefits:

- Will accommodate future traffic volumes up to 2042, with improved travel time and traffic flow
- Improves safety of turning movements
- Satisfies MTMP recommendation for protected bike lanes. Somewhat satisfies MTMP recommendation for sidewalks on both sides with opportunity to use multi-use trail as pedestrian path.
- Provide multi-use trail connection to existing trail on north side of James Street
- Impact to archaeological resources not anticipated.
- Impact to adjacent natural features not anticipated

Challenges:

- Temporary construction impacts
- Winter maintenance of sidewalk and multi-use trail
- Multi-use trail shared access to potential bus stops on west side for possible two-way bus route
- Possible land acquisition may be required
- Moderate costs for construction. Moderate to high cost for maintenance relative to other options

Alternative 6: Widen to 3 Lanes with On-Road Bike Lanes and a Sidewalk on Both the East and West Side



Widen the road to a 3 lane, two-way road with curb and gutter. Narrow lanes

Construct a sidewalk on the west side. Reconstruct the existing sidewalk on the east side

Construct an on-road 1.5m wide bike lane with 0.5m buffer lane on both sides

Install storm sewer system and review LID opportunities for roadway drainage

Relocate utilities, where required

Benefits:

- Will accommodate future traffic volumes up to 2042, with improved travel time and traffic flow
- Improves safety of turning movements
- Satisfies MTMP recommendation for protected bike lanes. Satisfies MTMP recommendation for sidewalks on both sides.
- Opportunity for bus platforms on west side of street for possible two-way bus service
- Land acquisition not anticipated
- Impact to archaeological resources not anticipated
- Impact to adjacent natural features not anticipated

Challenges:

- Temporary construction impacts
- Winter maintenance of sidewalks
- Does not provide multi-use trail connection to existing trail on north side of James Street
- Moderate costs for construction and maintenance relative to the other options

The alternative solutions for road widening in the Study Area are evaluated at a high level relative to each other against a set of criteria. Potential criteria are provided below under each of the project environments:



Natural Environment

- Potential to impact wildlife habitat
- Potential impact to the habitat of species at risk
- Potential impact to ground water resources
- Potential climate change impact and resilience



Socio-Cultural Environment

- Potential to impact heritage resources such as archaeology
- Nuisance impacts such as noise, construction impacts
- Land acquisition needs, impacts to driveway access
- Conformity to municipal and agency policy
- Level of service for local residents and business, impact to municipal services
- Active Transportation connectivity and safety








Financial Environment





























































- Capital costs
- Operation and maintenance costs
- Property acquisition costs




































































Technical Environment






- Level of service/ traffic congestion
- Design constraints, utility impacts
- Access to properties

























ORDER OF PREFERENCE	
Most Preferred	
More Preferred	
Somewhat Preferred	
Less Preferred	
Least Preferred	

CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Widen to 4 lanes with Multi-use Trail on the West Side and Sidewalk on the East Side	3) Widen to 4 Lanes with Bike Lanes and a Sidewalk on the East Side	4) Widen to 4 Lanes with Bike Lanes and Sidewalk on Both the East and West Side	5) Widen to 3 Lanes with Bike Lanes and Multi-Use Trail on the West and Sidewalk on the East Side	6) Widen to 3 Lanes with Bike Lanes and Sidewalk on Both the East and West Side
NATURAL ENVIRONMENT						
Vegetation/Tree (potential to impact or remove vegetation or trees)						
Terrestrial Habitat (potential to impact breeding birds, general wildlife, habitat connectivity)						
Fisheries/Aquatic Habitat (potential to impact habitat features)						
Water Resources (potential to impact groundwater, drainage features)						
Impact on Climate Change (potential for greenhouse gas emissions, impact to carbon sinks, resilience or vulnerability)						
SUMMARY NATURAL ENVIRONMENT						
FINANCIAL FACTORS						
Estimated Capital Costs						
Estimated Operation and Maintenance Cost						
Property Acquisition Cost						
SUMMARY FINANCIAL FACTORS						

ORDER OF PREFERENCE	
Most Preferred	
More Preferred	
Somewhat Preferred	
Less Preferred	
Least Preferred	

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SOCIO-CULTURAL ENVIRONMENT						
Conformity to Municipal Policies and Development Planning (road network and connectivity)						
Heritage Resources (archaeological features)						
Local Residents Nuisance Impacts (noise, traffic, visual impact)						
Municipal services (snow removal, garbage pick up, transit stops)						
Level of Service (safety of traveled road, travel time)						
Active Transportation (connectivity to active transportation network)						
Active Transportation (Pedestrian Safety)						
Active Transportation (Cyclist Safety)						
Land Acquisition Requirements						
SUMMARY SOCIO-CULTURAL ENVIRONMENT						

ORDER OF PREFERENCE	
Most Preferred	
More Preferred	
Somewhat Preferred	
Less Preferred	
Least Preferred	

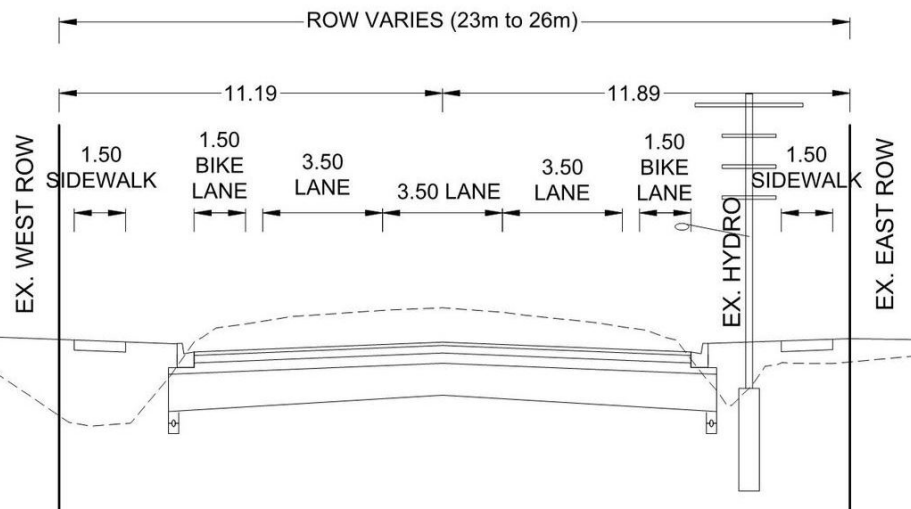
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TECHNICAL FACTORS						
Addresses future traffic volumes and operation requirements (delay, queues, mobility)						
Accommodates access to adjacent properties and operational safety						
Design constraints (hydro utilities)						
SUMMARY TECHNICAL FACTORS						

PROBLEM STATEMENT						
Addresses Problem Statement	No	Yes	Yes	Yes	Yes	Yes
SUMMARY PROBLEM STATEMENT	Not Preferred	Preferred	Preferred	Preferred	Preferred	Preferred

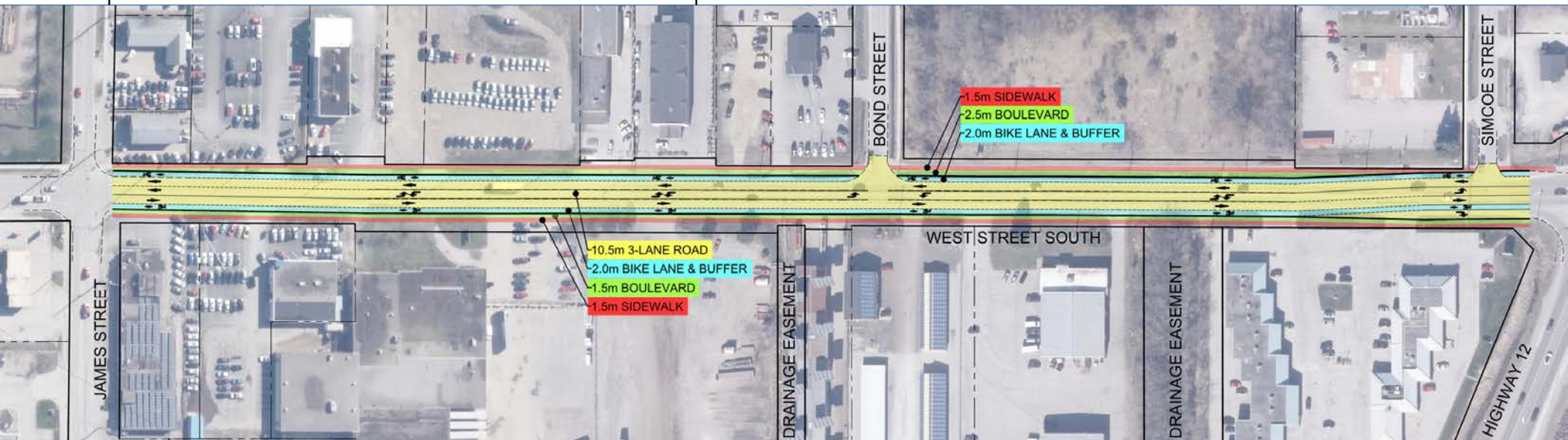
OVERALL SUMMARY	Not Preferred	More Preferred	Least Preferred	Less Preferred	More Preferred	Most Preferred
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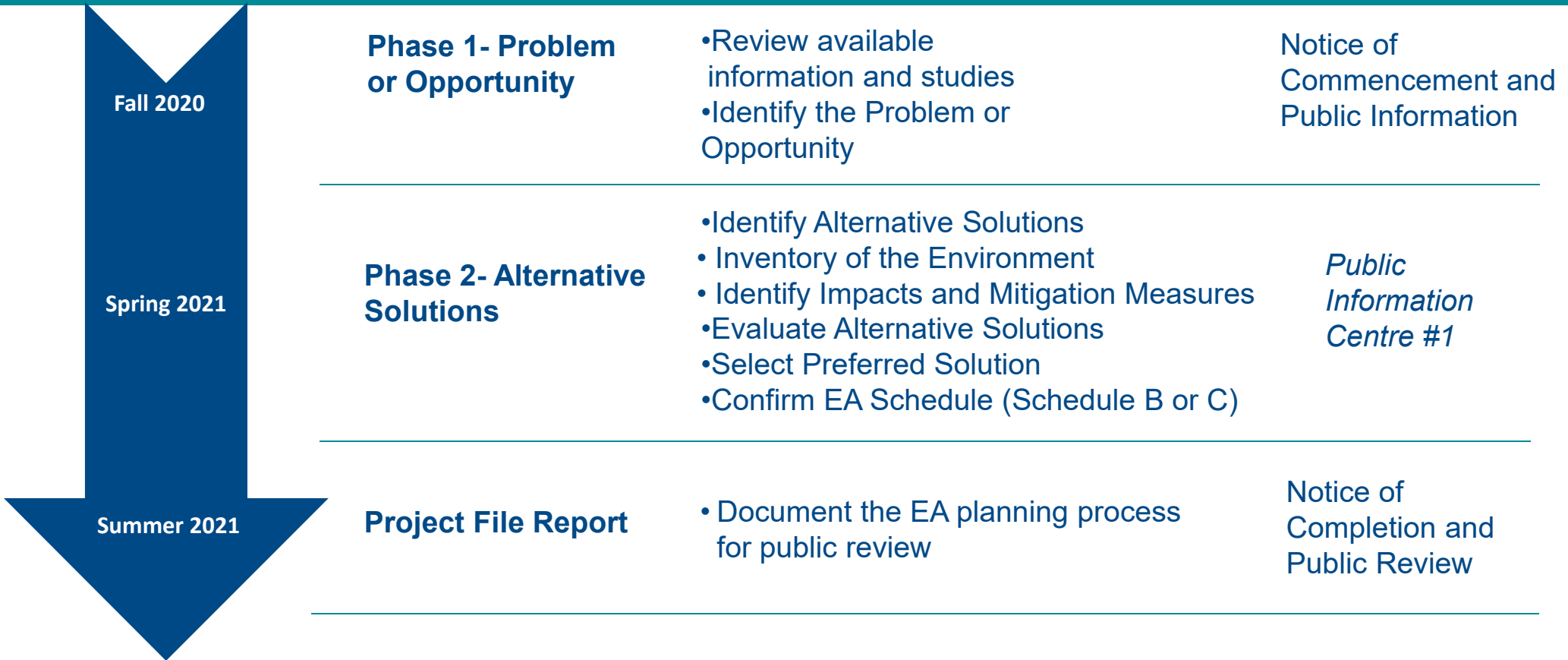


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- Install Storm Sewer system and review LID opportunities for roadway drainage





Next Steps...

- Review public, stakeholder and Agency comments generated from this Public Information Centre (for this phase of the project, please submit your comments by June 7th, 2021)
- Select Preferred Solution
- Issue Notice of Study Completion and provide Project File Report (PFR) for final public review and comment for a period of 30 days

Help shape decisions made in this Study

- Please complete the comment form available on the City's website at the link provided
- Information materials about the study will be made available online at www.orillia.ca/weststreetsouth for review and comment until June 7th, 2021
- A summary of your written comments along with responses to comments received by June 3rd will be provided in a Public Information Centre Summary report posted on the Major Project Page of the City's website

If you would like more information or if you have any questions or concerns please contact:

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Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

