

Chisholm, Fleming and Associates
consulting engineers

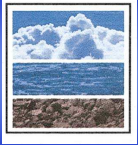


Welcome!
Public Information Centre 6:00 to 8:00 pm
December 6, 2018



Inglewood Community Centre
15825 McLaughlin Road, Caledon

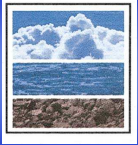
Kennedy Road Environmental Assessment
From Bonnieglan Farm Boulevard to Old School Road



Kennedy Road Improvements Bonnieglen Farm Boulevard to Old School Road Municipal Class Environmental Assessment

WELCOME to the Public Information Centre for the
Kennedy Road Environmental Assessment

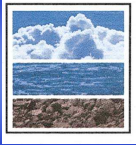
This project is being completed in accordance with the Ministry of the Environment, Conservation, and Parks guidance for a Municipal Class Environmental Assessment (Schedule B); Municipal Road Project under the Environmental Assessment Act. The Study is being directed by a Project Team made up of staff from the Town of Caledon and Chisholm, Fleming and Associates



Project Study Area

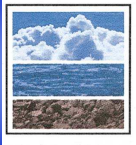


Kennedy Road Environmental Assessment
From Bonnieglen Farm Boulevard to Old School Road



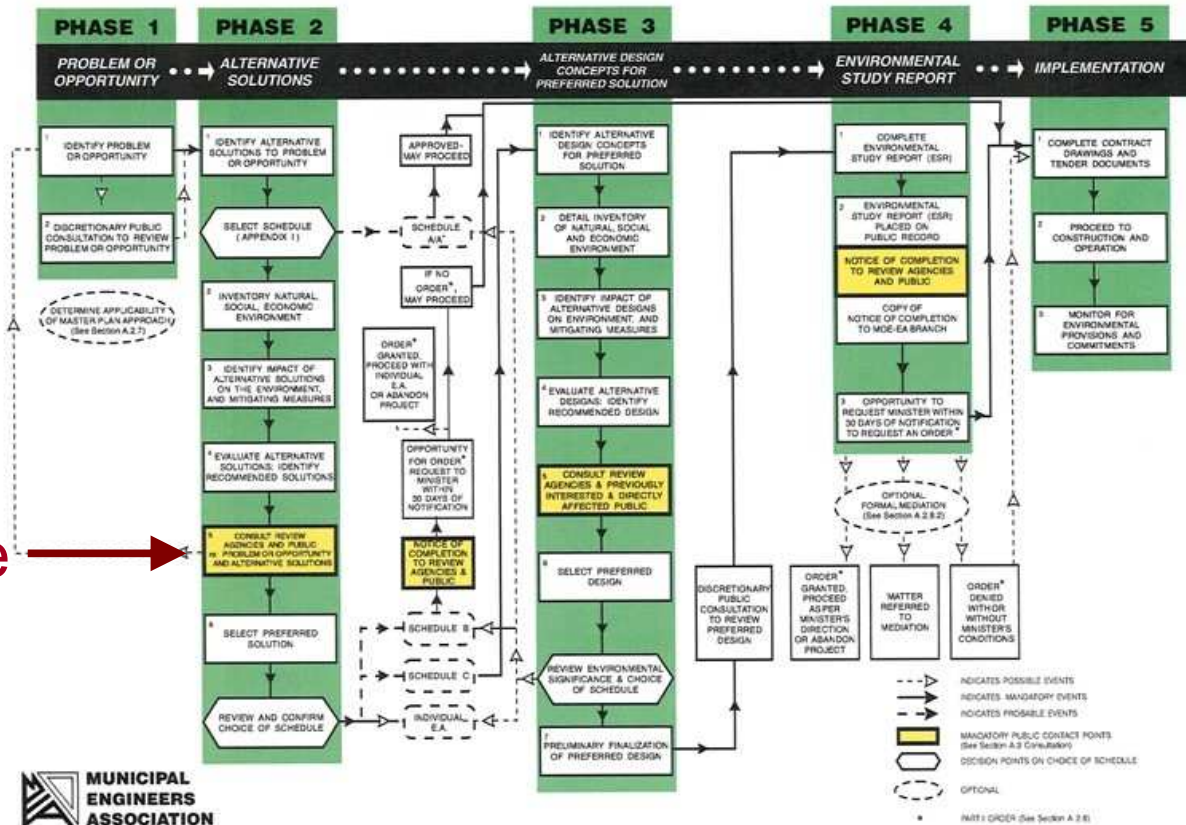
Purpose of the Public Information Center

- To provide an overview of the Class Environmental Assessment Study Process
 - To provide study background information
 - To provide a forum for comments
 - To present the problem statement and alternate solutions
 - To present the evaluation of alternative solutions and a recommended design concept
 - To outline the next steps in the study process
- All attendees at this meeting are invited to:
- Meet with Project Team Members
 - Review displays depicting the study area and current information
 - Complete a study “comment sheet” outlining your suggestions, concerns, support, recommendations, or other thoughts concerning proposals to improve Kennedy Road between Bonnieglan Farm Boulevard and Old School Road.
 - Sign attendance register

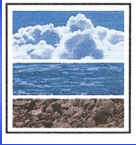


Municipal Class EA Planning and Design Process

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

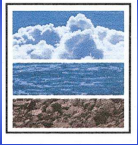


We are here →



Project Background

- Kennedy Road within the study area is currently a two lane road with a rural cross section
- The objective of this Municipal Class Environmental Assessment Study is to examine improvement needs between Old School Road and Bonnieglen Farm Boulevard to the year 2031 and to ensure that any recommendations are compatible with the latest statistical and environmental data

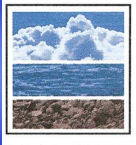


Problem or Opportunity Statement

With the ongoing development in the area, the Town of Caledon in previous studies has identified Kennedy Road to operate as a 2 lane major collector road at an acceptable level of service by the year 2031.

The following problem or opportunity statement which sets the framework for this study is as follows:

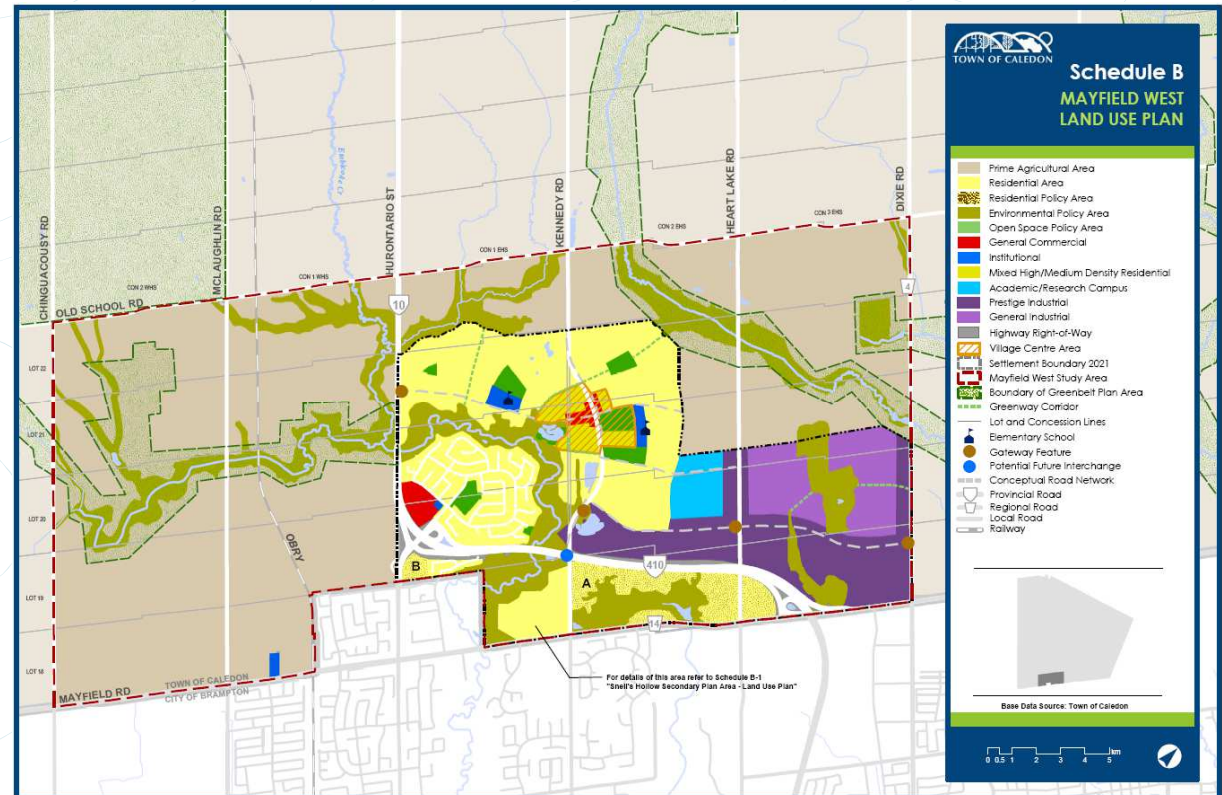
The section of Kennedy Road between Bonnieglan Farm Boulevard and Old School Road be improved to support the projected population, employment and development growth, and to enhance road safety for pedestrians, cyclists, and drivers.

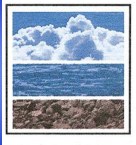


Official Plan

The Mayfield West Phase 2 Secondary Plan, as described in the Town's Official Plan governs the development and redevelopment of land as shown on Schedule B Mayfield West Land Use Plan. The area has been planned on a complete community that is pedestrian and cyclist friendly and transit oriented. Collectively, these attributions support the development of a healthy, safe and balanced community.

The current right-of-way (ROW) width is 20m and has an ultimate ROW width of 26m as per the Official Plan.

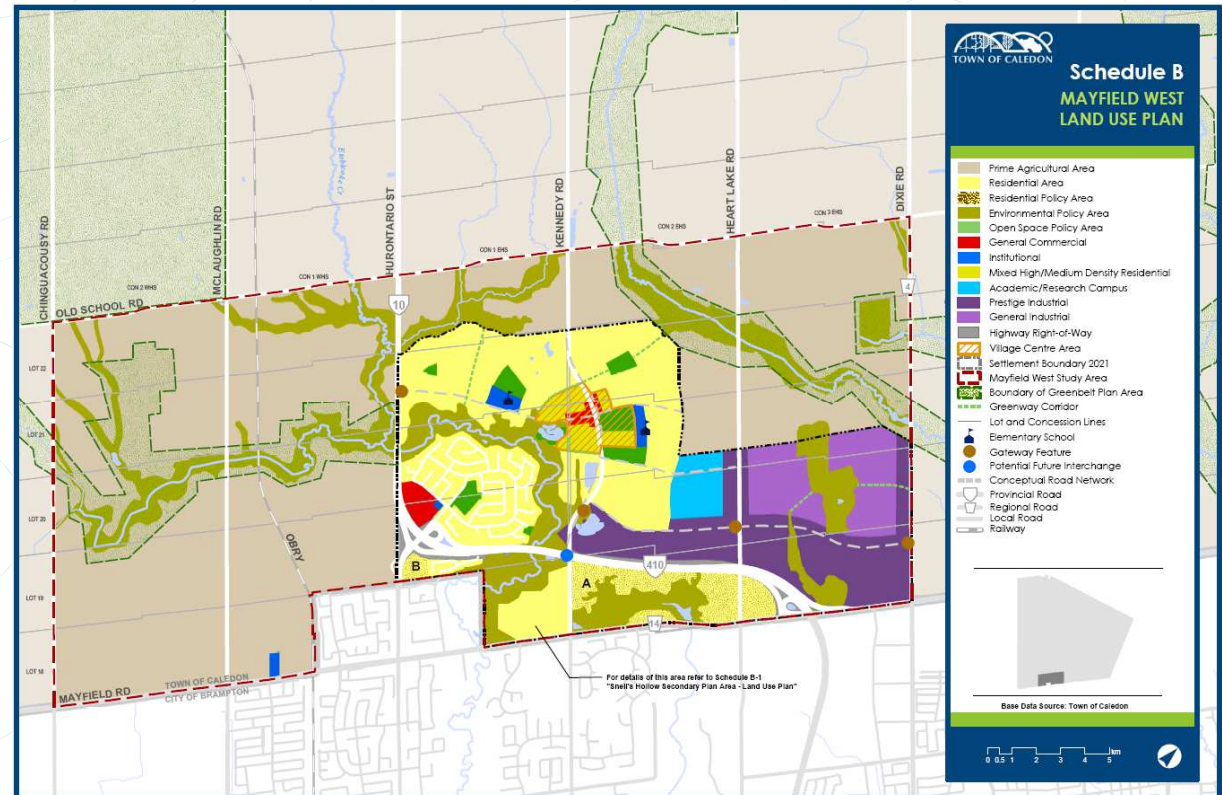


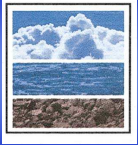


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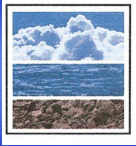




Cultural Heritage

The Cultural Heritage resource assessment revealed that there are three previously identified features of cultural heritage value within or immediately adjacent to the Kennedy Road Study area. These include two farmscapes and one church and an associated cemetery outside the existing right of way limits.

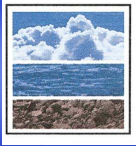




Archaeological Assessment

- A Stage 1 Archaeological Assessment of the area determined that there are six previously registered archaeological sites within one kilometre of the study area and Dixon's Union Cemetery adjacent to the Kennedy Road right of way
- A Stage 2 Investigations will be required for work outside of the existing ROW
- A Stage 3 Investigation will be required within a 10 metre buffer of the cemetery property (within the existing right of way) to confirm the presence or absence of unmarked graves within the existing right of way of Kennedy Road



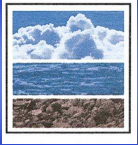


Natural Environmental Assessment

- One vegetation community along the roadside is a cultural meadow at the southwest corner of Old School Road, the remainder is residential manicured areas, and active agricultural fields
- No threatened or endangered vegetative species were found within the project limits



- No threatened or endangered species were identified within the project limits
 - Bobolink and Eastern Meadowlark have been documented within 1 km of the site but have not been documented within the project limits
 - All identified species documented are common species found in disturbed settings.
- Located within watersheds for the Humber River and Etobicoke Creek
 - No crossing watercourse
 - No threatened or endangered aquatic species



Alternative Solutions

The following alternate solutions have been considered and evaluated as part of the Schedule B Municipal Class EA.

1. Do Nothing.

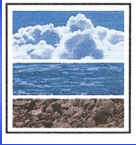
The “Do Nothing” alternative identifies what would happen if no action is taken to address the current deficiencies within the corridors in both the short and long term basis. This alternative provides a base line in which other alternatives may be measured.

2. Rural Cross Section

This alternative would involve the reconstruction of Kennedy Road. It addresses the pavement deterioration, improves the current road shoulder and drainage. However, this alternative does not address the community need for safe pedestrian and cyclist facilities.

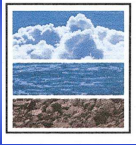
3. Two Lane Urbanization

This alternative would involve the reconstruction and urbanization of Kennedy Road. It addresses the need for operational and road safety improvements, and the community need for safe pedestrian and cyclists facilities.



Transportation

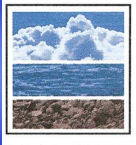
- The existing traffic volume on Kennedy Road is 2,300 vehicles per day with a peak volume of 460 vehicles per hour
 - This operates up to 46% of capacity
 - This represents Level of Service of B indicating the road operating condition is good and well within capacity
- The forecast 2031 volumes are 3,300 vehicles per day with a peak volume of 650 vehicles per hour
 - This would operate up to 65% of capacity
 - This represents Level of Service of C indicating the road operating condition is acceptable and within capacity
- The road is currently posted at 60kph; however, 24 hour traffic counts completed in 2017 revealed the 85th percentile of users traveling at 82km/h
- Stopping sight distances available on the current road profile does not meet TAC requirements for the posted 60km/h speed limit
- Analysis of the Old School Road and Kennedy Road intersection to be completed by the Old School Road EA study



Noise

- 5 outdoor living areas within the site area have been assessed to determine the requirements for any noise mitigation
- Requirements for noise levels to be 55 dBa or below
- R5 has been identified as being in excess of the objective under the current conditions
- The predicted increase in sound levels is 1-2 dBa which is classified as an insignificant increase
- Mitigation measures for R5 will be determined based on recommendations of the Old School Road as part of the Old School Road EA study

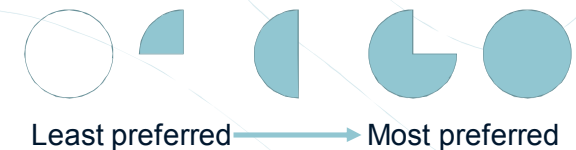


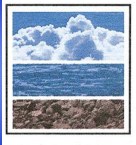


Evaluation Criteria

Category	Criteria	Criteria Indicators
Natural Environment	Wet Lands and Vegetation	Potential Effect on terrestrial and habitat
	Wildlife Habitat	Potential adverse effect on Wildlife due to loss of habitat
	Species Risk	Potential adverse effect on species at risk identified in the study area
	Ground Water/Surface Water/Drainage	Potential adverse effect on ground water, wells, surface water quantity
	Trees	Potential adverse effect to existing trees and tree canopies within the study limit
	Fisheries and Water Quality	Potential to minimize impact on aquatic features
Social Environment	Land use	Support the Official Plan and Secondary Plan Objective
	Heritage and archeological Impacts	Potential adverse effect on archeological and built heritage resources
	Agriculture	Potential adverse effect on loss of agricultural lands
	Property impacts	Potential adverse effect on abutting property in the study area
	Utilities	Ability to minimize effect on existing/proposed utilities
	Noise and Air Quality	Potential adverse effect on noise and air quality within the study area
	Construction disruption	Ability to minimize construction constraints and complexity

Category	Criteria	Criteria Indications
Transportation	Existing Traffic	How does the alternative serve the culvert volume of vehicular, pedestrian and cycling traffic
	Forecasted Traffic	Does the alternative address the forecasted transportation needs
	Safety	Ability to improve safety
	Access Management	Ability to accommodate traffic access to abutting properties
	Cycling needs	Ability to ensure existing/future cycling needs
	Pedestrian needs	Ability to ensure existing/future pedestrian needs
	Transit needs	Ability to ensure future transit needs
Cost	Utility Relocation	Extent of impacts on existing utilities that must be relocated and/or protected to construct alternative
	Capital cost	Capital cost of improvements
	Operation and Maintenance	Cost to operate and maintain the reconstructed road



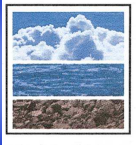


ALTERNATIVE SCREENING



Criteria	Do Nothing	Rural Cross Section	Urban Cross Section
Regional and Municipal Transportation Studies	Does not meet the Town of Caledon's Transportation Master Plan (Town's TMP) with respect to lane and shoulder widths and cycling facilities.	The Town's TMP has designated Kennedy Road as a 26m ROW Rural Main Street with bike routes; however, the alternative does not fully meet these requirements as it does not provide curb and gutter.	The Town's TMP has designated Kennedy Road as a 26m ROW Rural Main Street with bike routes, the alternative fully meets these requirements.
Cultural Heritage	No impacts.	Will require wider than existing ROW which will encroach on the Dixon Union's Cemetery.	Road improvement works will be confined to the existing ROW.
Natural Environmental	No endangered or species at risk (SAR) have been identified in the area.	No endangered or species at risk (SAR) have been identified in the area; however tree removal will be required to accommodate this alternative.	No endangered or species at risk (SAR) have been identified in the area. Low impact development (LID) measures will be implemented.
Socio-Economic	No land acquisition required. No utility relocation required.	Land acquisition will be needed to fit all elements of the rural cross section. Major utility relocation required.	No land acquisition required. Minor utility relocation may be required.



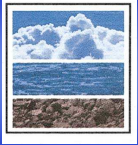


ALTERNATIVE SCREENING



Criteria	Do Nothing	Rural Cross Section	Urban Cross Section
Transportation Operations and Safety	No designated facilities for pedestrians and cyclists. 85 th percentile of drivers are observed to speed, additional measures needed to encourage drivers to comply with the new 40km/h limit. Existing road profile does not provide adequate stopping sight distance to meet TAC requirements for the posted speed.	Cyclists will be provided with paved shoulders, no opportunity will be provided for pedestrian traffic. No other measures provided to encourage drivers to comply with the new 40km/h limit. Road reconstruction provides an opportunity for stopping sight distance improvements.	Cyclist and pedestrians will be provided with shared bike and platform. Urbanization will further encourage drivers to comply with the new 40km/h limit. Road reconstruction provides an opportunity for stopping sight distance improvements.
Cost	No capital cost increase to the previously planned improvements.	Increase in utility relocation and capital cost but maintenance and operation costs will be lower.	Increase in utility relocation and capital cost but maintenance and operation costs will be lower.
Summary	Alternative does not address the Problem or Opportunity Statement of this EA.	Alternative does not fully address the Problem or Opportunity Statement of this EA. Not carried forward to preliminary design.	Alternative does not have the 26m ROW that the Town's TMP outlined; however, the existing Kennedy Road with 20m ROW will operate well within its capacity based on the 2031 forecasted traffic growth, and road widening now will encroach the Dixon Union's Cemetery. Otherwise Alternative addresses the Problem or Opportunity Statement of this EA and will be carried forward to preliminary design.

TECHNICALLY PREFERRED



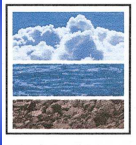
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Sample Photo



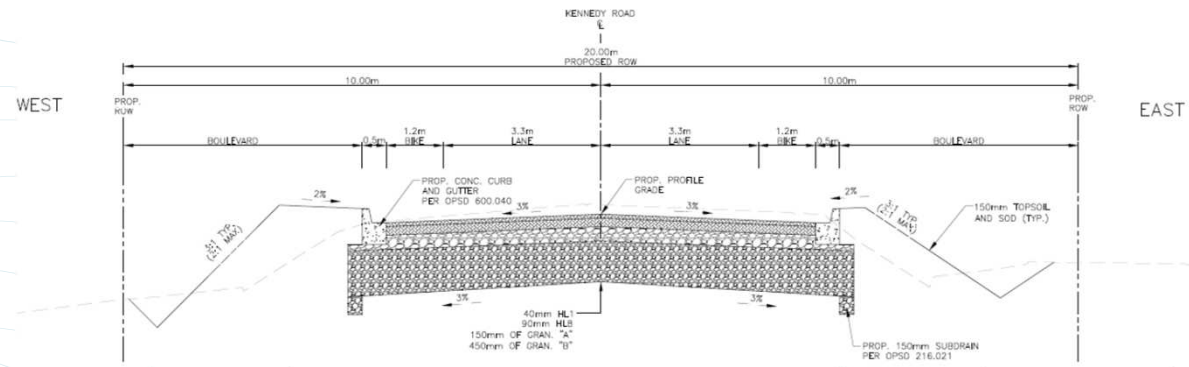
Sample photo of the proposed Kennedy Road cross section

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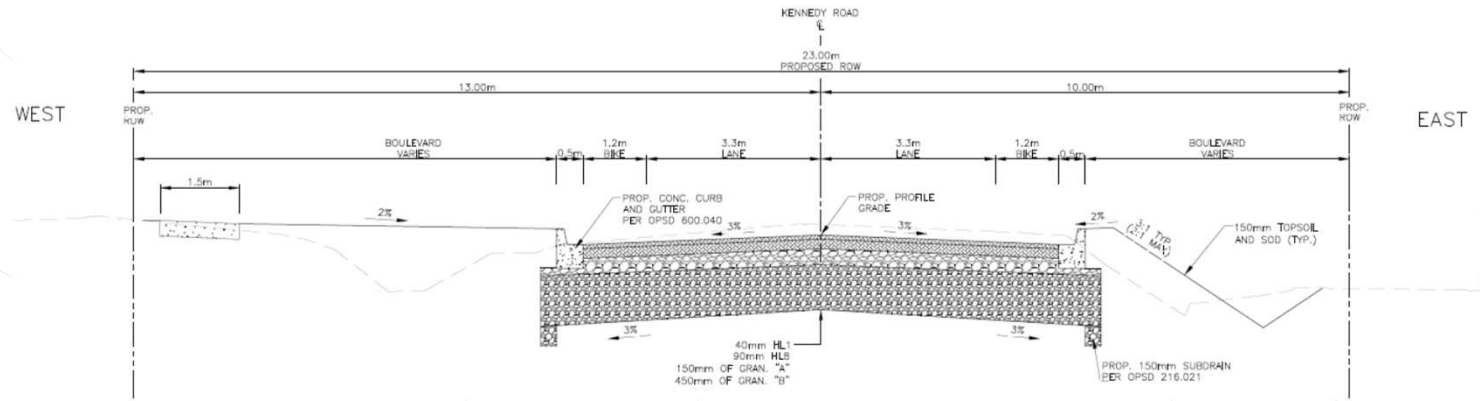


Preferred Solution

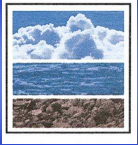
The technically preferred solution is for Kennedy Road to be reconstructed as a two lane urban roadway to accommodate a shared bike lane and pedestrian sidewalk/platform where warranted.



TYPICAL SECTION



TYPICAL SECTION – AT TONY PONTES SCHOOL



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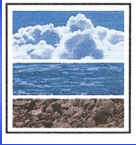


NEXT STEPS

- Please submit comments by **December 21, 2018**
- Project team will review and refine preferred planning alternative in light of comments received from public and agencies
- Confirm environmental commitments
- Finalize the preferred design concept and complete detailed impact analysis
- Prepare and file Project File
- Place the Project File on public review for 30 days
- Issue Notice of Study Completion

THANK YOU FOR YOUR PARTICIPATION

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HOW YOU CAN PROVIDE YOUR COMMENTS ON THE PROJECT

Please complete the comment sheet in and place in the Comment Box or send your comments by email/fax/letter to any the following project team members by **December 21, 2018**

You can view tonight's information boards on the Town of Caledon website

<http://www.townofcaledon.ca>

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