



Municipal Class Environmental Assessment Study for Oxford Road 19 Corridor Improvements

PUBLIC CONSULTATION CENTRE / SPRINGFORD HALL
429 MAIN ST W SPRINGFORD, ON
JUNE 9, 2022
5:00 P.M. - 7:00 P.M.

WELCOME

to the Public Consultation Centre for the Oxford Road 19 Corridor Improvements

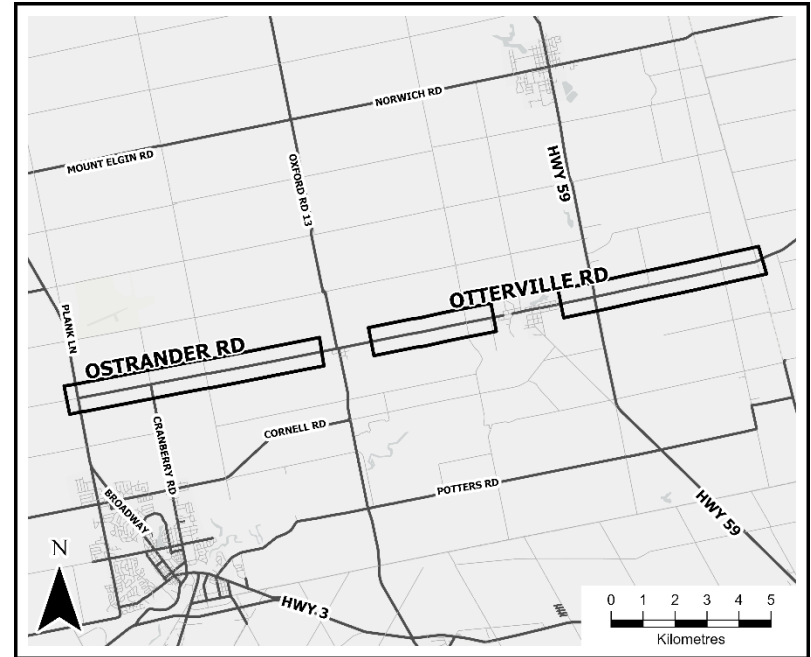
Please Sign In

- 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, by email or fax by **June 23, 2022**

STUDY AREA

The County is undertaking a Class EA study to consider improvement options for the Oxford Road 19 corridor to suit anticipated transportation demands for the 25-year horizon and beyond.

The Study Area includes approximately 16 kilometres of Oxford Road 19 between Highway 19 (Plank Line), and the Norfolk County boundary (Windham Road 19), which excludes the Settlements of Springford and Otterville.



The site location and approximate extent of the Study Area are shown on the map.

PROBLEM/OPPORTUNITY STATEMENT

Following completion of the County of Oxford's Transportation Master Plan, the County of Oxford has identified the need to improve Oxford Road 19 between Highway 19 and the boundary of Norfolk County to support the safe and efficient movement of people and goods to 2046.

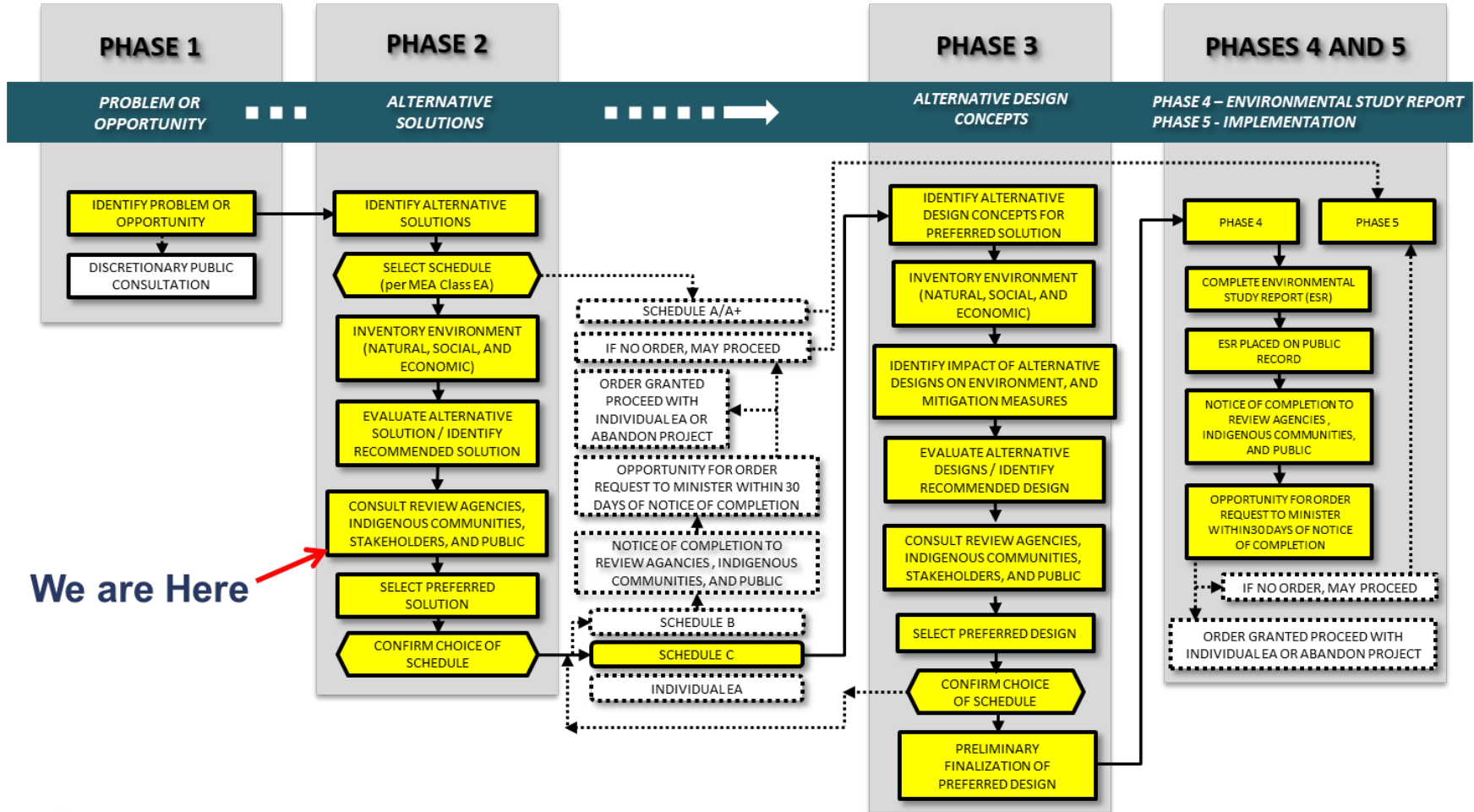


THE EA PROCESS

The Class EA 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.

Nearing completion of the study, an Environmental Study Report (ESR) will be prepared and made available for final public review and comment.

THE EA PROCESS



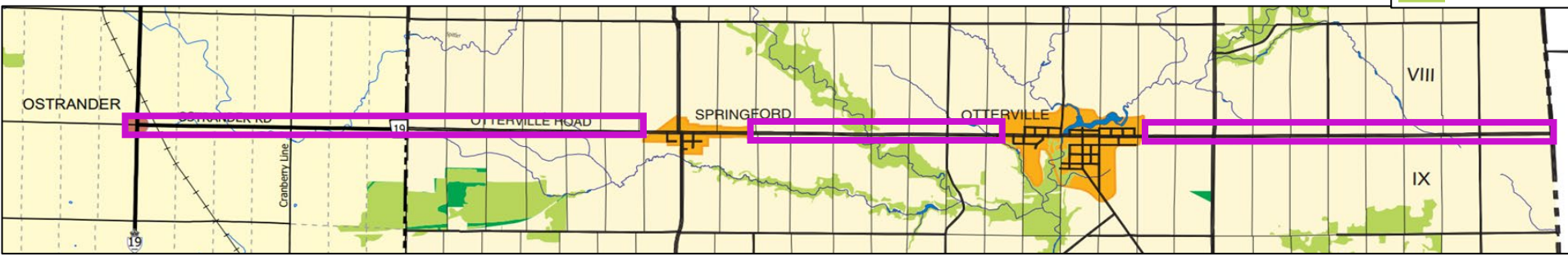
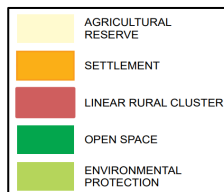
PLANNING CONTEXT

- Provincial Policy Statement, 2020
- County of Oxford Official Plan (consolidation of Official Plan amendments, as of March 31, 2021)
- Oxford County Transportation Master Plan (2019)
- Phase One Comprehensive Review Oxford County (2020)
- Draft Cycling Master Plan (2021)
- TAC Design Guidelines (2017)
- Guidelines from Ontario Traffic Manual – Book 18 (Cycling Facilities)



EXISTING LAND USE

- The two communities of Springford and Otterville within Norwich are zoned as Settlements by the County of Oxford Official Plan.
- Outside of these communities, most land is Agricultural Reserve with lands surrounding Ostrander is a Rural Cluster. All other land in South-West Oxford is Agricultural Reserve.
- Between the villages of Springford and Otterville is Spittler Creek which is zoned as Environmental Protection. This designation falls within the County's Natural Heritage System.
- Within Otterville, the Otter Creek floodplain crosses Oxford Road 19. As floodplain falls within the Open Space designation, this land also falls within the County's Natural Heritage System.
- Below the floodplain to the south of Oxford Road 19, the Environmental Protection designation begins.



SUPPORTING STUDIES

- Transportation Study
- Natural Environment Assessment
 - Terrestrial Habitat Assessment
 - Aquatic Habitat Assessment
- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment
- Air and Noise Impact Assessments
- Stormwater Management Assessment








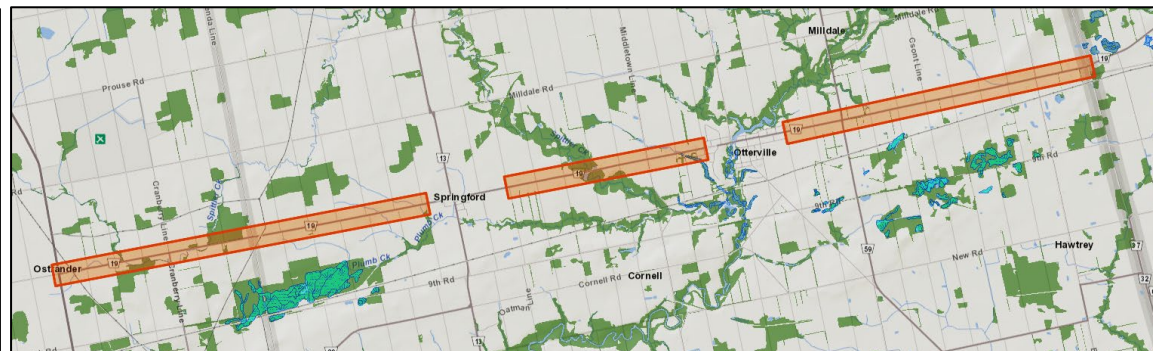
NATURAL HERITAGE RESOURCES

Designated Features within the Study Area

- Significant valleylands and locally significant natural heritage features
- Watercourses: Spittler Creek, Plumb Creek, and Big Otter Creek.
- Spittler Creek and Big Otter Creek are both associated with significant valleylands
- Otterville Provincially Significant Wetland (PSW) Complex and other wetlands across Spittler Creek
- Woodlands



—	Wetland
—	Evaluated Wetland
	Provincially Significant
	Non-Provincially Significant
	Unevaluated Wetland
—	Woodland
	Woodland
—	Conservation Reserve
	Conservation Reserve

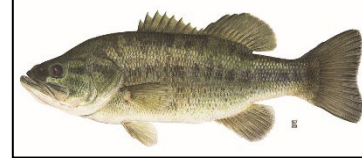


NATURAL HERITAGE RESOURCES

Aquatic habitat

No Species at Risk (SAR) were found through the desktop review. Field work will be conducted in the coming field season to assess aquatic habitat in the Study Area.

- Big Otter Creek is a warm water creek with spring-spawning species such as Largemouth Bass and Yellow Perch.
- Spittler Creek is a cool water creek with observed spring-spawning species.
- Plumb Creek is a cool water creek with fall and spring-spawning species such as Brown Trout, Creek Chub, and Blacknose Dace.



NATURAL HERITAGE RESOURCES

Terrestrial Habitat

The desktop review found several potential Species At Risk (SAR) such as:

Snapping Turtle (Special Concern), Wood Thrush (Special Concern), American Badger (Endangered), American Chestnut (Endangered)

Field work will be conducted in the coming field season to assess ecological communities present in the Study Area.

Bats

The desktop review found records of 4 bat species: Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, and Tricoloured Bat

Impact to potential habitat is not expected. Direct impact is to be avoided with timing vegetation removal to be completed outside of the active season for bats.



SOURCE WATER PROTECTION

The Study Area falls under the Long Point Region Source Water Protection Area and Lake Erie Source Water Protection Area.

Wellhead Protection Areas

Three portions of the study area have been identified to fall under Wellhead Protect Areas (i.e., part of Ostrander, north part of Springford and east of Otterville).



Issue Contributing Area

The area west of Otterville is also considered an Issue Contributing Area (ICA), for its potential to contribute elevated concentrations of particular substances to the drinking water source (e.g., chloride, sodium, nitrate).

Highly Vulnerable Aquifer

A significant part of the Oxford Road corridor (i.e., from west of Otterville to east of Oxford Road 59) is also located in a Highly Vulnerable Aquifer (HVA) area.

Significant Groundwater Recharge Areas

A significant part of the study area is also within Significant Groundwater Recharge Areas (SGRAs)

ARCHAEOLOGICAL RESOURCES

The MHTSCI Standards & Guidelines lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

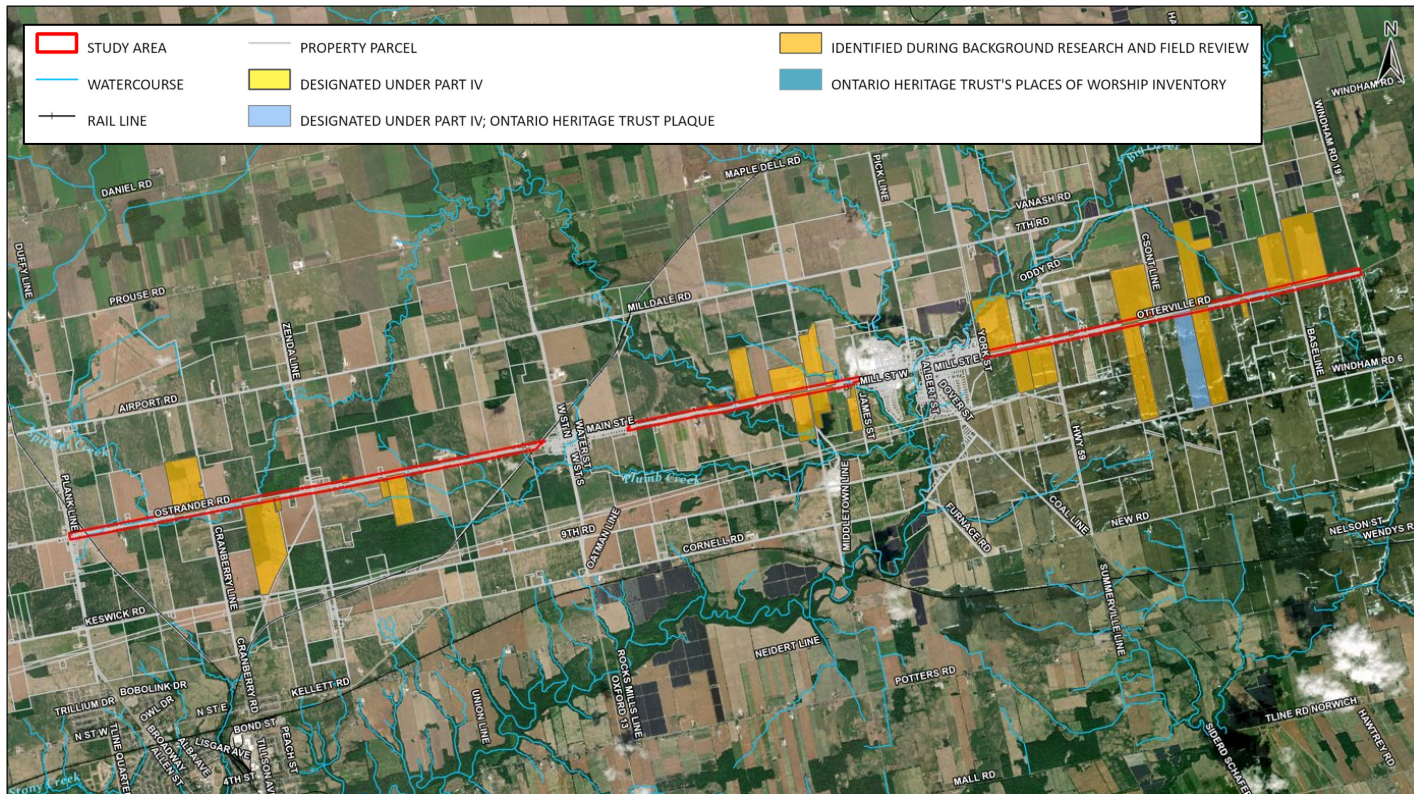
- 27 Previously identified archaeological sites within 1 km (7 of which are within 50 metres);
- Early historic transportation routes (County Road 19 and other intersecting historical roads) and proximity to early settlements (Ostrander, Springford, Erbtown, Otterville);
- Proximity to cemeteries (Springford Community Cemetery, St. Charles Anglican Cemetery, Pine Street Burial Ground, Erbtown Cemetery and the unmarked Pettman Cemetery near Cranberry Line); and
- Water sources: primary, secondary, or past water source (Spittler Creek and Big Otter Creek with their various tributaries) and well-drained soils (Huron clay loam, Fox loamy sand, Honeywood silt loam).

Stage 2 archaeological assessment is recommended in any areas identified as exhibiting archaeological potential beyond the existing right-of-way. Stage 2 archaeological assessment if required, will be completed during the detailed design.



CULTURAL HERITAGE RESOURCES

Two known heritage properties, designated under Part IV of the Ontario Heritage Act, were identified within the project study area. A total of 5 Potential Built Heritage Resources and 23 Potential Cultural Heritage Landscapes were identified within the project study area.



Built Heritage Resources and Cultural Heritage Landscapes throughout the corridor

FUTURE GROWTH

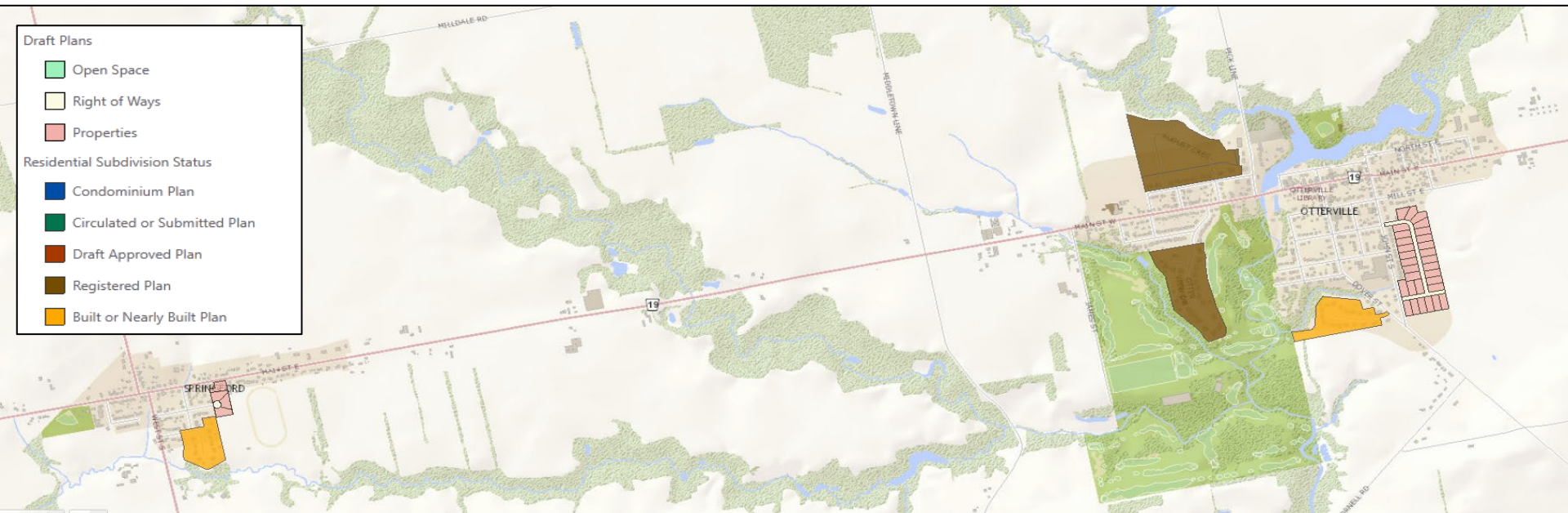
- By 2046, Oxford County is expected to grow by about 47,000 people and employment is expected to grow by 21,000 jobs. While much of this growth will be in Woodstock, Tillsonburg and Ingersoll, Oxford Road 19 provides an important linkage for the movement of goods and people within the County.
- Traffic growth on Oxford Road 19 is impacted by growth in the Township of Norwich and the Township of South-West Oxford, which has historically been low.
- A small amount of subdivision development is forecasted to occur in the Villages of Otterville and Springford.
- Industrial lands in the Town of Norwich have the potential for development or redevelopment, with Oxford Road 19 providing a linkage to this area and to the County of Norfolk.



Oxford Road 19 provides an important east-west link for the movement of goods and people within the County and supports growth and development in this area.

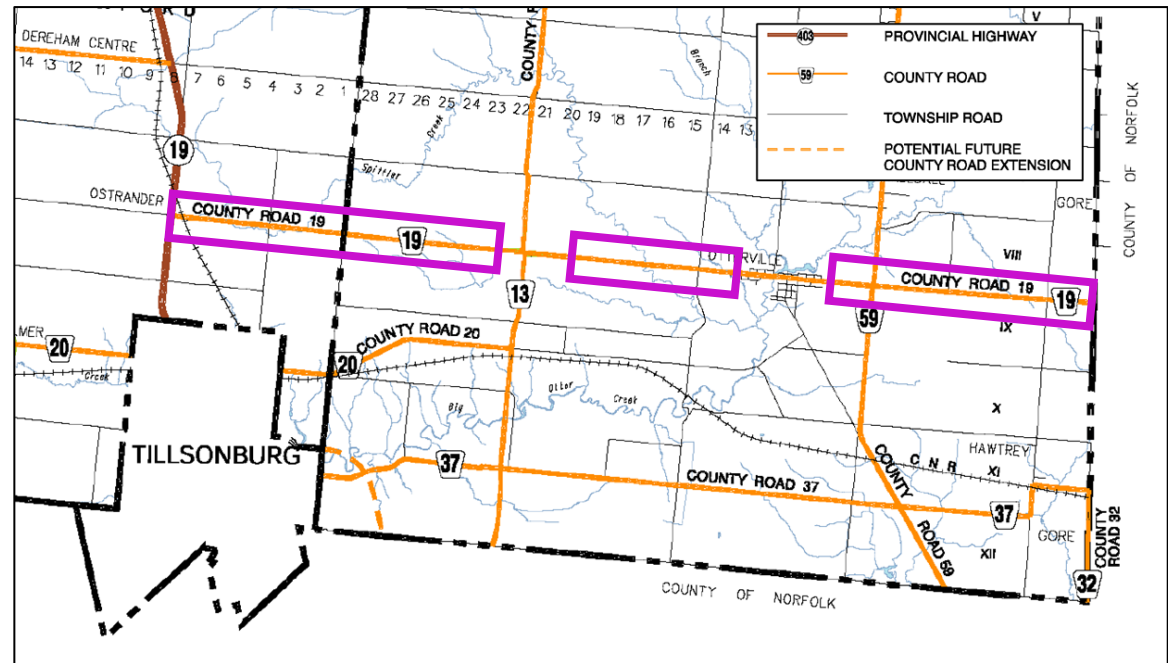
FUTURE GROWTH: DEVELOPMENTS

- A 9-lot subdivision was constructed in Springford over the last few years and 4 lots currently have draft approval.
- About 42 lots have been developed in Otterville over the last several years, with a 34-lot subdivision currently being built. A further 30-lot subdivision has draft approval in the village.
- In 2019, the Township of Norwich had 172 units approved for residential development. Most of the development in Norwich Township is to occur in the Town of Norwich.



EXISTING ROAD NETWORK AND TRAFFIC CONDITION

- Oxford Road 19 is a significant east-west County road serving the southeast part of the County, connecting the villages of Springford and Otterville and the rural cluster of Ostrander, with connections to Highway 19, Oxford Road 13, Oxford Road 59 and the County of Norfolk.



- Traffic on Oxford Road 19 operates with free flow condition at most intersections within the study area and is only stop controlled at Highway 19 and Oxford Road 59.
- The existing ROW widths, in the rural area of Oxford Road 19 varies from about 20 metres to 30 metres along the corridor, with travel lanes being about 3.35 metres and the existing gravel shoulder widths varying between about 0.6 metres to 2.3 metres.

PROFILE OF EXISTING ROAD ROW CONFIGURATION



TRAFFIC VOLUMES AND TRAFFIC SAFETY

- Annual Average Daily Traffic (AADT) volumes on Oxford Road 19 are forecasted to grow by over 20%, to a total of 4400 vehicles per day (vpd), by 2046. Traffic volumes to the east of Oxford Road 59 are lower (i.e., about 2300 vpd by 2046). Based on these AADT forecasts, no additional travel lanes are required.
- Intersections along Oxford Road 19 corridor are forecasted to have good operations through horizon year 2046, with the exception of the westbound approach to Highway 19, which may warrant the edition of a westbound left-turn lane in this horizon.
- Collision rates along the corridor in the study area (0.71 per 1 million vehicle km's travelled [MVKT] over the last 8 years) as compared to the provincial average collision rate of 1.46 per MVKT (2018), with no significant collision hot spots or patterns.
- The provision of paved shoulders will improve safety for both motor vehicle travel and other users (e.g., pedestrians, cyclists, farm equipment).

EXISTING ROAD CONDITION

STRUCTURAL ADEQUACY AND GEOMETRIC DEFICIENCIES

- Given the typical age of the pavement profile on Oxford Road 19 it is expected that full depth replacement will be required to improve the road structure.
- Geotechnical study indicates the existing pavement structure has an average Granular Base Equivalency (GBE) of about 450 mm, while a GBE of 650 to 750 is recommended.
- The road base is generally over 60 years old and therefore may be near the end of a typical lifecycle for such infrastructure.
- No significant horizontal curves are along Oxford Road 19. A number of vertical sightline deficiencies were identified.



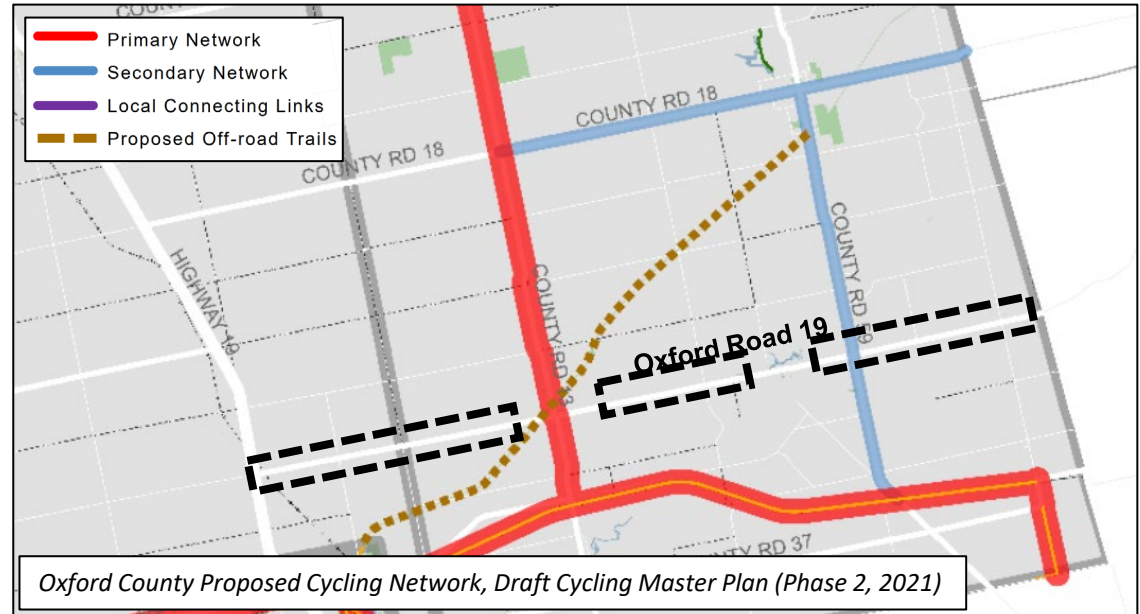
REDUCED LOAD LIMITS ON ROAD NETWORK

- Oxford Road 19 is currently subject to a 5-tonne load limit restriction in the Spring, with the exception of the section from Otterville to Oxford Road 59.
- Improvements to the east-west network of unrestricted roads will improve the connectivity for goods movements to Springford, Otterville, Town of Norwich and north-south unrestricted roads (Highway 19, Oxford Road 13 and Oxford Road 59), as well as to Norfolk County.



ACTIVE TRANSPORTATION

- West section of Oxford Road 19 is within the 5 km Bikeshed Area of Tillsonburg.
- Cycling recreational destination points exist along Oxford Road 19.



- Oxford Road 19 is currently not part of the Primary or Secondary Cycling Networks proposed for the County, although it does provide connectivity to north-south cycling networks (Primary, Secondary and Off-road Trail).

EVALUATION CRITERIA

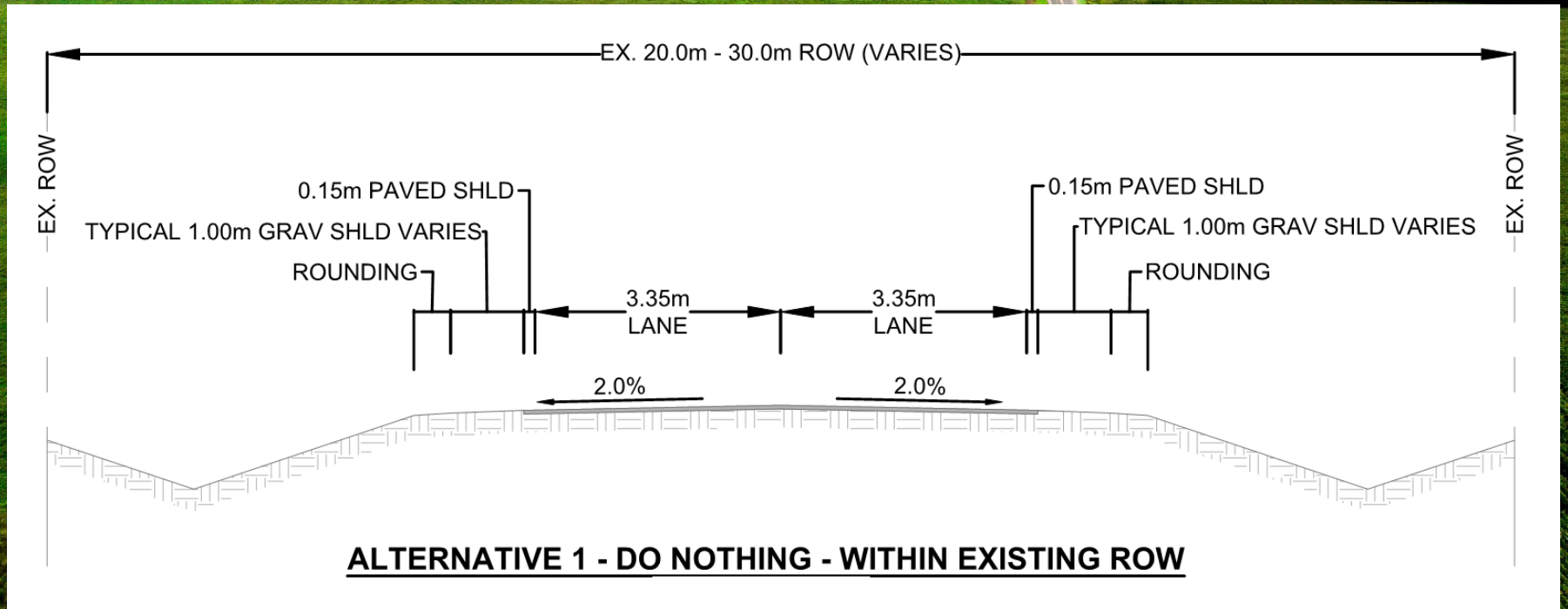
- **Natural Environment**
 - Impacts to vegetation and vegetation communities
 - Impacts to fisheries and aquatic habitat
 - Impacts to terrestrial habitat
 - Impacts to trees
 - Impacts to Woodlots, Wetlands and Designated Features (including PSWs, ESAs, ANSIs, Regional NHS)
 - Impacts to surface water and drainage
 - Impacts to groundwater and source water protection
 - Climate change and natural hazard impacts (erosion, soil stability, flooding)
- **Technical Environment**
 - Accommodation of all types of traffic and modes of travel
 - Improvement to operational safety
 - Road maintenance requirements
 - Impacts to utilities and drainage work/structures
- **Cultural Environment**
 - Impacts to cultural heritage resources
 - Impacts to archaeological resources
- **Socio-Economic Environment**
 - Impacts to private property
 - Compatibility with existing and future land uses
 - Compatibility with active transportation plans or needs
 - Conformity to municipal and agency plans and policies
 - Impacts to air quality and noise levels
 - Impacts to farms and business operations
 - Provision of safe access to private properties and businesses
- **Financial**
 - Capital and operation/maintenance costs
 - Property acquisition cost



Alternative Solutions

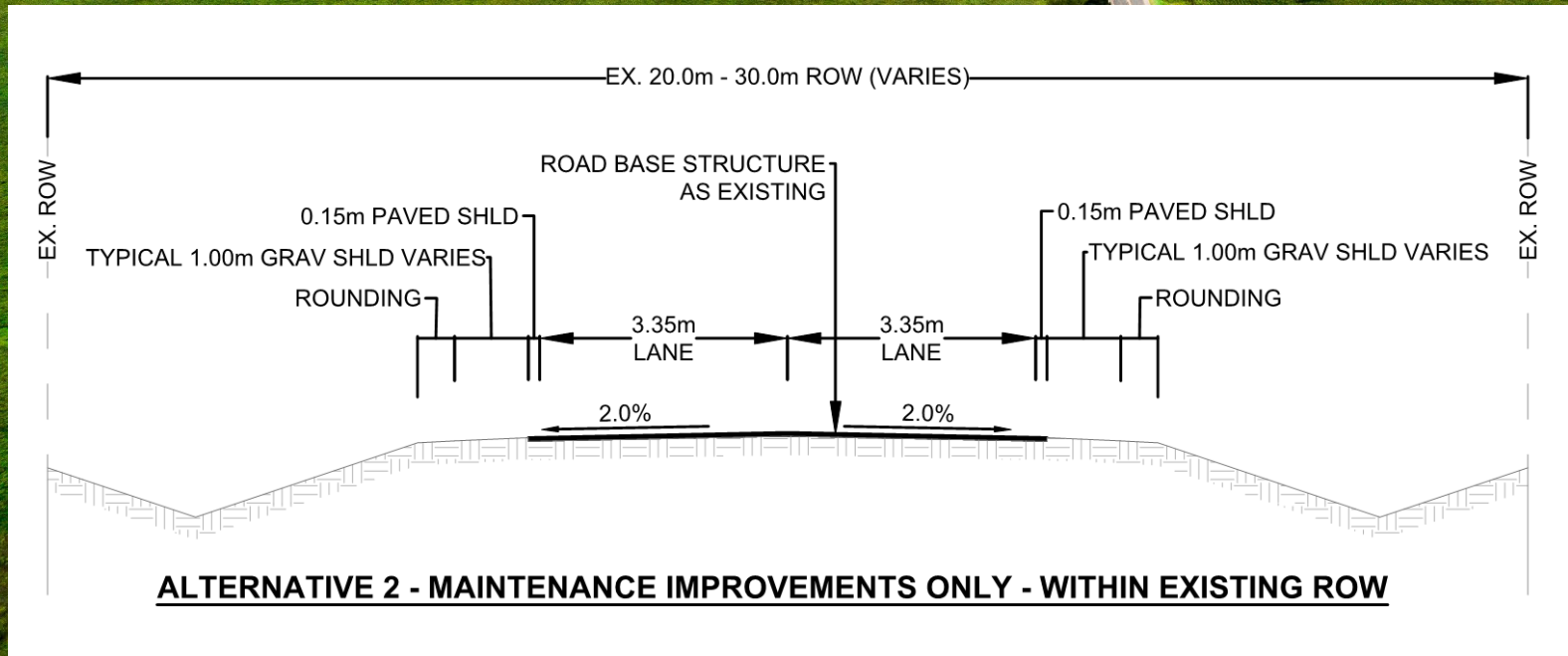
Alternative 1 - Do Nothing.

- The road will continue to operate as a two-way road fully open to the public.
- Half-load restrictions will continue to be applied in the Spring.
- No construction or widening will occur.



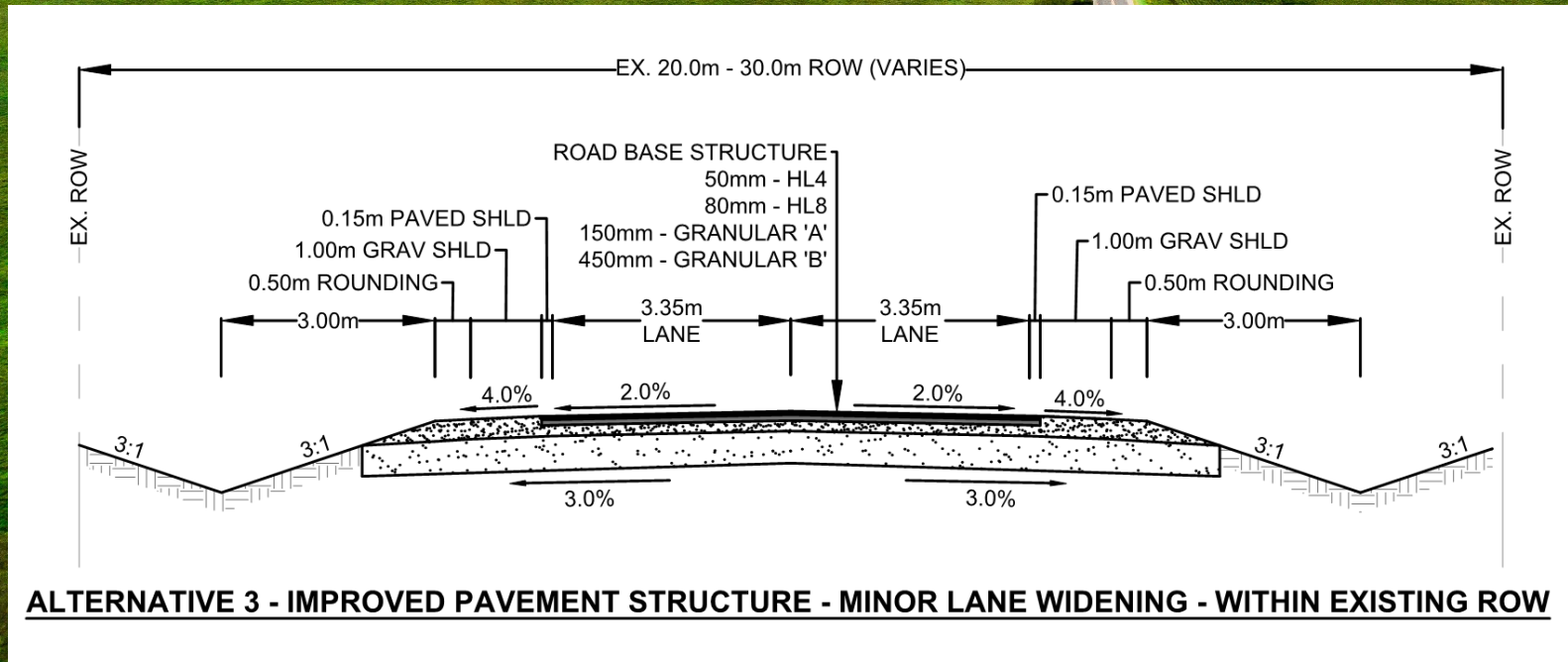
Alternative 2 – Regular Maintenance and Surface Treatments

- The road will continue to operate as a two-way road fully open to the public.
- Half-load restrictions will continue to be applied in the Spring.
- No construction or widening will occur.
- All regular maintenance will be performed, as required.



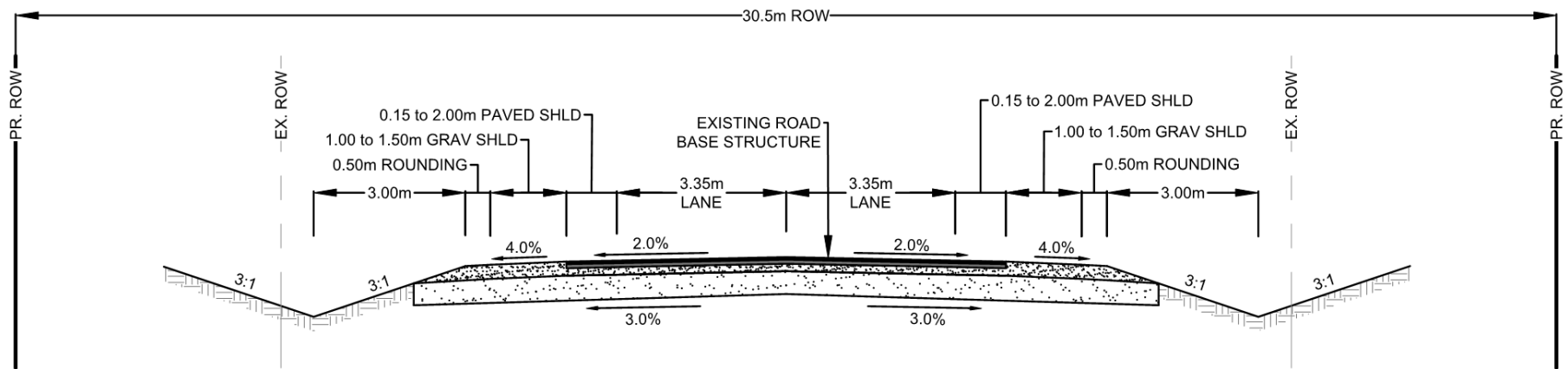
Alternative 3 – Structural Improvements to Road Within Existing ROW

- Provide a two-lane road to County requirement with a gravel shoulder.
- Widening of travel lanes to improve safety.
- Improvement of pavement structure to remove half-load restrictions in the Spring.
- No opportunities for active transportation facilities.



Alternative 4 – Widened Lanes and Shoulders within a Widened ROW- No Structural Improvements to the Road

- Provide a two-lane road to County requirement with paved shoulder wide.
- Widening of travel lanes to improve safety.
- Widened travel lanes and partially paved shoulders to reduce maintenance and improve safety.

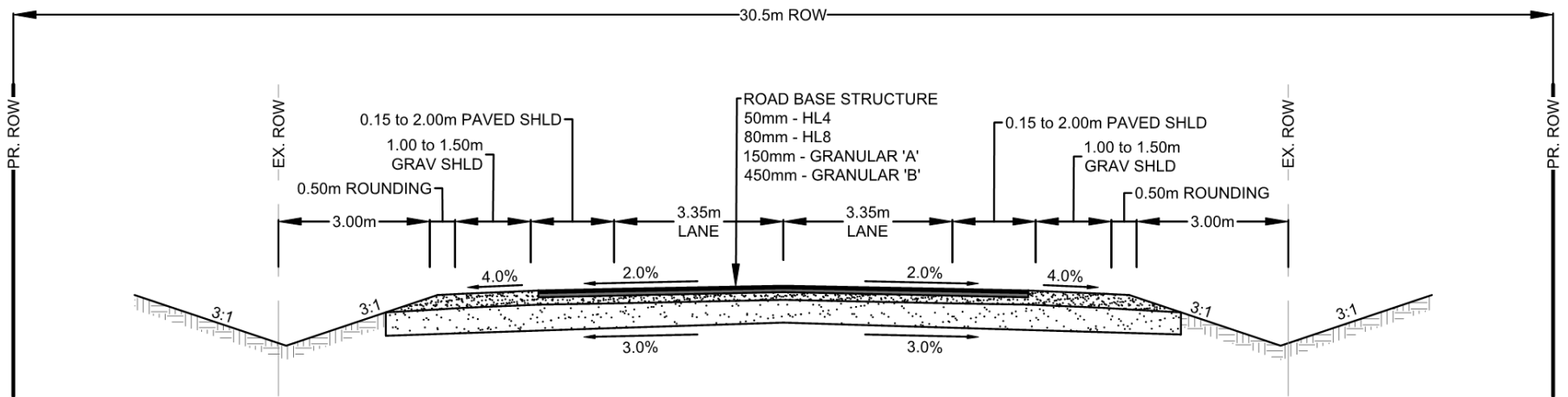


NOTE: WIDTH OF SHOULDER TO BE DETERMINED AS PART OF CONSIDERATION OF DESIGN ALTERNATIVES AND PURPOSE OF SHOULDER (e.g., TO REDUCE MAINTENANCE, TO IMPROVE SAFETY, TO PROVIDE UNBUFFERED BICYCLE ACCESSIBLE SHOULDER OR TO PROVIDE BUFFERED BICYCLE ACCESSIBLE SHOULDER).

ALTERNATIVE 4 - PARTIALLY PAVED SHOULDER - MAINTAIN EXISTING PAVEMENT STRUCTURE - WIDEN ROW TO MEET OFFICIAL PLAN REQUIREMENT

Alternative 5 – Structural Improvements to the Road, Including Widened Lanes and Shoulders within a Widened ROW































- Provide a two-lane road to County requirements with paved shoulder.
- Widened travel lanes and partially paved shoulders to reduce maintenance and improve safety.
- Improvement of pavement structure to remove half-load restrictions in the Spring.



NOTE: WIDTH OF SHOULDER TO BE DETERMINED AS PART OF CONSIDERATION OF DESIGN ALTERNATIVES AND PURPOSE OF SHOULDER (e.g., TO REDUCE MAINTENANCE, TO IMPROVE SAFETY, TO PROVIDE UNBUFFERED BICYCLE ACCESSIBLE SHOULDER OR TO PROVIDE BUFFERED BICYCLE ACCESSIBLE SHOULDER).

ALTERNATIVE 5 - PARTIALLY PAVED SHOULDER - IMPROVED PAVEMENT STRUCTURE - WIDEN ROW TO MEET OFFICIAL PLAN REQUIREMENT

EVALUATION OF ALTERNATIVE SOLUTIONS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: Preventive Maintenance Improvements Only	Alternative 3: Structural Improvements to Road Within Existing ROW	Alternative 4: Widening Lanes and Shoulders within a Widened ROW	Alternative 5: Structural Improvements to the Road, Including Widened Lanes and Shoulders within a Widened ROW
Natural Environment	No general impact over existing conditions. Increased frequency and severity of adverse climatological events will impact aging infrastructure. 	Minor potential impacts to woodlands, surface and ground water. Risks to be mitigated. 	Minor potential impacts to woodlands and vegetation and terrestrial habitat. Potential impacts to surface and ground water during construction. Risks to be mitigated. 	Some potential loss of woodlands and potential impacts to vegetation and terrestrial habitat. Potential impacts to surface and ground water during construction. Risks to be mitigated. 	Some potential loss of woodlands and potential impacts to vegetation and terrestrial habitat. Potential impacts to surface and ground water during construction. Risks to be mitigated. 
Cultural Environment	No impact over existing conditions. 	No impact over existing conditions. 	No impact over existing conditions. 	There may be an impact to archaeological resources however this is not likely as most of the area to be widened has been previously disturbed. 	There may be an impact to archaeological resources however this is not likely as most of the area to be widened has been previously disturbed. 
Socio-Economic Environment	No impact over existing conditions. Does not meet the County's Official Plan ROW requirements. 	No impact over existing conditions. Does not meet the County's Official Plan ROW requirements. 	Does not meet the County's Official Plan ROW requirements. provide benefits to local businesses, allowing effective transport for goods. 	Meets the Official Plan ROW requirements. Will impact properties within the widened ROW. Offers opportunities for active transportation. Improves the safety for access to private properties and businesses 	Meets the Official Plan ROW requirements. Will impact properties within the widened ROW. Offers opportunities for active transportation. Improves the safety for access to private properties and businesses. Provide benefits to local businesses, allowing effective transport for goods. 
Technical Environment	Does not improve the road's ability to accommodate all types of traffic and modes of travel, road safety, or maintenance requirements. No impact to utilities/drainage structure. 	Does not improve the road's ability to accommodate all types of traffic and modes of travel, road safety, or maintenance requirements. No impact to utilities/drainage structure. 	Facilitates the road's ability to accommodate additional truck traffic. Does not improve the road's ability to accommodate all modes of travel. Some improvements to road safety and maintenance requirements. May impact utilities. 	Facilitates the road's ability to accommodate additional modes of travel. Does not improve the road's ability to accommodate trucks. Some improvements to road maintenance requirements. May impact Hydro One transmission poles and/or drainage structure. 	Improves the road's ability to accommodate all types of traffic and modes of travel. Some improvements to road maintenance requirements. May impact Hydro One transmission poles and/or drainage structure. 
Financial Environment	No capital cost. Relatively high O&M cost due to road aging. No property acquisition is required. 	Lowest low capital cost. Moderate to high O&M cost. No property acquisition is required. 	Moderate capital cost. Moderate to high O&M cost. No property acquisition is required. 	High capital cost. Moderate O&M cost. Some property acquisition will be required. 	Highest capital cost. Moderate O&M cost. Some property acquisition will be required. 
Adherence to POS	Does not meet POS 	Partially meet POS 	Partially meet POS 	Partially meet POS 	Fully meets POS 
Overall Summary	Not Carried Forward	Not Carried Forward	Not Carried Forward	Not Carried Forward	Carried Forward

Level of Preference: Least Preferred  Less Preferred  Moderately Preferred  More Preferred  Most Preferred 

Next Steps

- Confirm Preferred Solution (June 2022)
- Complete Transportation Study (June 2022)
- Complete additional supporting studies (July-August 2022)
- Develop and Evaluate Alternative Design Concepts (August 2022)
- Public Information Centre # 2 (September 2022)
- Environmental Study Report (October 2022)
- File Environmental Study Report for Schedule C Class EA Study (November 2022)

Invitation for Participation

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 June 23, 2022.

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THANK-YOU FOR ATTENDING