
Hello & Welcome!!

TO

Public Information Centre No 2
Chinguacousy Road Improvements
Municipal Class Environmental Assessment (MCEA)

Date: November 11, 2022 to November 30, 2022

Agenda



We want to hear from you on items that you may want us to consider. Please provide your feedback via comment form available at the webpage: caledon.ca/chinguacousyea

Comment Period Closing: **November 30, 2022**

What is a Municipal Class EA?



Phases 1 and 2

- Identify problems and opportunities
- Develop and evaluate alternative planning solutions
- Identify preliminary preferred solution
- **Public and Stakeholders input (PIC No. 1) – July 5, 2022**
- Use public input to refine the preferred solution

Phase 3

- Develop and evaluate alternative designs for the preferred solution
- Complete environmental inventory and impact assessment
- Identify preliminary preferred design
- **Public and Stakeholders input (PIC No. 2)** ← **We are here**
- Use public input to refine the preferred design

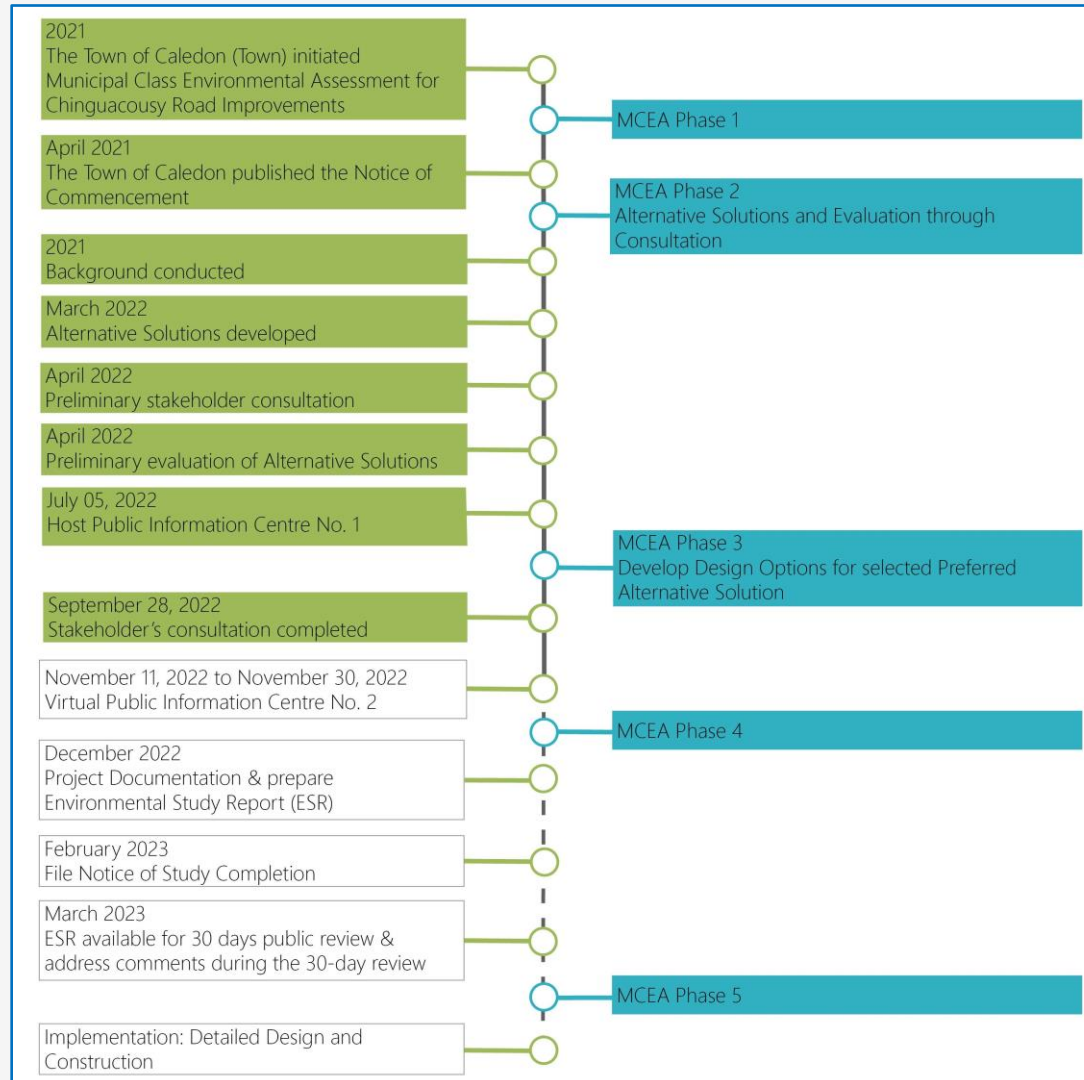
Phase 4

- Project Documentation – Environmental Study Report
- Notice of Study Completion
- **ESR available for 30 days public review**
- **Address comments during 30-day review**

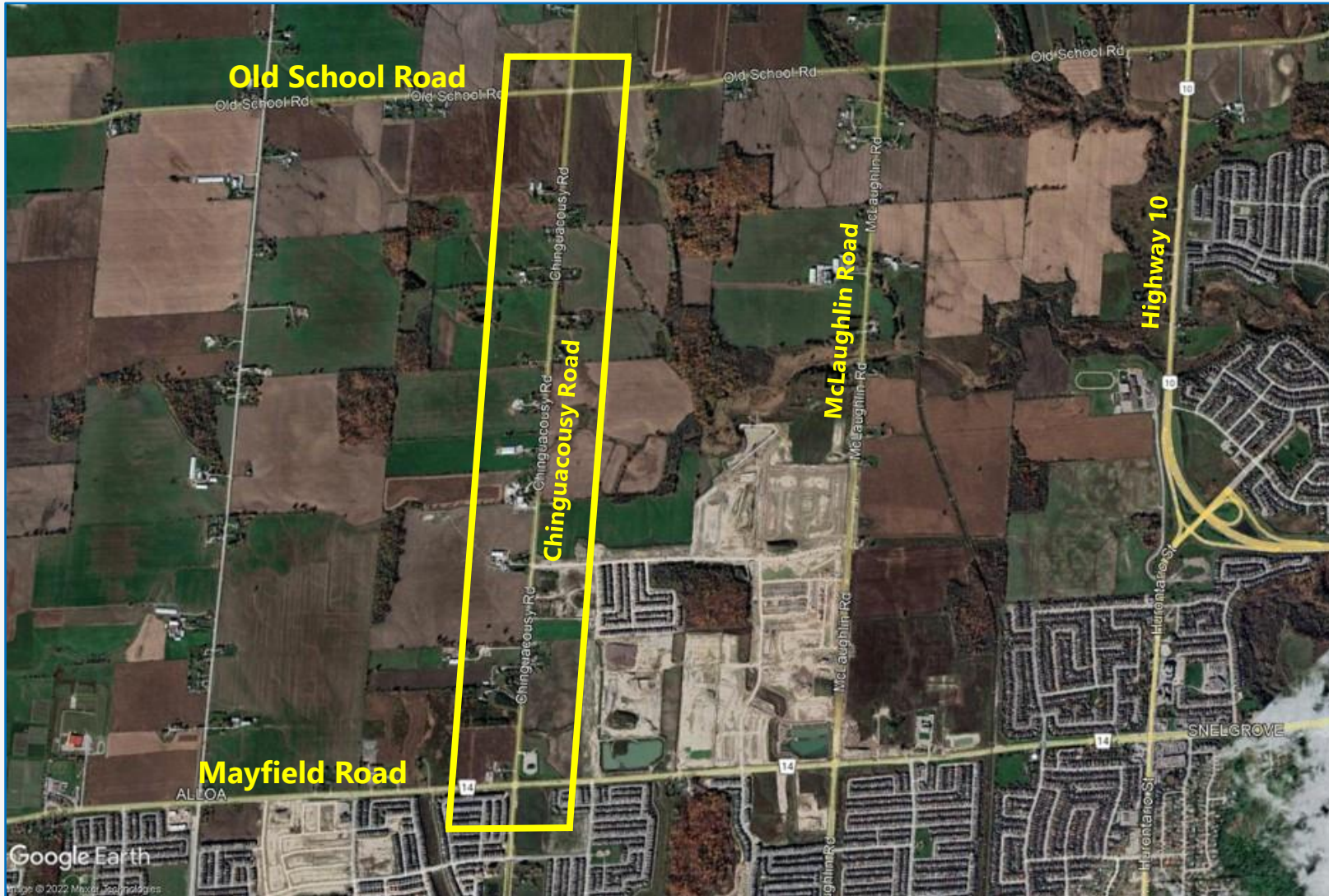
Phase 5 – Implementation: detailed design and construction

A Municipal Class “**Environmental Assessment**” is a planning and approval process under Ontario Environmental Assessment Act. for municipal infrastructure projects such as municipal roads, water and wastewater. The process is to assist proponents to complete projects in an environmentally responsible manner.

Project Timeline

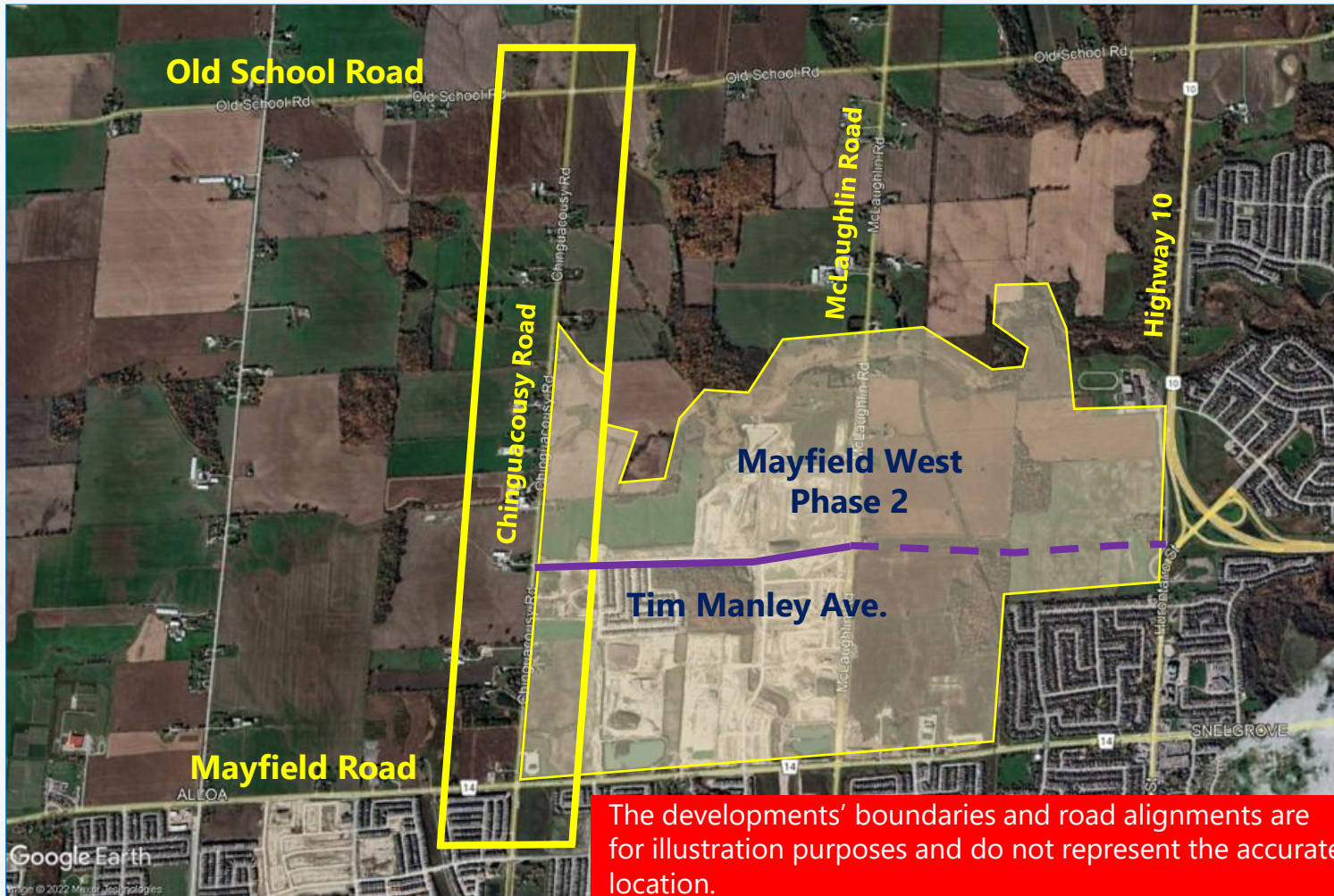


Project Introduction



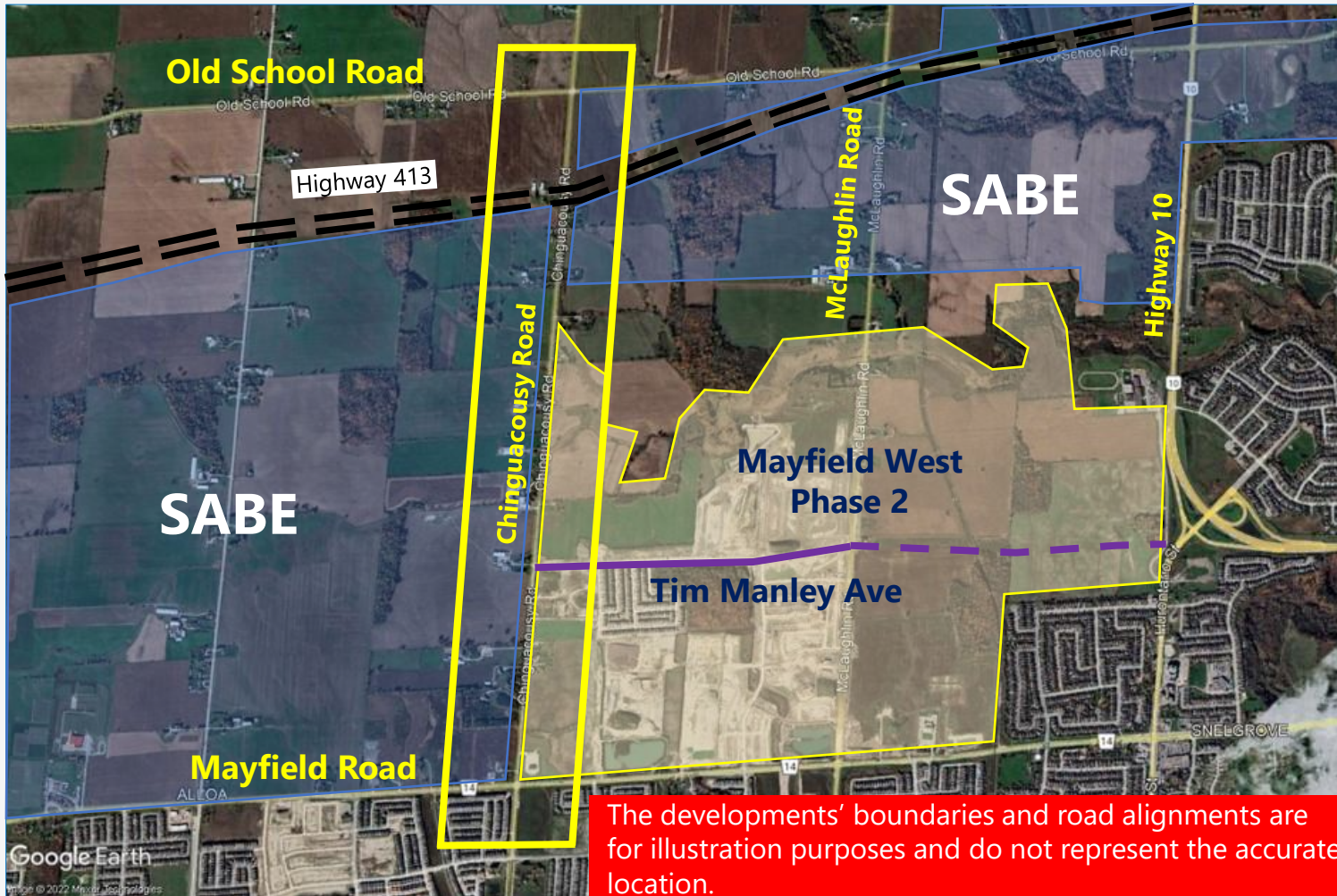
- Project Limits - Chinguacousy Road from Mayfield Road to Old School Road
- Approximate Length – 3.0 Km
- The project will support the existing and future planned growth in the area, including Mayfield West Phase 2 and Peel Region's Settlement Area Boundary Expansion.

Mayfield West Phase 2



- Mayfield West Phase 2 (MW2) is a new community being developed having residential and employment lands; parks, schools, public open spaces and recreational facilities.
- Development is guided by Mayfield West Secondary Plan and expected to complete by 2031.
- A new arterial, Tim Manley Ave. is being constructed as part of the development.
- Tim Manley Ave. will connect Chinguacousy Road with McLaughlin Road and Highway 10/410.
- McLaughlin Rd. is being widened to 4 lanes within the MW2 boundaries.
- The Caledon Transportation Master Plan (2017) recommended Chinguacousy Road widening from Mayfield Road to Tim Manley Ave. by 2031, fulfilling requirements of Phases 1 and 2 of MCEA process.

On-going and Planned Network Improvements



- Region of Peel is widening Mayfield Road east of Chinguacousy Road to 6 lanes; and to west of Chinguacousy Road to 5 lanes. Multi use paths will be constructed on both sides.
- City of Brampton is constructing Chinguacousy Road from 2 to 4 lanes to the south of Mayfield Road. Multi use paths will be constructed on both sides.
- McLaughlin Rd is being constructed to 4 lanes within the MW2 boundaries.
- Proposed Highway 413 by the Provincial Transportation Plan for the Greater Golden Horseshoe. The alignment is conceptual with approximate location and shown only for the context of our project. An interchange is planned at Chinguacousy Rd south of Old School Road.

Problems & Opportunities



| PROBLEM | OPPORTUNITY |
|--|--|
| <ul style="list-style-type: none"> • Current corridor lacks capacity to support future traffic demands and development | <ul style="list-style-type: none"> • Improve capacity to keep up with anticipated traffic demands • Support future local growth • Compliment other growth in the vicinity of the project limits |
| <ul style="list-style-type: none"> • No transit-oriented infrastructure | <ul style="list-style-type: none"> • Create efficient travel routes for transit-oriented system |
| <ul style="list-style-type: none"> • Does not provide multi-modal transportation which limits connectivity for area residents | <ul style="list-style-type: none"> • Multi-modal transportation options, including pedestrian and cycling infrastructure, will support active transportation and the creation of complete communities |
| <ul style="list-style-type: none"> • How do we address climate change and improve quality of life? | <ul style="list-style-type: none"> • Provide green infrastructure • Implement best practices for stormwater management • Enhance landscape along proposed corridor (more trees) |
| <ul style="list-style-type: none"> • How do we minimize overall capital and maintenance cost for the project? | <ul style="list-style-type: none"> • Accomplish a balanced design |
| <ul style="list-style-type: none"> • How can we be future ready? | <ul style="list-style-type: none"> • Acquire a 36m Right of Way corridor (ROW) • Prepare a typical section that is resilient and can easily accommodate any future need • Locate above ground and under ground utilities in their ultimate location • Consult and coordinate with other neighbouring municipalities to avoid throw away cost |

Needs Assessment / Technical studies



- Transportation Needs Assessment - Completed
- Cultural Environment Assessment - Completed
- Stage 1 Archaeological Assessment - Completed
- Natural Environmental Investigation & Assessment – Completed
- Fluvial Geomorphic Crossing Assessment - Completed
- Geotechnical Investigation – Completed
- Air Quality Assessment - Completed
- Stormwater Management Review Memo – Work in Progress

Existing Conditions - Roads



- Few photographs taken along the road corridor
- Existing Posted Speed Limit = 80 Km/hr
- No sidewalks
- No paved shoulders
- No active transportation facilities (Multi-use path, bike lane or cycle tracks)
- No transit or transit stops
- No bike accessible shoulders
- Fair to poor existing road condition

Transportation Needs Assessment



Tim Manley Ave. intersection with Chinguacousy Road

- A. The Town of Caledon Transportation Master Plan (2017) recommends the widening from Mayfield Road to Tim Manley Ave. by 2031.
- B. Based on the Traffic Study conducted as part of this EA, the widening of Chinguacousy Road north of Tim Manley Ave. is required by 2041.
- C. Road rehabilitation is required on Chinguacousy Road north of Mayfield Road to address the pavement deficiency.

Phase 2 - Alternative Planning Solutions



- **Alternative 1 – “Do Nothing”** - The “Do-Nothing” alternative considers no improvements and/or modifications. This alternative does not address the problem/opportunity statement and is provided as a benchmark to gauge the potential impacts of the other options being considered.
- **Alternative 2 – Limit Development** - Limit development of surrounding lands to only what has been approved or is in the approval process. This limitation would deny any future development of adjacent land along Chinguacousy Road.
- **Alternative 3 – Improve Alternative Routes** - Undertake improvements including capacity addition to other corridors in proximity of the Chinguacousy Road to provide desirable alternative routes.
- **Alternative 4 – Local Roadway/ Intersection Improvements** - Modify existing roadway and intersections locally to improve operations. Modifications may include works such as adding traffic signals and timing optimization, through and turn lanes, resurfacing and paving roadway shoulders.
- **Alternative 5 – Capacity Enhancement** - Increase capacity on Chinguacousy Road with the addition of vehicle lanes. This alternative would require widening of the current road right of way.
- **Alternative 6 – Integrate Facilities for Alternate Travel Modes** - Improve facilities for other modes of travel such as walking, cycling, and transit without adding vehicle lanes.

Phase 2 – Preferred Solution



Evaluation Summary

| Evaluation Criteria | 1. Do Nothing | 2. Limit Development | 3. Improve Alternative Routes | 4. Local Roadway / Intersection Improvements | 5. Capacity Enhancement | 6. Integrate Alternate Travel Modes |
|--|--|---|--|---|---|---|
| Transportation (Traffic Demand, Safety, Active Transportation & Transit) | ✘ Does not address needs of the corridor. | ✘ Does not address safety or alternative transit needs of the corridor. | ✘ Does not address safety or alternative transit needs of the corridor | ◐ Marginally addresses transportation needs of the corridor, but alone would not address projected increase in traffic. | ◑ Addresses several transportation needs of the corridor including transit, but does not provide active transportation facilities. | ◑ Addresses active transportation needs of the corridor including transit, but does not address traffic demand. Also existing single lane operation with future traffic demand will potentially adversely impact the efficient transit operations. |
| Natural Environment (Terrestrial & Aquatic) | ◐ No impacts to the natural environment as no work is being undertaken. | ◐ No impacts to the natural environment as no work is being undertaken | ◐ No impacts to the natural environment in this corridor as no work is being undertaken | ◑ Potential for some impacts to the adjacent natural environment. Impacts to be addressed by mitigation measures or avoided where possible. | ◑ Potential for some impacts to the adjacent natural environment. Impacts to be addressed by mitigation measures or avoided where possible. | ◑ Potential for some impacts to the adjacent natural environment. Impacts to be addressed by mitigation measures or avoided where possible. |
| Cultural Environment (Archaeology and Cultural heritage) | ◐ No impacts to the cultural environment as no work is being undertaken. | ◐ No impacts to the cultural environment as no work is being undertaken. | ◐ No impacts to the cultural environment in this corridor as no work is being undertaken | ◑ Potential for some impacts to the adjacent cultural environment. Impacts to be addressed by mitigation measures or avoided where possible. | ◑ Potential for some impacts to the adjacent cultural environment. Impacts to be addressed by mitigation measures or avoided where possible. | ◑ Potential for some impacts to the adjacent cultural environment. Impacts to be addressed by mitigation measures or avoided where possible. |
| Socio-Economic Environment (Air quality, Climate change, Property & Planning vision) | ✘ Minimal impacts but does not support the planning vision in the study area. | ✘ Does not support the planning vision in the study area. | ◐ Minimal impacts but does not support the planning vision in the study area. | ◑ Somewhat supports the planning vision in the study area, though there may be some impacts to properties. Will result in climate impacts due to congestion and idling. | ◑ Supports the planning vision for this area, and contributes to lessen the climatic impacts of the future traffic demand, though there will be property impacts. | ◑ Supports the planning vision for this area, though there may be some property impacts and impacts associated with climate change |
| Cost (Capital & Maintenance) | ◐ No capital cost but increased maintenance costs. | ◐ No capital cost but increased maintenance costs. | ◐ No capital cost but increased maintenance costs. | ◑ Moderate costs. | ◑ Significant capital costs but saving in maintenance costs due to replacement of the aging infrastructure. | ◑ Significant costs. |
| Recommendation | This alternative is not recommended as traffic demand and growth is not accommodated. While there are minimal natural and cultural impacts, 'Do Nothing' does not support or address the issues identified in the Problem / Opportunity Statement. | This alternative is not recommended as traffic demand and growth is not accommodated. While limiting development would somewhat reduce demand, limiting development does not support the planning vision as well as does not address the issues identified in the Problem / Opportunity Statement. | This alternative is not recommended as traffic demand and growth in the study area is not accommodated. While there are minimal natural and cultural impacts to the study area, improving other roads does not support or address the issues identified in the Problem / Opportunity Statement. | This alternative is recommended in conjunction with alternatives 5 and 6. Localized improvements to roadways and intersections alone would partially address safety and operations but would not be able to fully address the Problem / Opportunity Statement on its own | This alternative is recommended in conjunction with alternatives 4 and 5. Widening the roadway alone would address traffic demand and growth but would not be able to fully address the Problem / Opportunity Statement, such as intersection improvements and active transportation. Measures can be applied to appropriately mitigate potential impacts to natural and cultural environments. | This alternative is recommended in conjunction with alternatives 4 and 5 as it would not be able to fully accommodate the traffic address the Problem / Opportunity Statement, particularly traffic demand. Measures can be applied to appropriately mitigate potential impacts to natural and cultural environments. |
| Legend | ✘ Does not address minimum criteria Least desirable to most desirable | | | Preferred Solution Combination of components from Alternatives 4, 5 & 6 | | |

Preferred Solution includes



Intersection Improvements such as;

- Adding turn lanes
- Signalization
- Pedestrian and bike crossing facilities



Capacity enhancement

- By adding more than one lane in each direction (road widening)



Integrate Alternate Travel Modes such as;

- Future transit services by City of Brampton
- Multiuse path for cycling & walking

What we have heard so far? – Summary of Comments



Public

- Consider use of roundabout.
 - Based on site constraints, future traffic and need for additional ROW, the roundabout was found not feasible at Chinguacousy Road & Tim Manley Ave. intersection.
 - For Chinguacousy Road & Old School Road intersection, the Town of Caledon will monitor the traffic over next few years and will review the roundabout feasibility when that respective Chinguacousy Road segment will be urbanized.
- To protect student safety, access to new schools will be provided from side roads and not Chinguacousy Road.
- Compensation for homeowner for property impact & coordination – The Town will follow up with the landowners during detail design phase to discuss property acquisition and compensation requirements.
- Restoration of existing features along the private property (Example: trees, fence, landscape, mail boxes etc.) – The Town will follow up with the existing landowners to discuss the restoration requirements during detail design phase.

What we have heard so far? – Summary of Comments...



Region of Peel

- Evaluation of the planning alternatives should better reflect the AT facilities, value for vulnerable road users and climate change. The preferred alternative includes Multiuse Path (MUP) on both sides.
- Identify stormwater impacts to the Regional road infrastructure if any – Town of Caledon will coordinate the stormwater infrastructure with Region of Peel during detail design phase.

City of Brampton

- Coordination with City of Brampton during detail design phase to accommodate the required future transit services along Chinguacousy Road.
- Options to protect for a rapid transit corridor along Chinguacousy Road in longer term.

What have we heard so far? – Summary of Comments...



MECP/TRCA/CVC

- Use of MECP “Areas of Interest” document - A MECP “Areas of Interest” guidance document is used throughout the EA process to ensure that all areas are reviewed and considered as part of the EA work.
- The stormwater control and ESC requirements will be provided during the 30% and 60% design submissions.

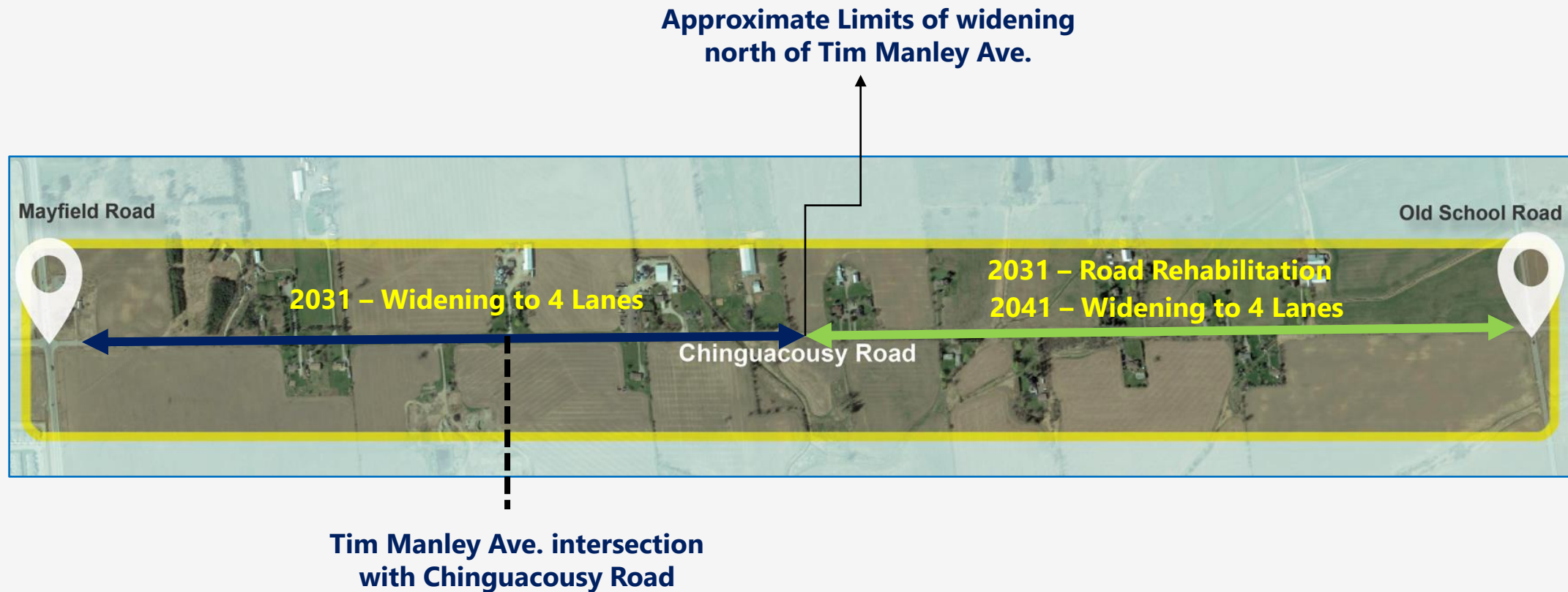
Utility Companies

- Coordination with utility companies for utility relocation work - The Town has acknowledged this comment and Town will coordinate with various utility companies during detail design phase for any utility relocation work.

Indigenous Communities

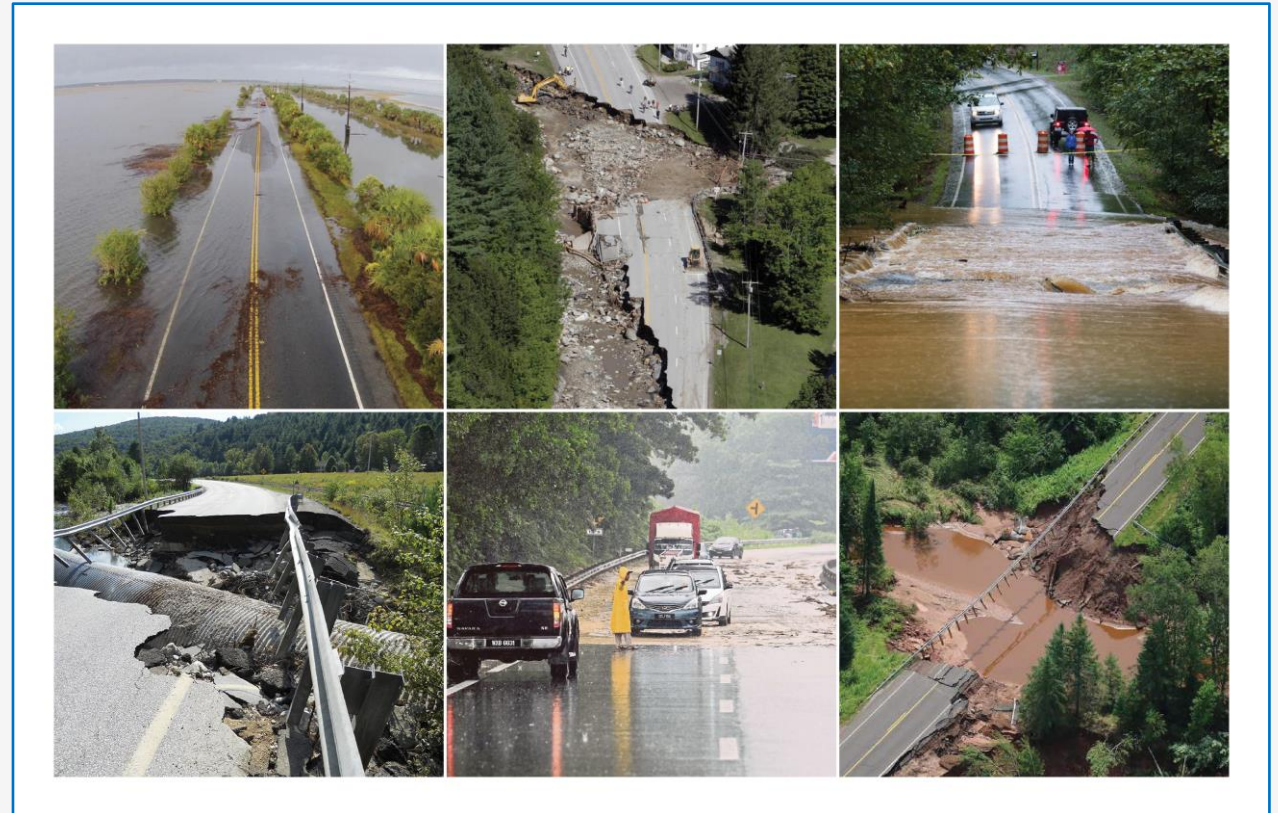
- Interest to collaborate in all stages of Archaeological Investigation work. Stage 1 Archaeological Investigation report was shared with Indigenous communities and no further comments received.

Phase 3 – Preliminary Design Considerations



Climate Change

1. Work with adjacent development/s to achieve a common goal.
2. Use of latest TRCA and CVC guidelines in Stormwater Management Review.
3. Use of latest TRCA and CVC Hydraulic and Hydrology models in Stormwater Management Review.
4. Use of latest MECP guidelines to implement green initiative where possible.
5. The study will include commitments in future to achieve a design resilience.
6. The study will include future commitments to aim for and achieve a balanced design approach.



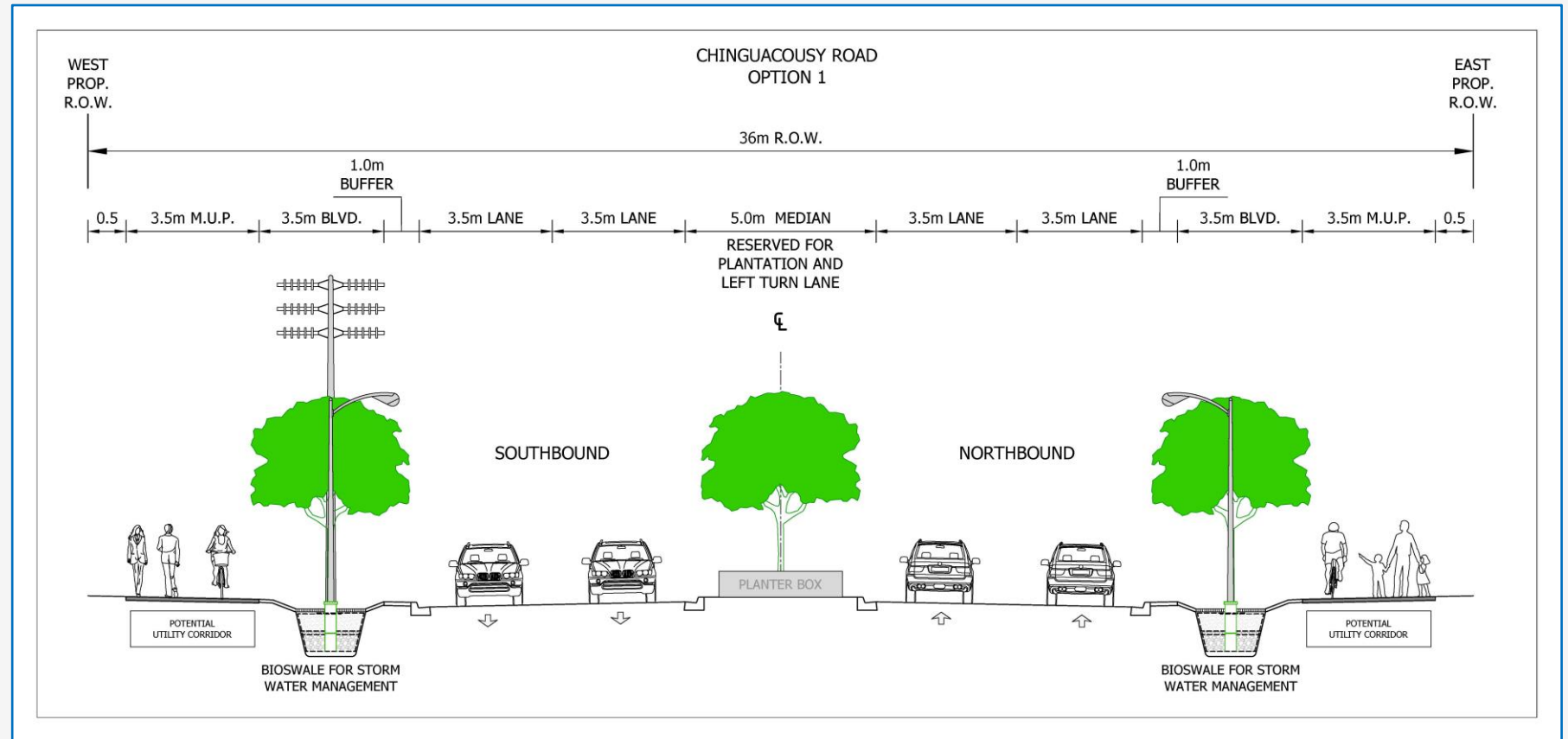
Use of Best Stormwater Management (SWM) Practices

- Following measures, in addition to conventional storm sewer system, can be implemented to meet the quality, quantity, and water retention requirements.
 - Bio-swale
 - Bio-retention
 - Underground stormwater chambers
 - Catch-basin litter control
 - Stormwater ponds
 - Soil cell system
 - Super-pipes
- The goal is to provide measures to infiltrate and evaporate collected stormwater as much as possible.



Urban Cross Section – Option 1

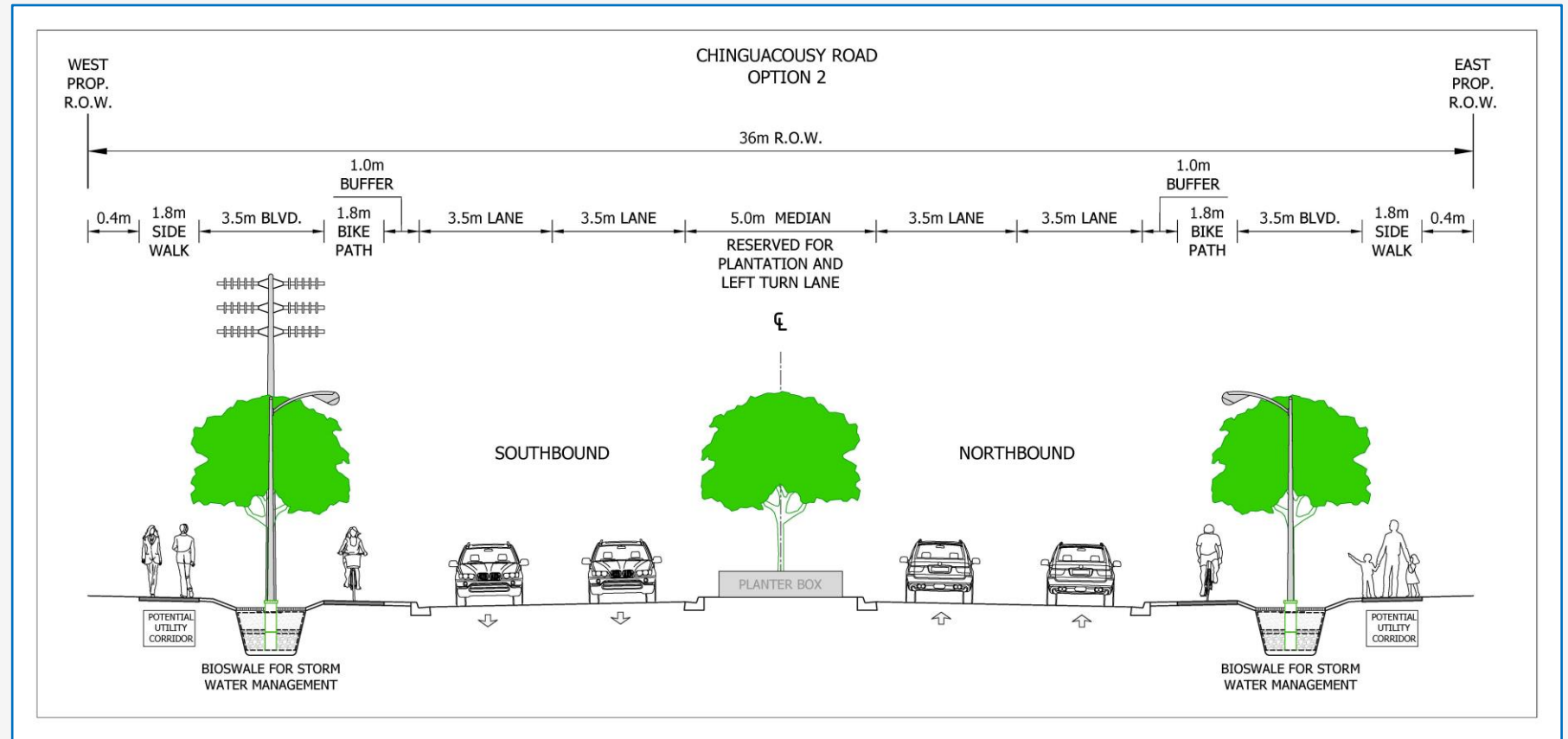
1. **MUP on both sides**
 - Consistent with the Region and Brampton's design.
 - Safer space for bikers with a range of skill levels and abilities.
2. **Centre Median** – Flexibility to add turn lanes for safer operation, added capacity and plantation.
3. **3.5 m boulevard on both sides for;**
 - Landscaping
 - SWM infrastructure
 - Transit Stops and shelters



All options will include a conventional storm sewer system for stormwater management.

Urban Cross Section – Option 2

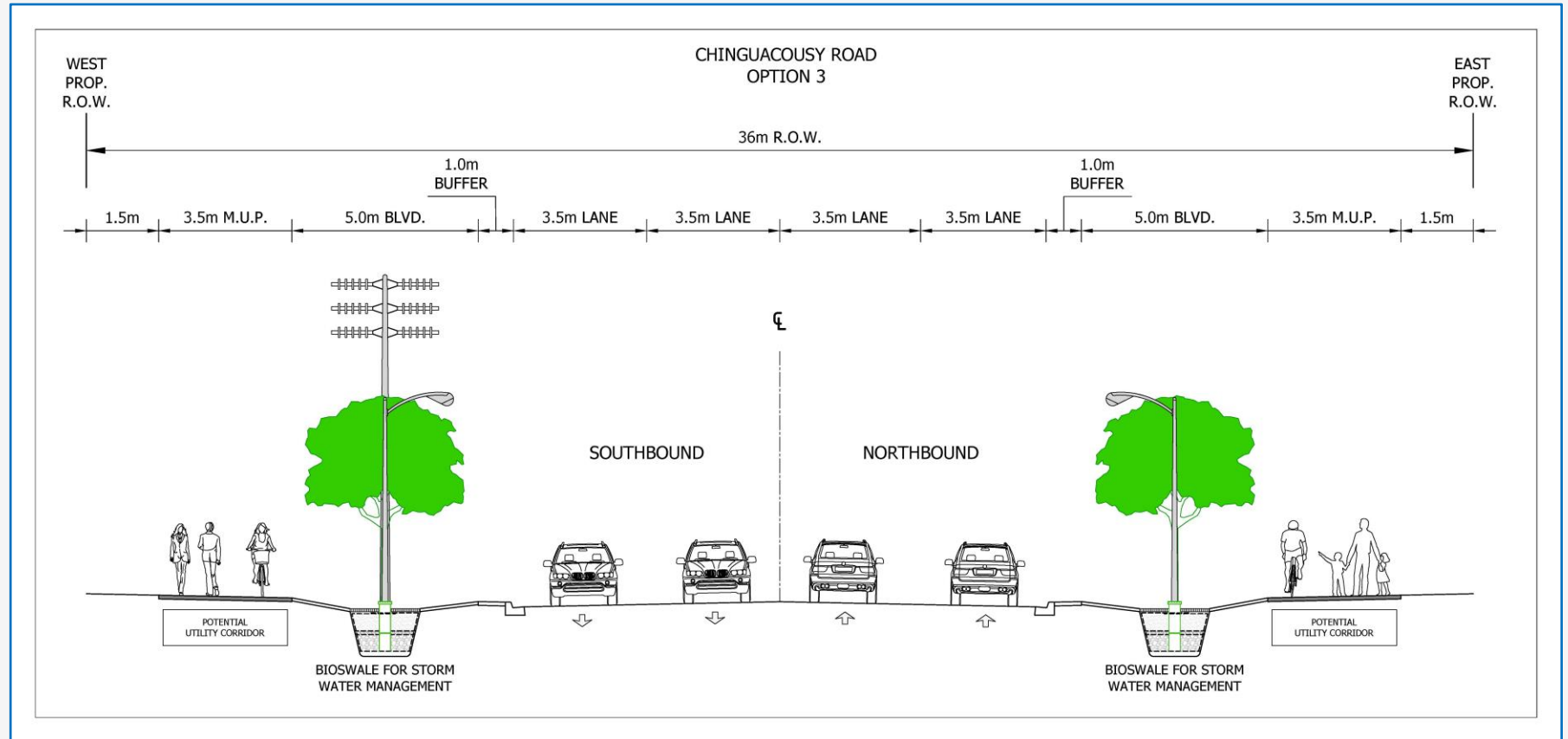
1. **Separate sidewalk and bike path facilities** - Desired option for an urban or downtown areas.
2. **Centre Median** – Flexibility to add turn lanes for safer operation, added capacity and plantation.
3. **3.5 m boulevard between sidewalk and bike path;**
 - Landscaping
 - SWM infrastructure
 - Not ideal for bus stop operations and facilities.



All options will include a conventional storm sewer system for stormwater management.

Urban Cross Section – Option 3

1. MUP on both sides
 - Consistent with the Region and Brampton's design.
 - Safer space for bikers with a range of skill levels and abilities.
2. No Centre Median
3. 5.0 m wide boulevard on both sides for;
 - Landscaping
 - SWM infrastructure
 - Transit Stops and shelters



All options will include a conventional storm sewer system for stormwater management.

Evaluation Summary – Urban Cross Section



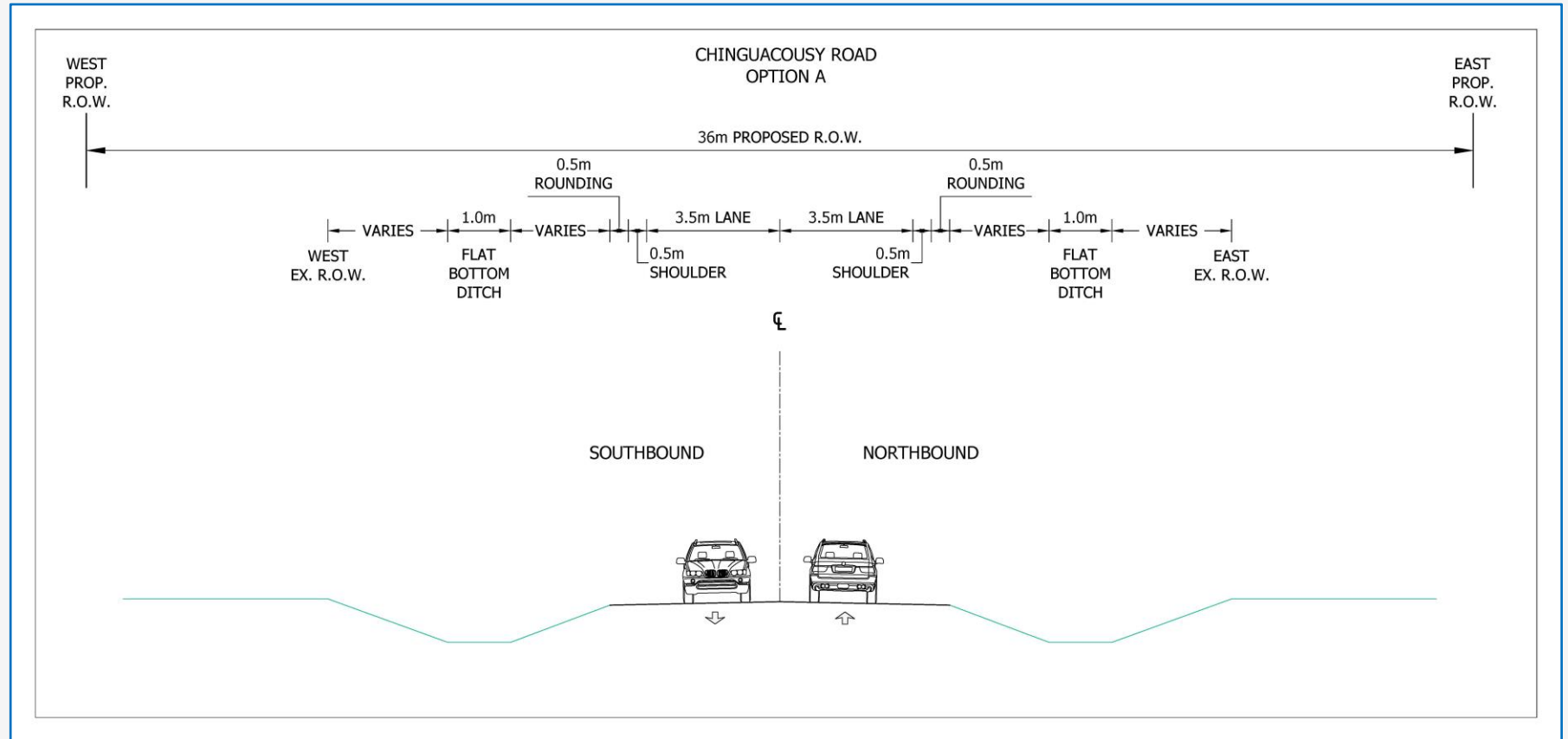
| Evaluation Criteria | Urban Cross Section | | |
|----------------------------------|---------------------|---------------|---------------|
| | Option 1 | Option 2 | Option 3 |
| A. Technical Requirements | Preferred | Not Preferred | Preferred |
| B. Natural Environment | Preferred | Preferred | Not Preferred |
| C. Cultural Environment | Preferred | Preferred | Preferred |
| D. Social Environment | Preferred | Preferred | Not Preferred |
| E. Economic Environment | Not Preferred | Not Preferred | Preferred |
| Overall Summary | Preferred | Not Preferred | Not Preferred |

| No | Evaluation Criteria | Urban Cross Section | | |
|----------------------------------|---|---------------------|---------------|---------------|
| | | Option 1 | Option 2 | Option 3 |
| A. Technical Requirements | | | | |
| A1 | Water Table Capacity - Will the urban water supply be adequate? | Preferred | Not Preferred | Preferred |
| A2 | Water Treatment - Will the urban water supply be treated to meet the required standards? | Preferred | Not Preferred | Preferred |
| A3 | Water Distribution - Will the urban water supply be distributed to all areas of the urban area? | Preferred | Not Preferred | Preferred |
| A4 | Water Collection - Will the urban water supply be collected and treated to meet the required standards? | Preferred | Not Preferred | Preferred |
| A5 | Water Treatment - Will the urban water supply be treated to meet the required standards? | Preferred | Not Preferred | Preferred |
| A6 | Water Distribution - Will the urban water supply be distributed to all areas of the urban area? | Preferred | Not Preferred | Preferred |
| A7 | Water Collection - Will the urban water supply be collected and treated to meet the required standards? | Preferred | Not Preferred | Preferred |
| B. Natural Environment | | | | |
| B1 | Water Quality - Will the urban water supply be of high quality? | Preferred | Preferred | Not Preferred |
| B2 | Water Quantity - Will the urban water supply be of sufficient quantity? | Preferred | Preferred | Not Preferred |
| B3 | Water Treatment - Will the urban water supply be treated to meet the required standards? | Preferred | Preferred | Not Preferred |
| B4 | Water Distribution - Will the urban water supply be distributed to all areas of the urban area? | Preferred | Preferred | Not Preferred |
| B5 | Water Collection - Will the urban water supply be collected and treated to meet the required standards? | Preferred | Preferred | Not Preferred |
| C. Cultural Environment | | | | |
| C1 | Water Quality - Will the urban water supply be of high quality? | Preferred | Preferred | Not Preferred |
| C2 | Water Quantity - Will the urban water supply be of sufficient quantity? | Preferred | Preferred | Not Preferred |
| C3 | Water Treatment - Will the urban water supply be treated to meet the required standards? | Preferred | Preferred | Not Preferred |
| C4 | Water Distribution - Will the urban water supply be distributed to all areas of the urban area? | Preferred | Preferred | Not Preferred |
| C5 | Water Collection - Will the urban water supply be collected and treated to meet the required standards? | Preferred | Preferred | Not Preferred |
| D. Social Environment | | | | |
| D1 | Water Quality - Will the urban water supply be of high quality? | Preferred | Preferred | Not Preferred |
| D2 | Water Quantity - Will the urban water supply be of sufficient quantity? | Preferred | Preferred | Not Preferred |
| D3 | Water Treatment - Will the urban water supply be treated to meet the required standards? | Preferred | Preferred | Not Preferred |
| D4 | Water Distribution - Will the urban water supply be distributed to all areas of the urban area? | Preferred | Preferred | Not Preferred |
| D5 | Water Collection - Will the urban water supply be collected and treated to meet the required standards? | Preferred | Preferred | Not Preferred |
| E. Economic Environment | | | | |
| E1 | Water Quality - Will the urban water supply be of high quality? | Not Preferred | Not Preferred | Preferred |
| E2 | Water Quantity - Will the urban water supply be of sufficient quantity? | Not Preferred | Not Preferred | Preferred |
| E3 | Water Treatment - Will the urban water supply be treated to meet the required standards? | Not Preferred | Not Preferred | Preferred |
| E4 | Water Distribution - Will the urban water supply be distributed to all areas of the urban area? | Not Preferred | Not Preferred | Preferred |
| E5 | Water Collection - Will the urban water supply be collected and treated to meet the required standards? | Not Preferred | Not Preferred | Preferred |
| Overall Summary | | | | |
| | | Preferred | Not Preferred | Not Preferred |

A detailed evaluation matrix is available on the project's webpage for review and comments.

Rehabilitation Cross Section – Option A

1. Standard cross section
 - Consistent with the Town's existing corridors.
2. No Active Transportation along the corridor
3. Conventional existing ditch system for drainage purpose
4. Road resurfacing



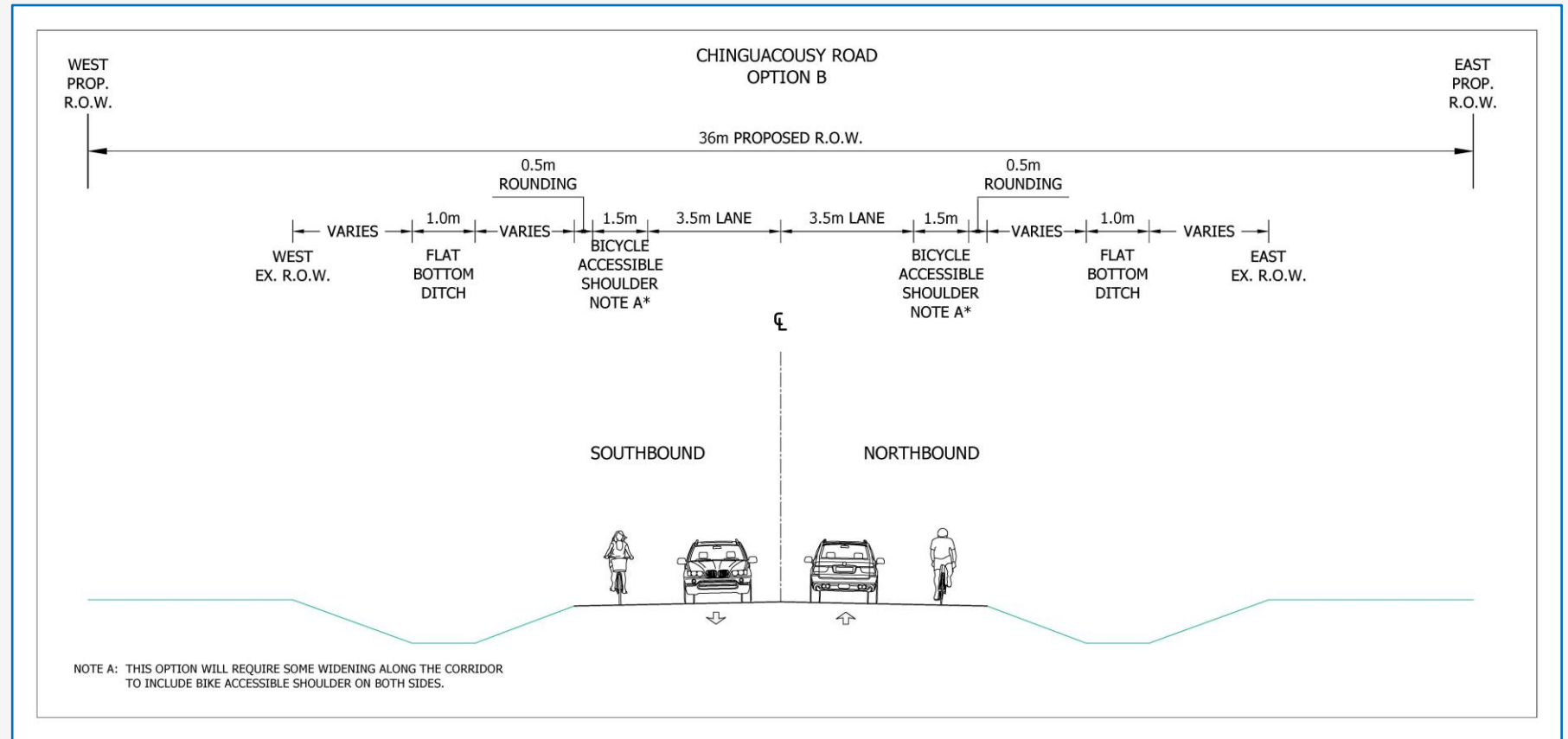
Rehabilitation Cross Section – Option B

1. Revised cross section

- Consistent with the Town's 2019 Development Charge Background Study for road improvements.
- Includes 1.5 m bicycle accessible shoulder.
- Provides room for emergency stopping along the shoulders.

2. Conventional existing ditch system for drainage purpose

3. Road reconstruction and minor widening



Evaluation Summary - Rehabilitation



| Evaluation Criteria | Rehabilitation | |
|---------------------------|----------------------|------------------|
| | Option A | Option B |
| A. Technical Requirements | Not Preferred | Preferred |
| B. Natural Environment | Preferred | Not Preferred |
| C. Cultural Environment | Preferred | Preferred |
| D. Social Environment | Preferred | Preferred |
| E. Economic Environment | Preferred | Not Preferred |
| Overall Summary | Not Preferred | Preferred |

| No | Evaluation Criteria | Rehabilitation | |
|----------------------------------|---|---|---|
| | | Option A | Option B |
| A. Technical Requirements | | | |
| A1 | Storm Water Capacity - Can the option address capacity requirements? | The option provides enough capacity to sustain 20% increased (20%) flows, however, depending upon the growth and increase in traffic, drainage segments to control will be overwhelmed. | The option provides enough capacity to sustain 20% increased (20%) flows. However, depending upon the growth and increase in traffic demand, segments to control will be overwhelmed due to 20%. |
| A2 | Active Transportation - Will the option provide opportunities to implement pedestrian and bicycle infrastructure? | The option does not include any active transportation along the corridor. | The option provides bike accessible shoulders along the corridor. |
| A3 | Connectivity - Will the option provide connectivity with other transportation infrastructure? | The Option provides a coordinated cross section with existing corridor within Town of Caledon. | This option is a coordinated cross section with other corridor used as a benchmark project completed by Town. The cross section is prepared based on the Town of Caledon's 2014 Development Concept (DC) Development Study. This is a requirement for accessible shoulders. |
| A4 | Safety - Will the option address safety concerns with other transportation infrastructure? | The option will not address safety concerns for other vehicles on Waterline Road (Transit Only). The existing safety corridor will remain as is. | The option provides bike accessible shoulders along the corridor which create a safe and secure environment for all users. This is a requirement for accessible shoulders. |
| A5 | Access - Will the option provide an identified or potential impact to existing infrastructure? | The proposed Option does not offer feasibility to integrate transit facilities along corridor. | The proposed Option does not offer feasibility to integrate transit facilities along corridor. |
| A6 | Utilities - Will the option provide opportunities to include existing and new utilities along the corridor? | Under this option, there is no potential impact to existing utilities. The primary strategy to address the existing strategy along the corridor may have some impact on existing utilities. | Under this Option, there is a potential to impact the new water existing subject due to widening to accommodate future accessible shoulders. The average improvements may have other impacts for along the corridor. |
| Summary | | Selection based on the above categories | Selection based on the above categories |
| B. Natural Environment | | | |
| B1 | Terrestrial Wildlife and Vegetation (Including Species at Risk) - Can the option avoid, minimize or compensate for impacts on wildlife and Species at Risk (SAR)? | No line removal or impacts to SAR (Species at Risk) are anticipated as the road will not be widened as part of this rehabilitation option. | Under this Option, some tree removal will be required to accommodate widening. |
| B2 | Fisheries/Aquatics - Potential to impact fish habitat and aquatic habitats? | Terrestrial impacts are present within the study area. If anticipated impacts of appropriate erosion and sediment control measures are implemented. | Impacts to existing are present in the study area. Potential to impact fish and fish habitat or other aquatic habitat do exist. Mitigation measures for erosion control to improve the existing riparian watercourse areas and protect the flood and natural flow of existing streams. |
| B3 | Wildlife - Potential to impact existing vegetation? | Under this Option, there is a potential to impact the existing vegetation and surrounding areas. The option will be required to replace the forest and natural environment along with the change. This option also provides an opportunity for additional planting along the road corridor. ARA and mitigation plan will be required. | Under this Option, there is a potential to impact the existing vegetation and surrounding areas. The option will be required to replace the forest and natural environment along with the change. This option also provides an opportunity for additional planting along the road corridor. ARA and mitigation plan will be required. |
| B4 | Soil Erosion and Sedimentation - Potential to impact surface water and groundwater resources? | No anticipated impact, if appropriate erosion and sediment control measures are implemented. | Under this Option, there is a potential to impact the existing vegetation and surrounding areas. The option will be required to replace the forest and natural environment along with the change. This option also provides an opportunity for additional planting along the road corridor. ARA and mitigation plan will be required. |
| Summary | | Selection based on the above categories | Selection based on the above categories |
| C. Cultural Environment | | | |
| C1 | Archaeological - Will the option impact areas of archaeological interest? | Some parts of the study area have identified for impacts. A Stage 2 archaeological investigation will be required to confirm. An appeal will have some impact. | Some parts of the study area have identified for impacts. A Stage 2 archaeological investigation will be required to confirm. An appeal will have some impact. |
| C2 | Archaeological - Will the option impact areas of archaeological interest? | Anticipated impacts to cultural resources present can be mitigated through various measures. All options will have some impact. | Anticipated impacts to cultural resources present can be mitigated through various measures. All options will have some impact. |
| Summary | | Selection based on the above categories | Selection based on the above categories |
| D. Social Environment | | | |
| D1 | Property Impacts - Will the option require property acquisition? | No. All in R20V property will be acquired by the Town for future widening purpose. All work under this option will be within the SR in proposed future R20V. | All in R20V property will be acquired by the Town for future widening purpose. All work under this option will be within the SR in proposed future R20V. |
| D2 | Access - Will the option impact the area directly? | No impacts anticipated. | No impacts anticipated. |
| D3 | Access Management - Will the option impact traffic patterns directly? | No impacts anticipated. | No impacts anticipated. |
| D4 | Noise and Vibration - Will the option impact noise levels during construction and the long term? | No impacts anticipated. | No impacts anticipated. |
| D5 | Climate Change? Qualitative Air Quality Assessment - Will the option impact air quality? How does the option impact climate change and does climate change impact the option? | No impacts to climate change or air quality is anticipated as the road with remaining unchanged. Air quality mitigation related to construction will be implemented. | An increase to the impervious surface is anticipated, but marginal in comparison to the existing roadway. No impacts to climate change are anticipated. Air quality mitigation related to construction will be implemented. |
| Summary | | Selection based on the above categories | Selection based on the above categories |
| E. Economic Environment | | | |
| E1 | Property Acquisition Costs - Will the option require property acquisition? | All in R20V property will be acquired by the Town for future widening purpose. All work under this option will be within the SR in proposed future R20V. | All in R20V property will be acquired by the Town for future widening purpose. All work under this option will be within the SR in proposed future R20V. |
| E2 | Construction Costs - Will the option be expensive to construct? | This option will not require any widening and therefore will be very low expense as compared to Option B. | This option will require widening and therefore will be very low expense as compared to Option B. |
| Summary | | Selection based on the above categories | Selection based on the above categories |
| Overall Summary | | Not Preferred | Preferred |

A detailed evaluation matrix is available on the project's webpage for review and comments.

Preliminary Functional Design

Functional Design Drawings – Available Online for Review and Comments

- The Preliminary Functional Design is available online for review and comments.
- The Functional Design is prepared based on the following preliminary preferred Options.
 - Option 1 for Urban Cross Section
 - Option B for Rehabilitation Section

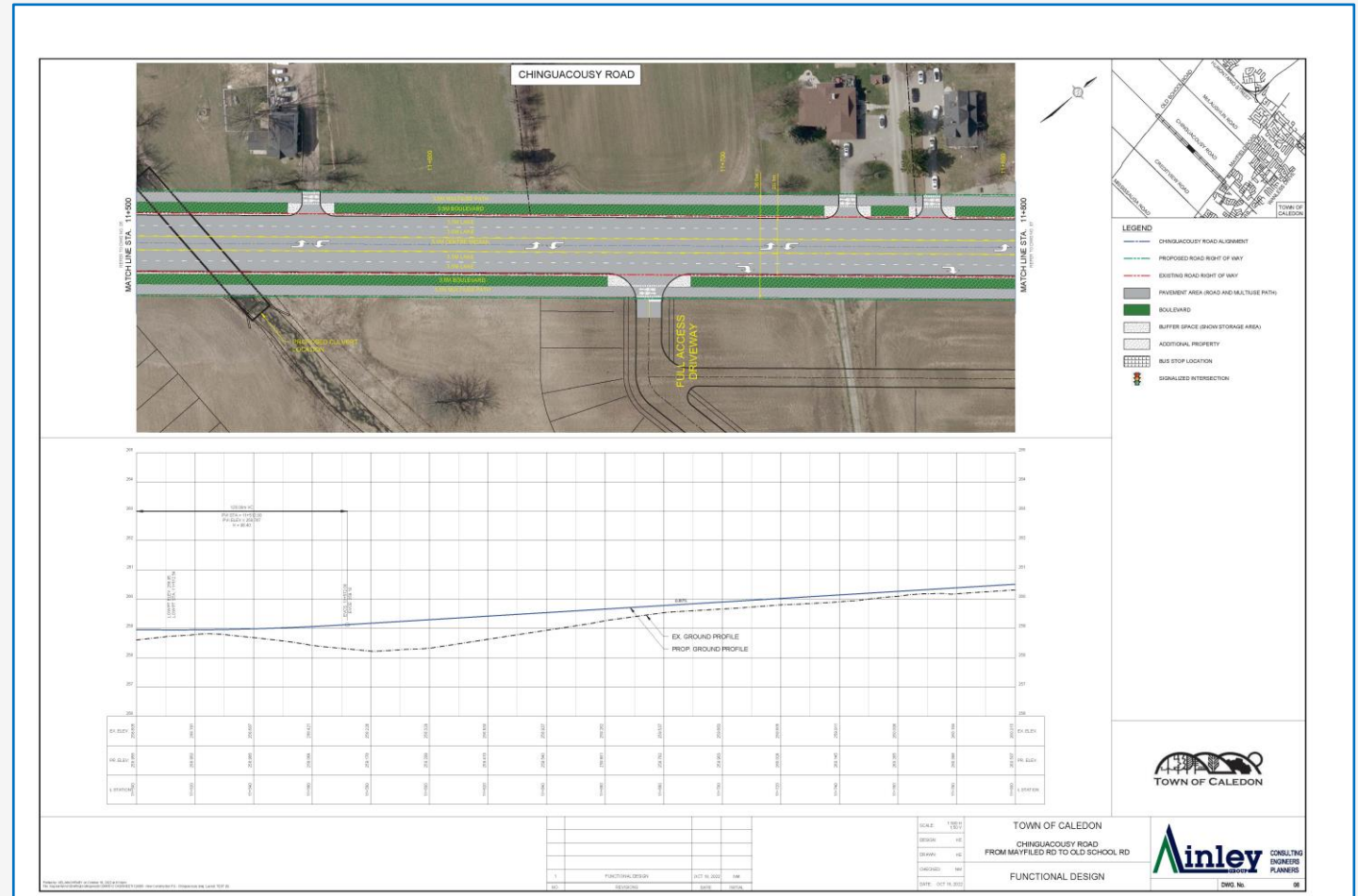


Total 11 Sheets

Preliminary Functional Design...

- How to read the Preliminary Functional Design Drawings

- There are total 11 drawings sheets.
- The drawing sheets are arranged from southern end of the project limits to the northern end. From Mayfield Road to Old School Road.
- A Legend is included on the right hand side on all sheets indicating the color and line type used for various design elements.
- The top section of the drawing will show the birds eye view of the corridor with existing aerial image in the background.
- The bottom section of the drawing will show the existing and preliminary design profile of the corridor.



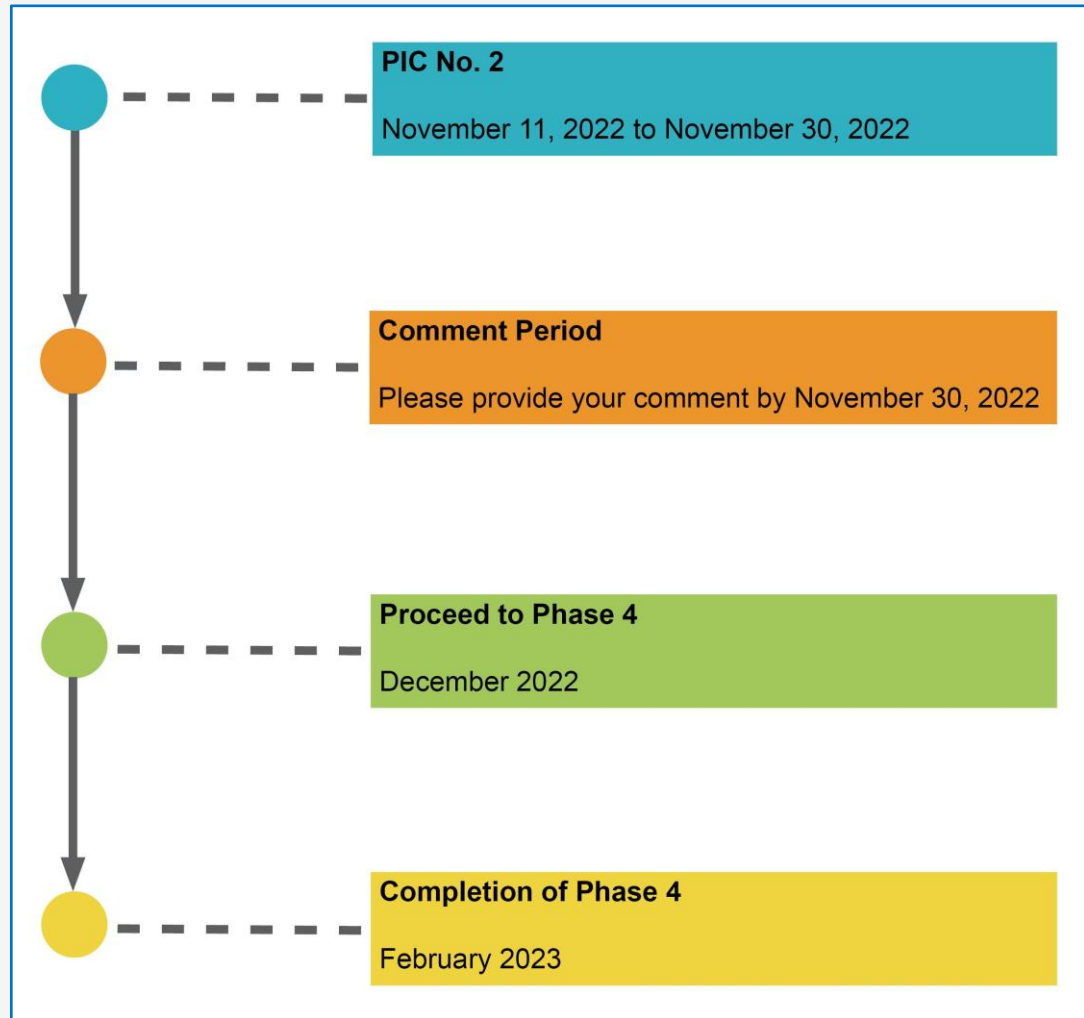
Example - Design Drawing Sheet

Commitments during Detail Design



- Town of Caledon to coordinate with landowners during detail design
- Mitigate impacts to existing built heritage features
- Restore existing features if impacted by road widening works
- Work with adjacent developers to avoid throwaway cost
- Continue to engage Indigenous Communities
- Work with neighbouring municipalities to provide a consistent corridor and implement new services such as transit along the corridor
- Provide new utility services to existing landowners along the corridor when available
- Complete Stage 2 Archaeological Assessment

Next Steps



- Comment Period – Please provide your comments by **November 30, 2022**.
- The preferred solution for Urban Cross Section & Rehabilitation sections will be refined and confirmed based on the comments and feedback from PIC No 2.
- Proceed to Phase 4. Complete Environmental Study Report (ESR)
- Phase 4 – Notice of Completion and place Environmental Study Report (ESR) for 30 days period of public review.



Comments or Questions!!

- Please fill out the **Comment Form** available on the Town's Project Webpage.
- If you have any specific question, please do not hesitate to contact the Project Team Members.
- On behalf of the Project Team Members, we thank you for your time.

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