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Good Evening & Welcome!!

TO

PIC No 1

Chinguacousy Road Improvements  
Municipal Class Environmental Assessment (MCEA)

Date: July 5, 2022

Time: 6:00 PM to 7:30 PM

# Agenda

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1. Project Information
  - Study Corridor
  - Planning Context
  - What is a Class EA?
  - What has been completed so far?
2. Needs Assessment
  - Phase 1 Problem/Opportunity
  - Existing conditions
  - What we have heard so far?
3. Preliminary Preferred Solution
  - Alternative Solutions
  - Evaluation Criteria
  - Evaluation Summary
4. Obtain feedback
5. Discuss Next Steps

## Purpose of this PIC

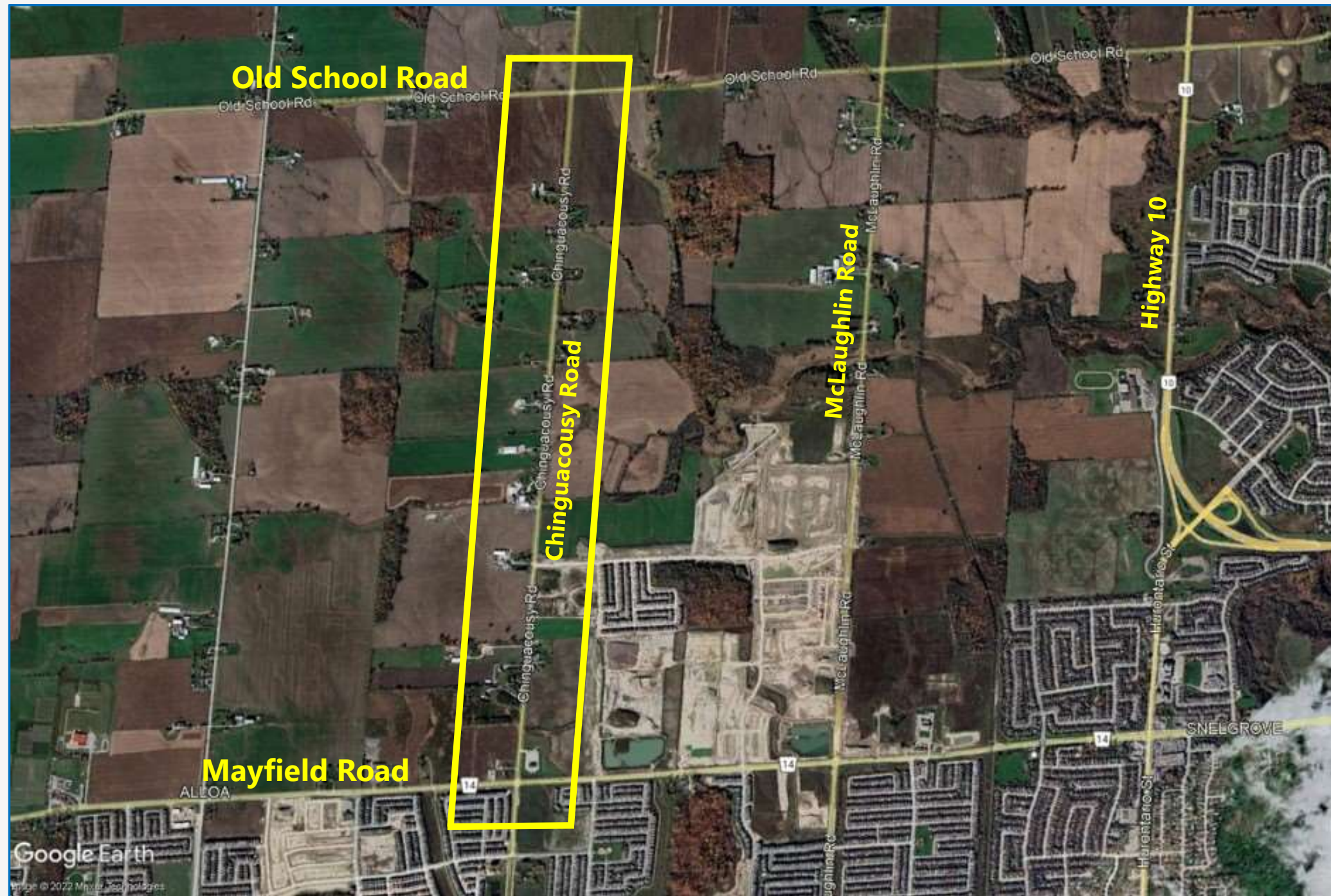
Provide information about project scope and background studies.

Share alternative solutions developed for the project and a summary of the preliminary evaluation.

We want to hear from you on items that you may want us to consider and see it implemented.

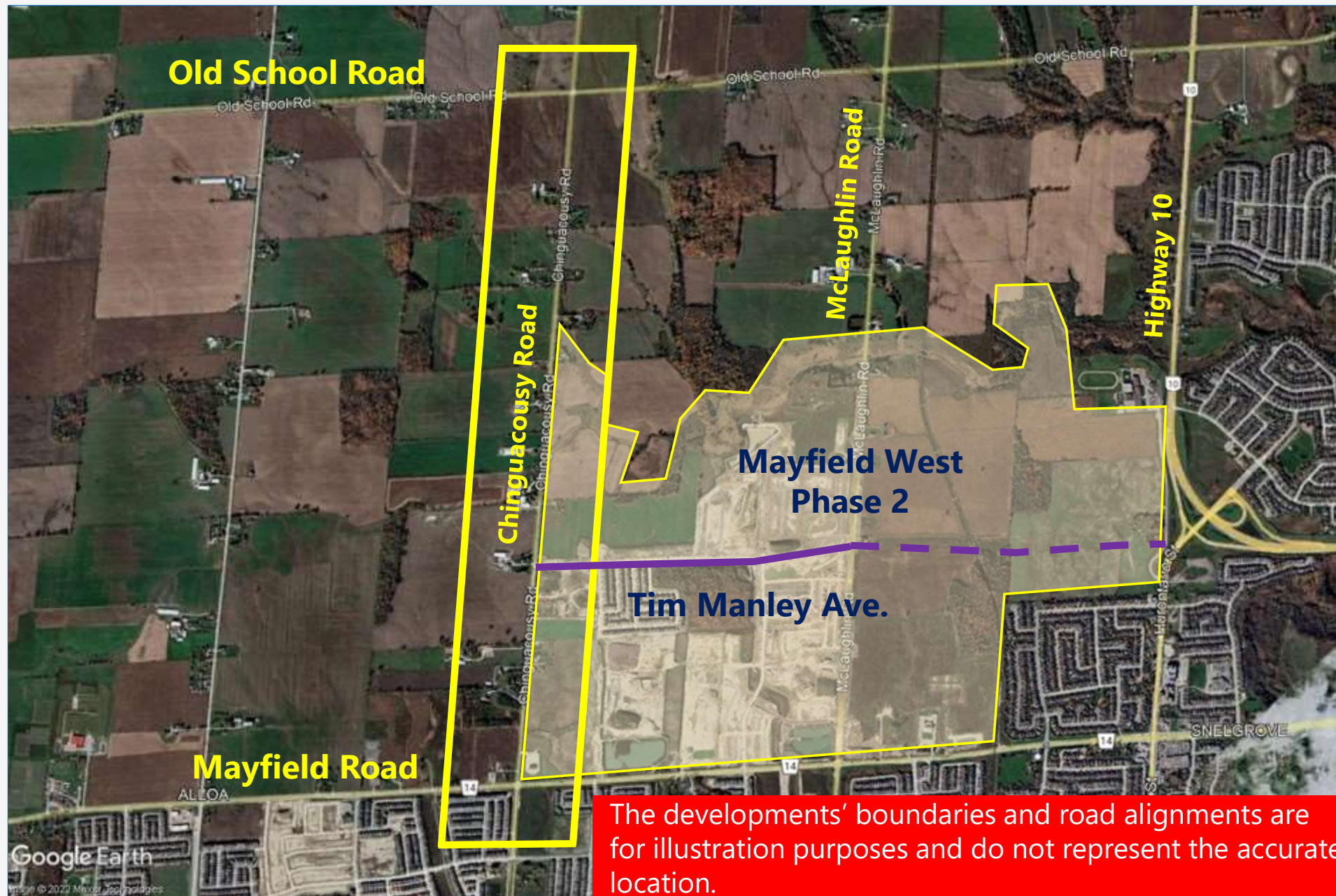
Discuss next steps.

# Study Corridor



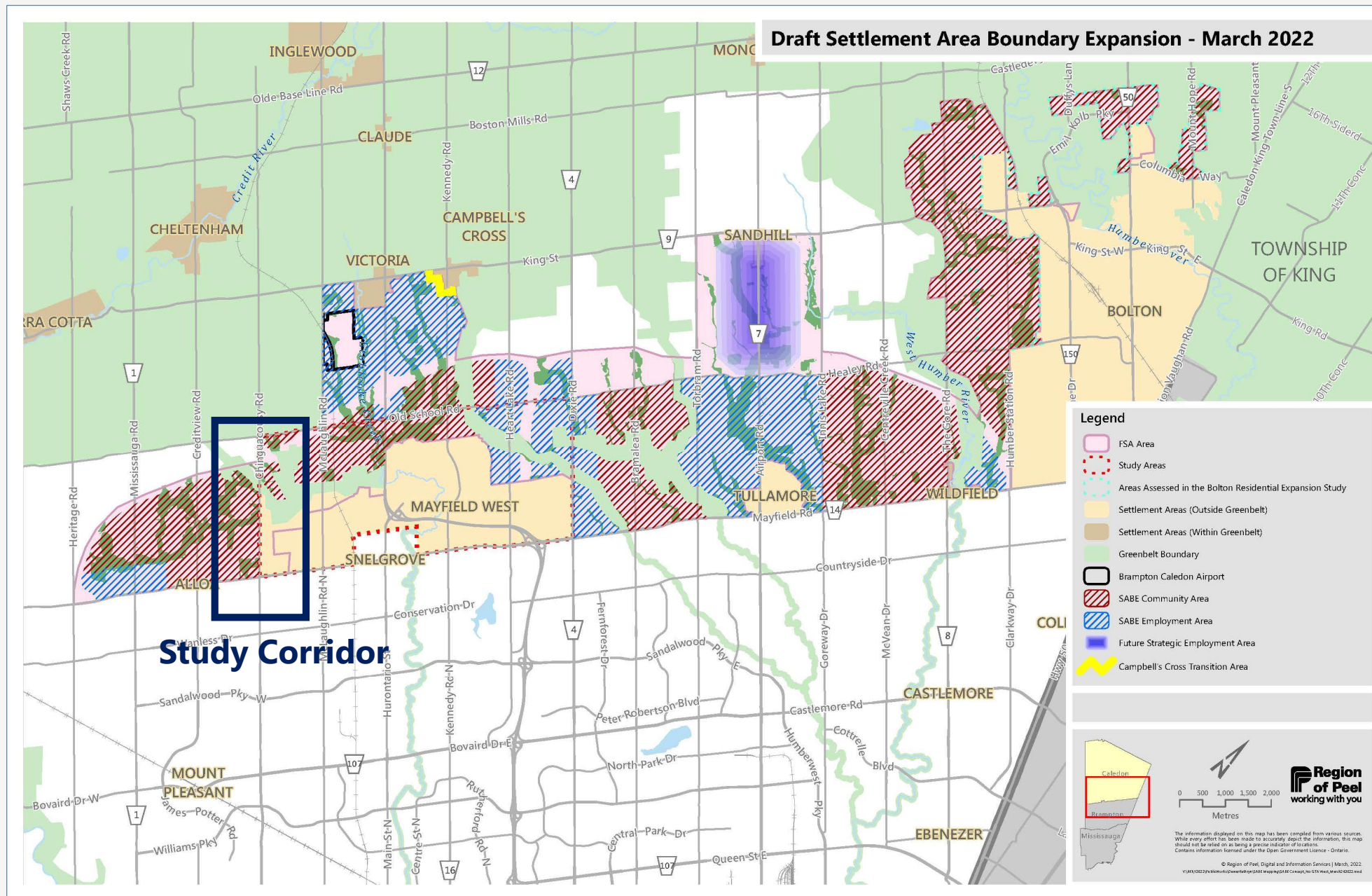
- Project Limits - Chinguacousy Road from Mayfield Road to Old School Road
- Approximate Length – 3.0 Km
- The project will support the existing and future planned growth in the area, including Mayfield West Phase 2 and Peel Region's Settlement Area Boundary Expansion.

# Mayfield West Phase 2



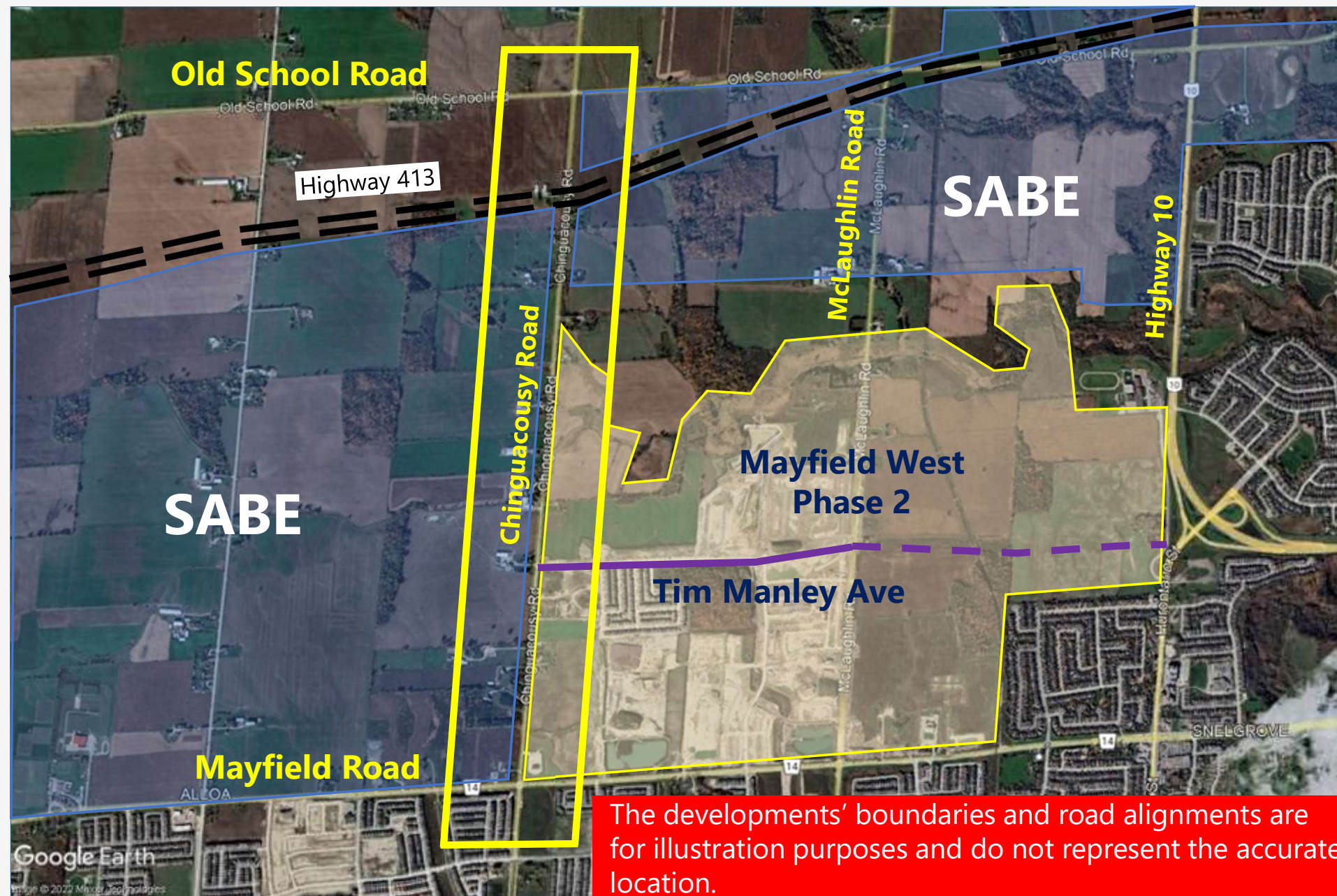
- Mayfield West Phase 2 (MW2) is a new community being developed having residential and employment lands; parks, schools, public open spaces and recreational facilities.
- Development is guided by Mayfield West Secondary Plan and expected to complete by 2031.
- A new arterial, Tim Manley Ave. is being 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.

# Settlement Area Boundary Expansion



- The Region of Peel Official Plan, "The Peel 2051" identified Settlement Area Boundary Expansion (SABE) in the Town of Caledon to accommodate future employment and community growth.
- Our study corridor, highlighted by blue rectangle, will be servicing the SABE community areas.
- The Transportation Assessment for SABE recommended the Chinguacousy Road widening to 4 lanes by 2041.
- The Town's Official Plan, "Future Caledon" and Transportation Master Plan currently being updated include upgrading the Chinguacousy Road from rural collector to urban arterial with 36 meter wide right of way.

# 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.

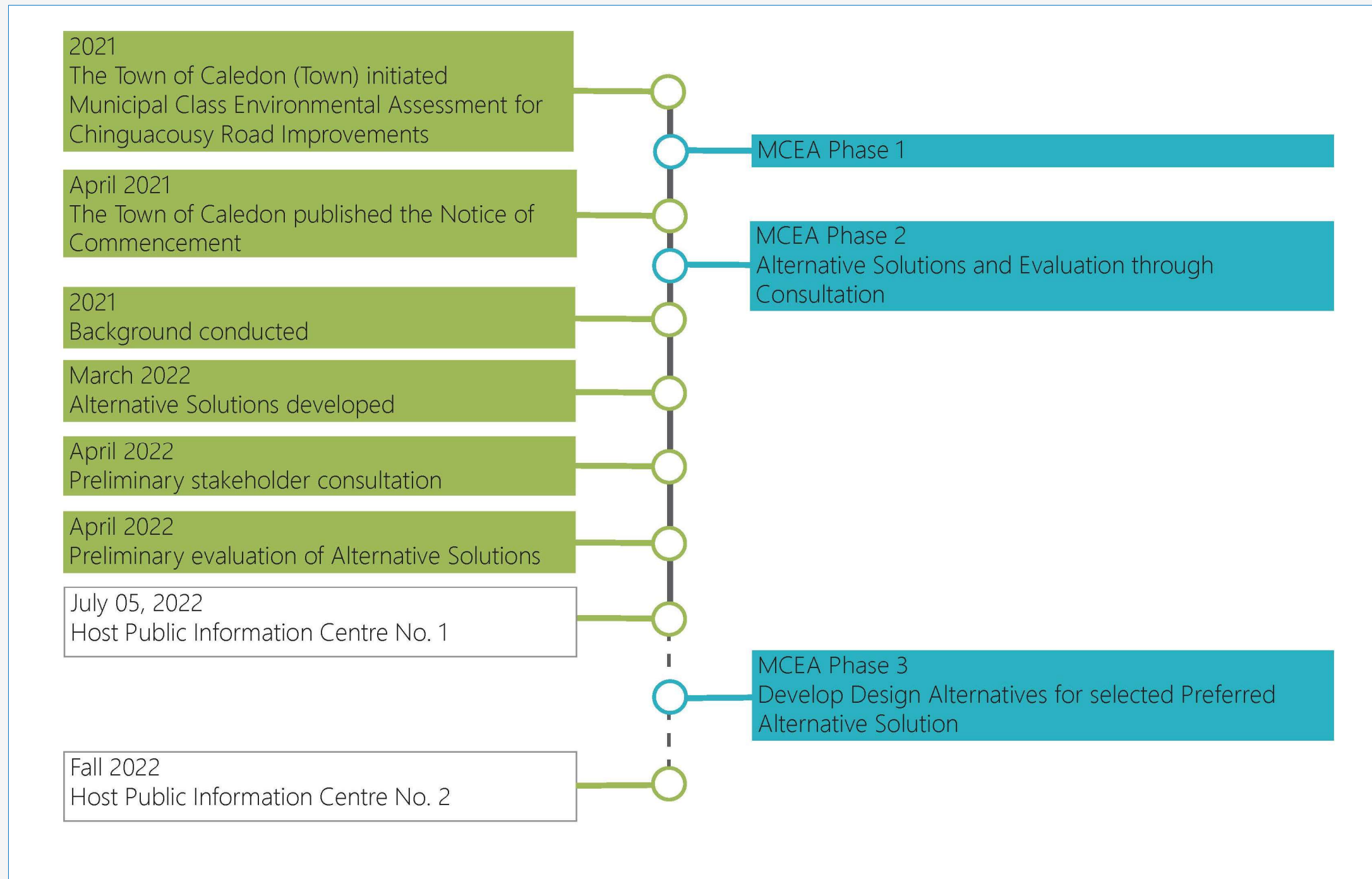
# What is a Class EA?

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- Class EA = Environmental Assessment
- 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.
- Chinguacousy Road Improvements project is being carried out under the planning and design process for a Schedule C as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015).

# What has been completed so far?





# Phase 1 - Problem & Opportunity



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

# Needs Assessment

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- Transportation Needs Assessment
- Cultural Environment Assessment
- Stage 1 Archaeological Assessment
- Natural Environmental Investigation & Assessment
- Arborist Report and Tree Preservation Plan
- Fluvial Geomorphic Crossing Assessment
- Preliminary Pavement Condition Assessment
- Geotechnical Investigation

# 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

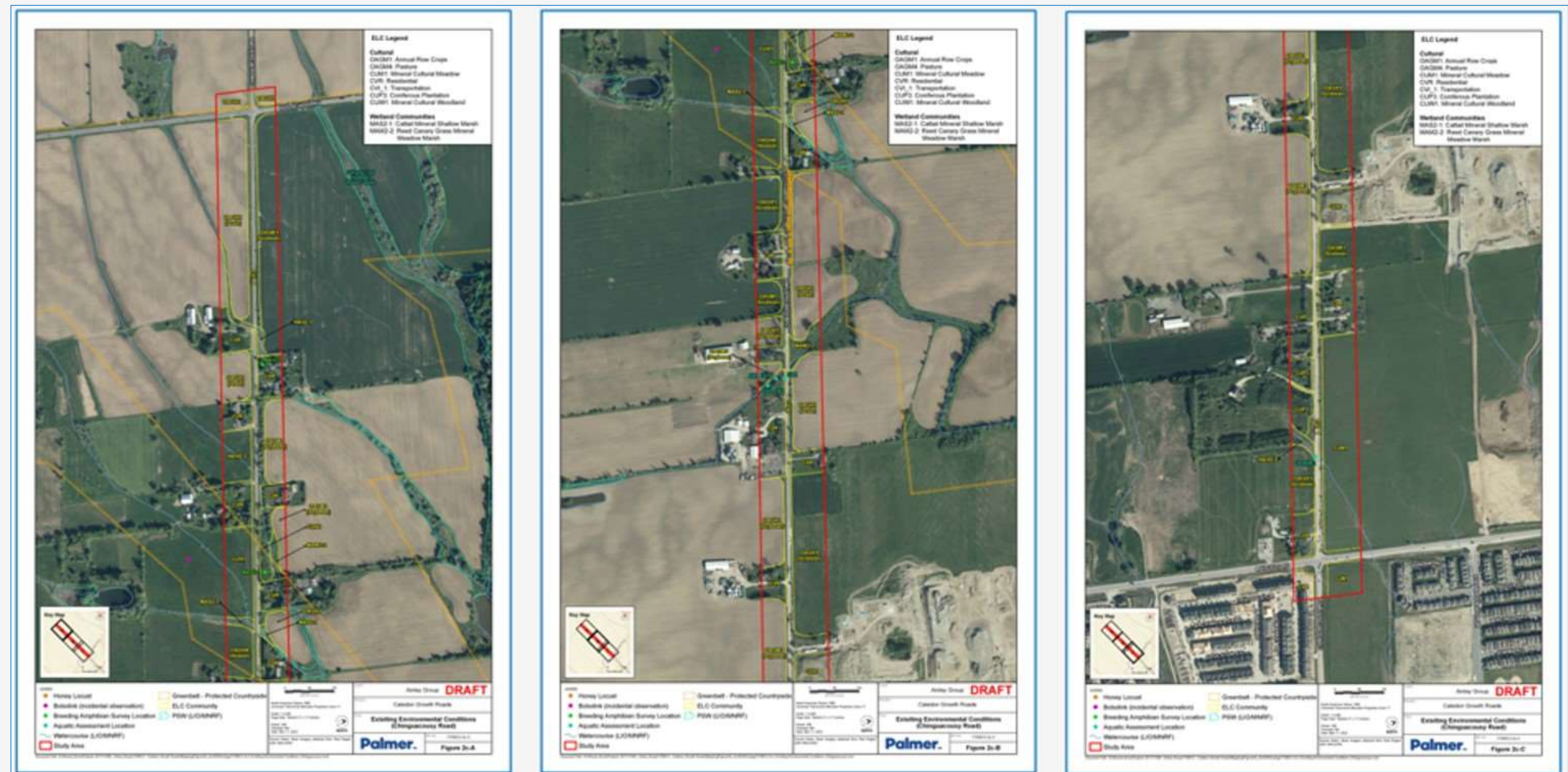


## Tim Manley Ave. intersection with Chinguacousy Road

- 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.

# Existing Condition – Natural Environment

- A review of Species at Risk (SAR) mapping from the DFO revealed no aquatic SAR in the vicinity of the Study Area.
- A review of the Natural Heritage Information Centre database revealed records of SAR in the vicinity of the Study Area including Eastern Meadowlark (Threatened).
- There are two headwater drainage features (HDF) present, with one feature identified to contain important riparian vegetation and offer important or valued terrestrial habitat.



# Existing Condition - Archaeological

Stage 1 recommends further Stage 2 investigation

Green and orange designated areas will require Stage 2 investigation

## Legend

	STUDY AREA		PEDESTRIAN SURVEY REQUIRED
	PHOTO LOCATION AND DIRECTION		TEST PIT SURVEY REQUIRED
	DISTURBED - NO POTENTIAL		WATERCOURSE
	PREVIOUSLY ASSESSED		



Figure 11: Chinguacousy Road – Results of Stage 1 (Sheet 1)

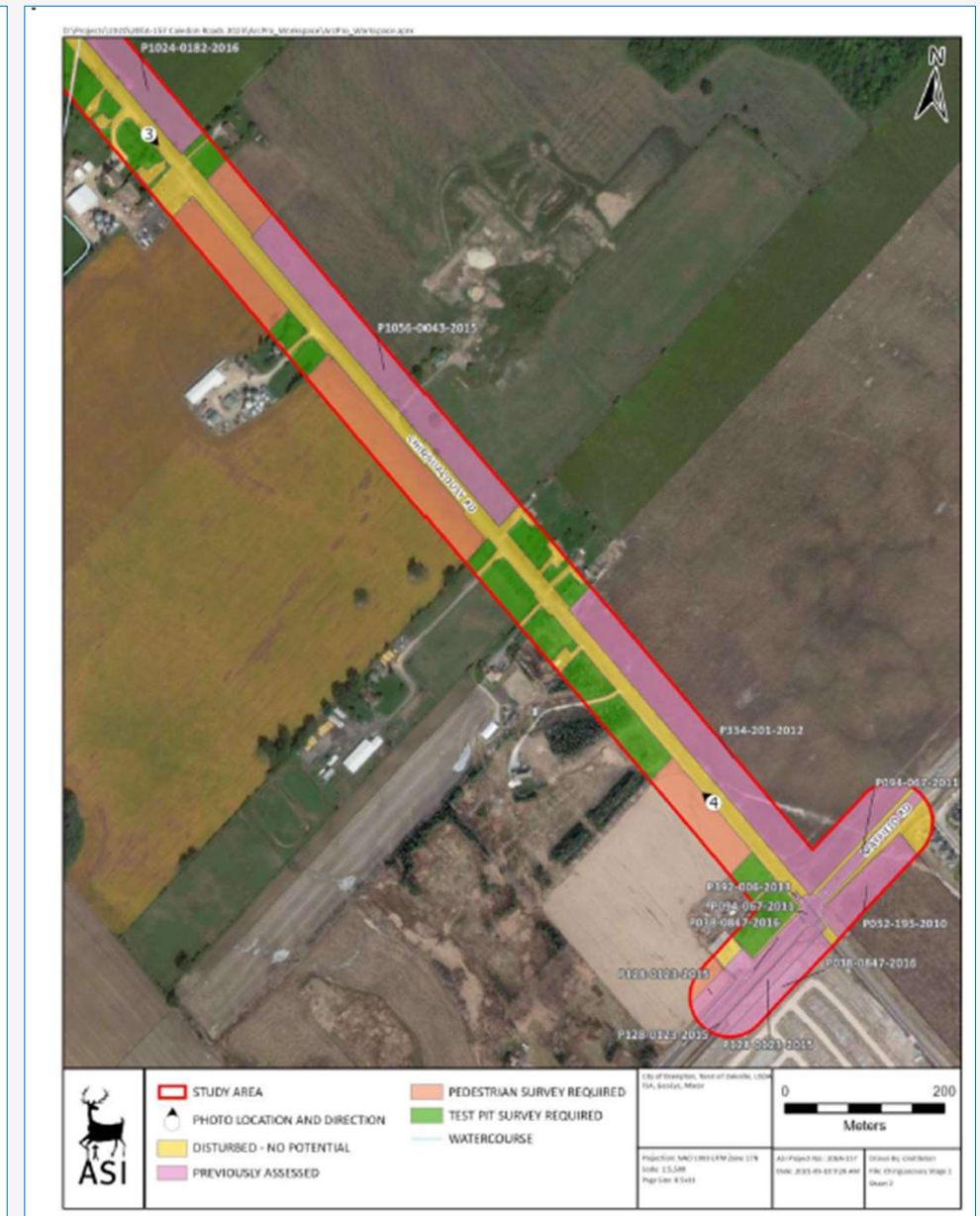
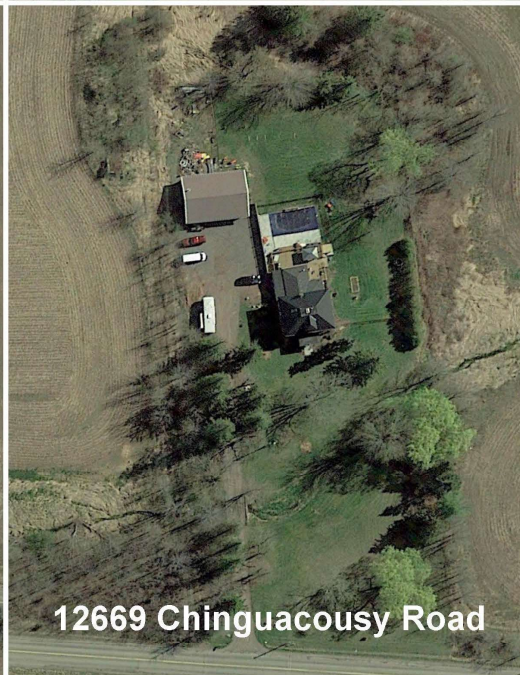
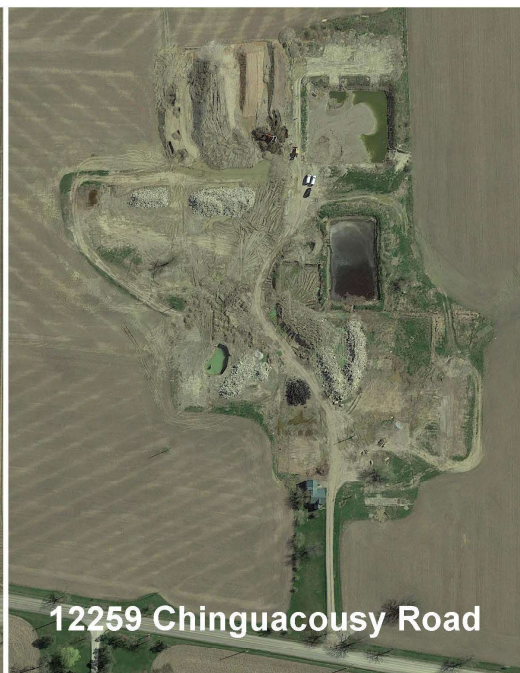
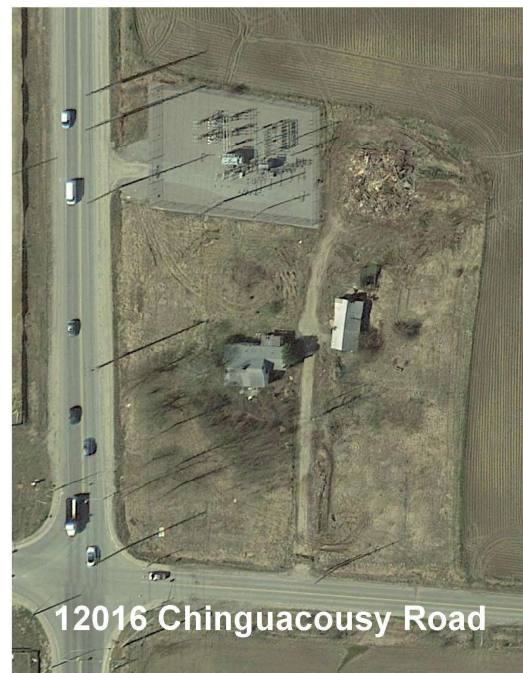


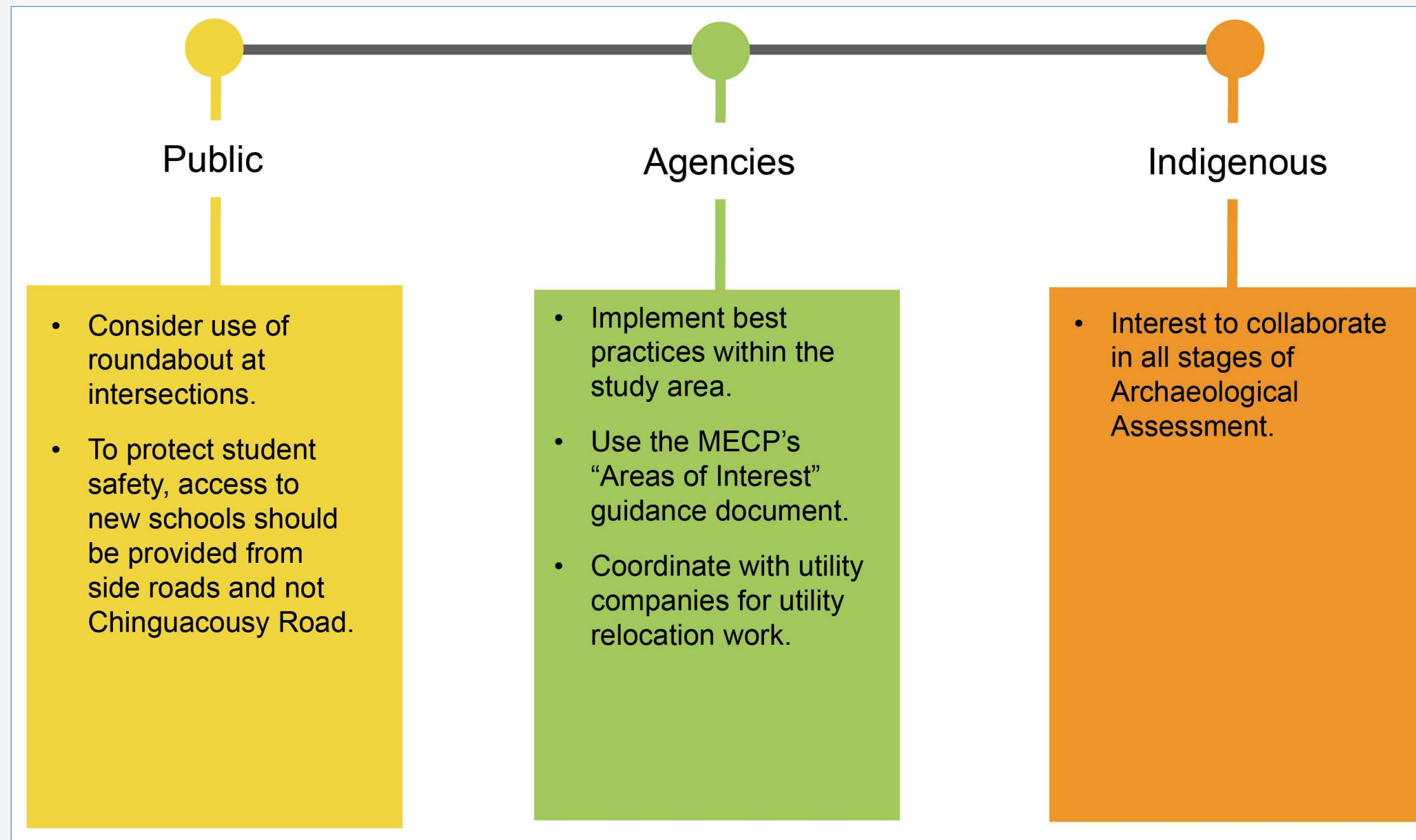
Figure 12: Chinguacousy Road – Results of Stage 1 (Sheet 2)

# Existing Condition – Cultural & Built Heritage



- Total 8 properties identified along the project corridor
- Mitigation measures will be identified to minimize the impact to its cultural/built heritage importance

# What we have heard so far?





# Alternative Solutions

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- **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.

# Evaluation Criteria



## 1 Traffic Demand

- Does the alternative address anticipated traffic demand for current and future needs?

## 2 Safety

- Will the alternative provide increased safety for pedestrians, cyclists and vehicle operators?

## 3 Active Transportation

- Does the alternative support active transportation along the corridor or provide opportunity to accommodate active transportation facilities?

## 4 Transit

- Does the alternative provide opportunity for future transit?

## 5 Natural Environment

- What are the potential impacts to terrestrial vegetation and wildlife? This criterion also includes considerations for Species at Risk (SAR).
- What are the potential impacts of the alternative to fish and fish habitat?
- Are there any provincially significant wetlands present within the study area? What are the potential impacts of the alternative to wetland habitat?

# Evaluation Criteria (Cont.)



## 6 Cultural Environment

- What potential impacts will the alternative have on archaeological resources?
- What potential impacts will the alternative have on cultural heritage resources? This includes built heritage and cultural landscapes.

## 7 Socio-Economic Environment

- Are there any sensitive receptors present or directly adjacent to the study area? Will the alternative significantly impact air quality now and in the future?
- Will the alternative contribute to climate change or provide adaptation? Considerations related to transportation are green house gas emissions and impervious surfaces.
- What impacts will the alternative have on private property owners? Considerations include property access during construction as well as potential property acquisition.
- Does the alternative support the planned growth and development of the area?

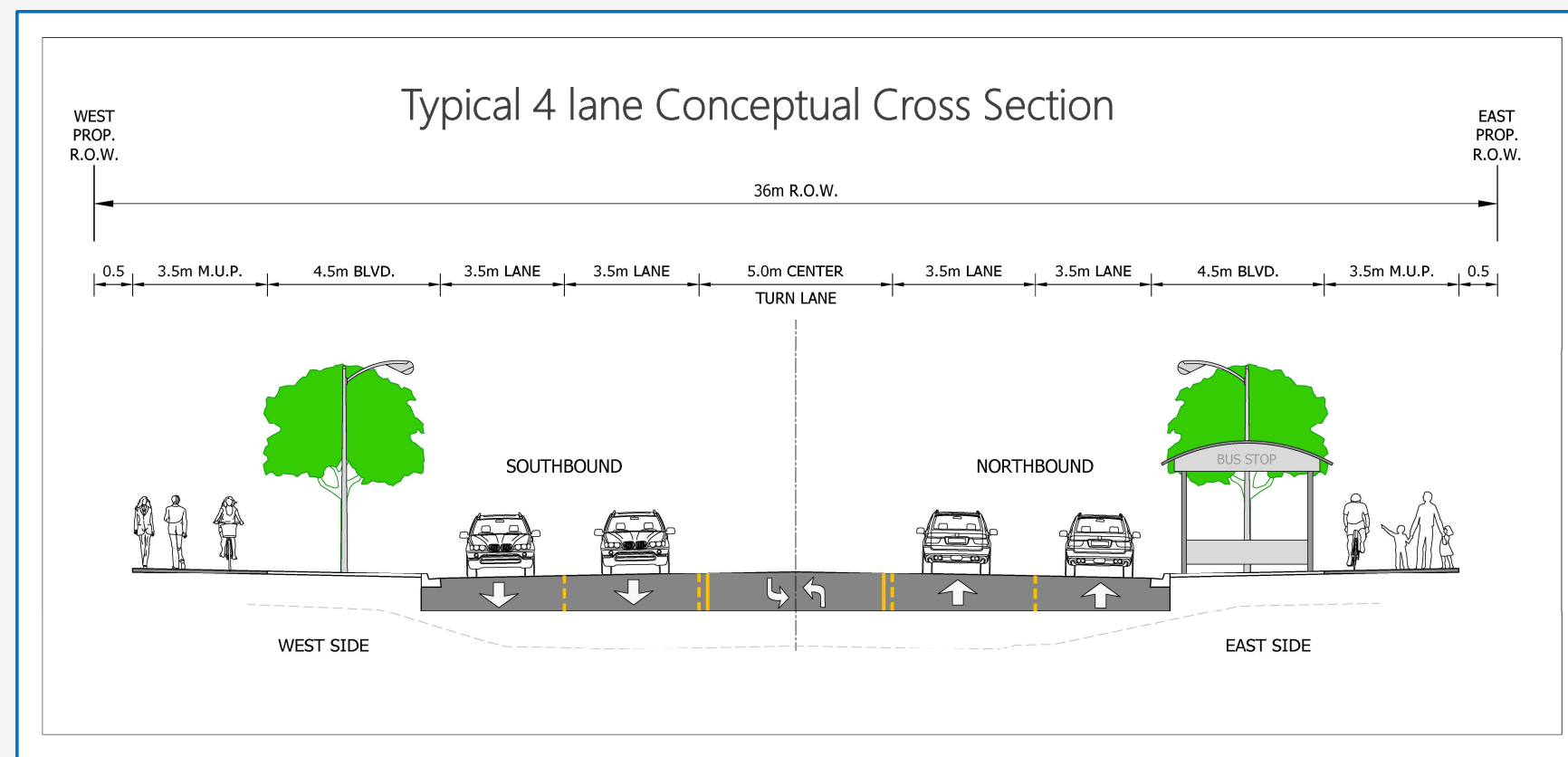
## 8 Cost

- What are the anticipated capital costs of the alternative?
- What are the anticipated maintenance costs of the alternative?

## Evaluation Summary

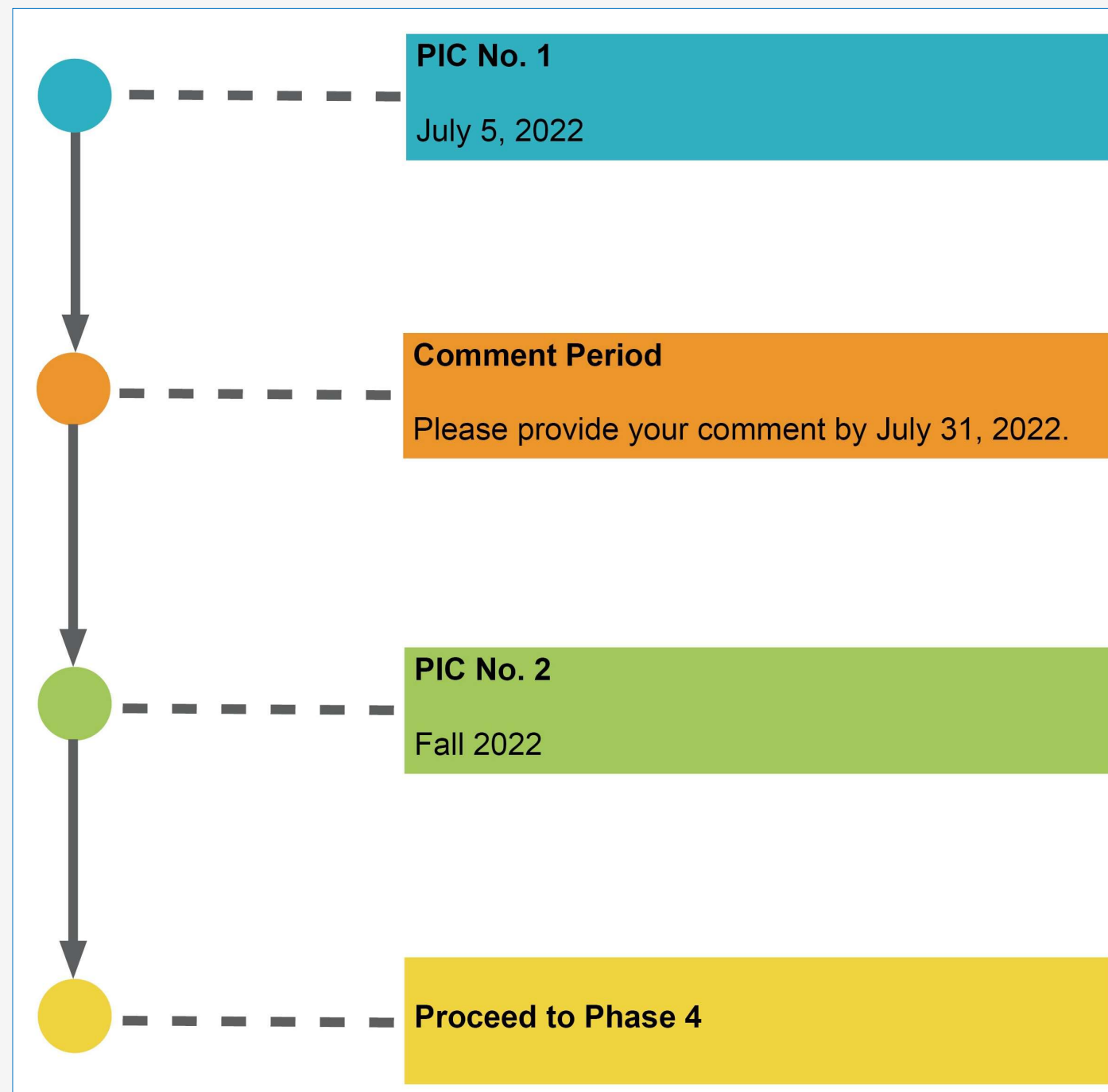
Evaluation Criteria	1. Do Nothing	2. Limit Development	3. Improve Alternative Routes	4. Local Roadway / Intersection Improvements	5. Capacity Enhancement	6. Integrate Alternate Travel Modes			
<b>Transportation</b> (Traffic Demand, Safety, Active Transportation & Transit)	✘ Does not address needs of 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.			
<b>Natural Environment</b> (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.			
<b>Cultural Environment</b> (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.			
<b>Socio-Economic Environment</b> (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.			
<b>Cost</b> (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.			
<b>Recommendation</b>	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 <b>not</b> 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 <b>recommended</b> 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 <b>recommended</b> in conjunction with alternatives 4 and 6. 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.		
<b>Legend</b>	✘ Does not address minimum criteria			 Least desirable to most desirable			<b>Recommended Preliminary Preferred Solution</b> Combination of components from Alternatives 4, 5 & 6		

# Preliminary Design Considerations (To be explored in the next Phase of EA)



Typical road rehabilitation project example

# Next Steps



- Comment Period – Please provide your comments by July 31, 2022.
- The preliminary preferred solution will be refined and confirmed based on the comments and feedback from PIC 1.
- The team will prepare alternative design concepts to implement the Preferred Solution.
- The team will present the alternative design concepts to Public during PIC No 2. This is to obtain feedback to confirm the Preferred Design.
- Phase 4 - Notice of Completion. Publishing of Environmental Study Report (ESR).

# Thank you!!

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