Public Information Centre No. 1

Municipal Schedule "C" Environmental Assessment
Mountainview Road Improvements

Date: November 13, 2017, Caledon Community Complex Banquet Hall
Time: 5:00pm to 8:00pm

Purpose of PIC No.1

Tonight we invite you to….

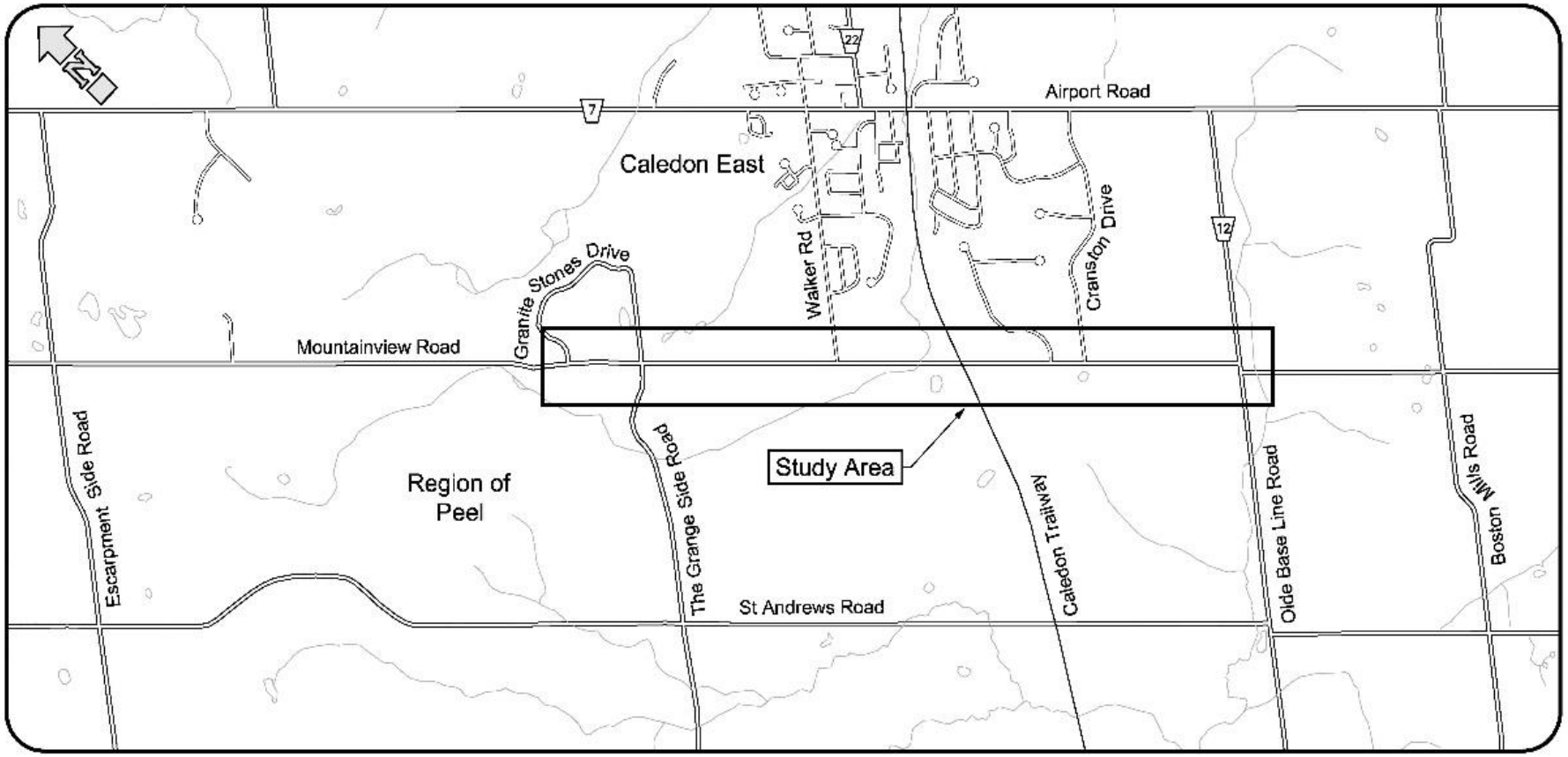
- Sign-in and take a comment sheet
- Learn about the Environmental Assessment Process
- Review the work completed to date
- Learn about future development and traffic
- Discover the problems and opportunities being addressed
- Ask questions, provide insight, give feedback
- Find out where the study is going next…

Your feedback is important and will be considered and incorporated in the preferred alternative selection process!

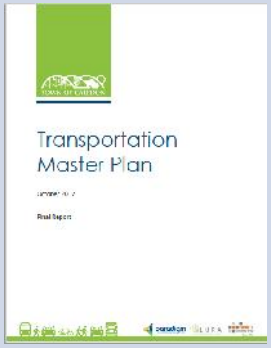
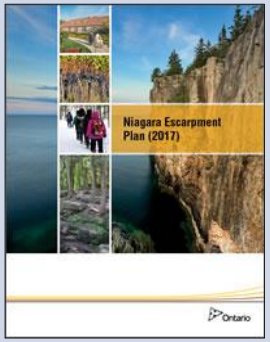
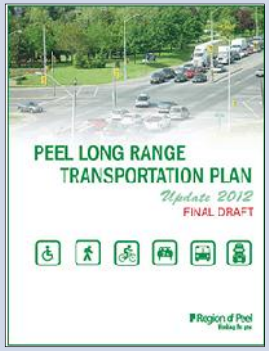
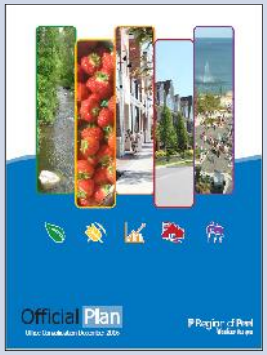
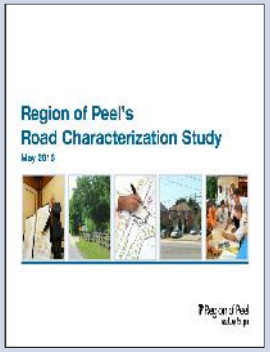
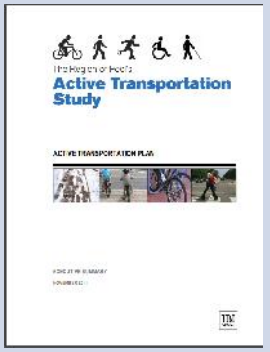
Comment Deadline is November 27, 2017

Study Area

The study area is Mountainview Road
Between Olde Base Line Road and Granite Stones Drive



Planning and Policy Context

Description	Town of Caledon – Official Plan (2016)	Town of Caledon Transportation Master Plan (2017)	Niagara Escarpment Plan (2017)	Places to Grow – Growth Plan for the Greater Golden Horseshoe (2017)
The Provincial, Regional and Local policy documents relevant to the Mountainview Road Improvement Environmental Assessment.	 Official Plan provides direction to Council and Municipal departments regarding land use policies. Study area falls within the Greenbelt Plan and Oak Ridges Moraine Conservation	 The Transportation Master Plan identifies strategic actions in order to meet the Town's future transportation needs.	 The Niagara Escarpment Plans purpose is to protect the geological features of the Niagara Escarpment and the surrounding land.	 This document focuses on future growth projections and provides guidance to manage development and land use patterns.
Caledon Transportation Needs Study Update (2009)	**Region of Peel Long Range Transportation Plan (2012)**	**Region of Peel Official Plan (2016)**	**Region of Peel Road Characterization Study (2013)**	**Region of Peel Active Transportation Study (2011)**
 This plan was a joint effort by the Region of Peek and the Town of Caledon in order to identify the potential transportation improvements required to meet future traffic demand.	 This plan helps identify the possible transportation challenges faced by the Region over the next 20 years and the corresponding strategies.	 The Official Plan seeks to provide long-term policy framework for the entire region for decision making purposes.	 The purpose of this study is to analyze the different roadways in the region in terms of usership, transportation options, health impacts and local context.	 The purpose of this document is to state the Regional goals in terms of active transportation and recommend polices, guidelines and programs that will help meet those expectations.

Class Environmental Assessment Process

Phase 1
- Identify Problems and Opportunities
- Issue Notice of Study Commencement

Phase 2
- Identify and Evaluate Alternative Solutions
- Identify Preferred Solution

PIC No.1
November 13, 2017

Phase 3
- Identify and Evaluate Alternate Design for Preferred Solution
- Complete Environmental Inventory and Impact Assessment
- Identify Preferred Design

Phase 4
- Project Documentation (Environmental Study Report)
- Issue Notice of Study Completion

PIC No.2

Phase 5
- Project Implementation (Design and Construction)

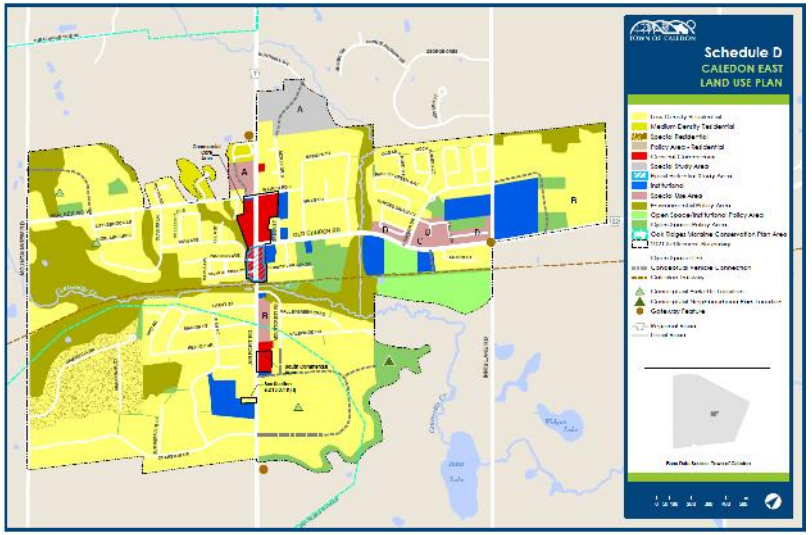
Existing and Future Land Use

Existing Land Use

- There are a variety of land uses adjacent to Mountainview Road, within the study area, including; residential, agricultural, and environmental policy space uses
- East Caledon is located within the study area and is comprised of mainly residential land use area. It provides a variety of recreational, institutional, and commercial opportunities to the residents of Caledon
- Also of note is the Caledon Trailway which crosses Mountainview Road and passes directly through East Caledon

Future Land Use

- There is a proposed residential development that will be located directly northeast of the Mountainview Road and Walker Road West intersection
- In general, the overall land use and development pattern within the study area is not anticipated to change substantially from what currently exists



Town of Caledon Official Plan (2016)

The Official Plan indicates the commitment to implement sustainable development patterns and urban design throughout the township.

Caledon East

- Designated as a Rural Services Centre & Administrative Centre
- Major educational, recreational and commercial facilities located here
- Caledon East community water and wastewater is serviced by the Region of Peel
- All new residential and employment opportunities concentrated in Caledon East
    - Bolton and Mayfield West is forecasted to be larger and subsequently incur greater intensification
- Caledon East is to be planned as compact communities
    - Land uses, housing, and economic development opportunities

Area	2016 Population	2031 Population
Caledon East	6,400	8,412

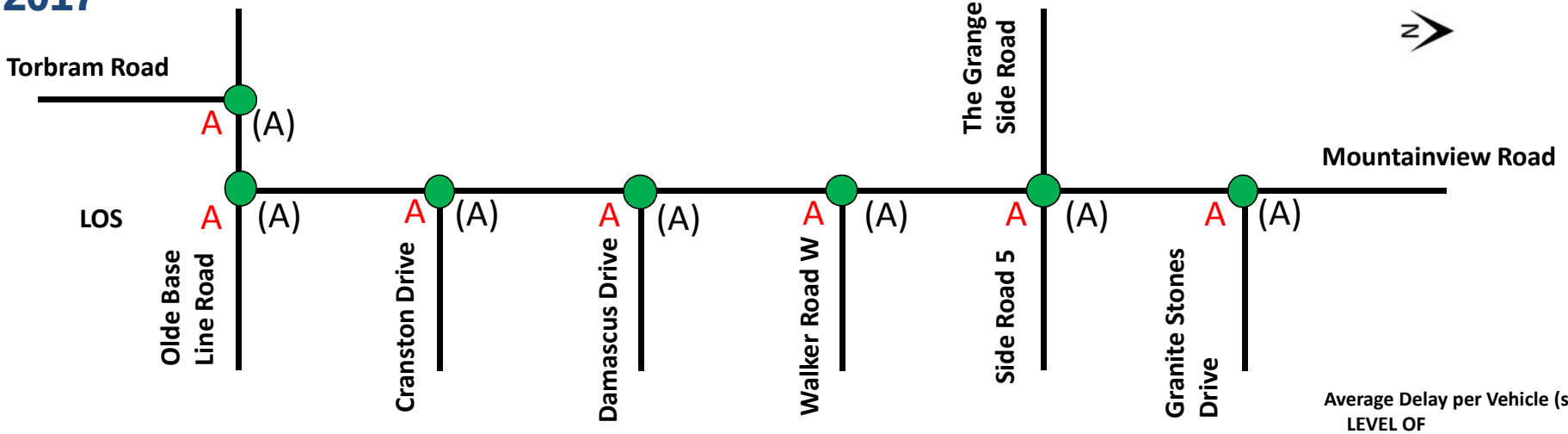
Source: Town of Caledon Official Plan

Traffic Conditions

- Midblock traffic volumes throughout the corridor are below capacity
- Intersections operate well with minimal delays for some left turn movements
- AM peak period traffic was observed to be travelling predominantly in the southbound direction
- PM peak period traffic was observed to be travelling predominantly in the northbound direction

Weekday AM (PM) Peak Hour Level of Service

2017



Level of service (LOS) is a qualitative measure used to relate the quality of traffic service. LOS is used to analyze roadways by categorizing traffic flow and delay assigning performance levels (alphabetic) of traffic based on delays encountered through the road network

Note: The future traffic condition are not anticipated to become more congested due to available capacity

Average Delay per Vehicle (sec/veh)

LEVEL OF SERVICE	Delay (s)
A	<= 10
B	>10 and <= 20
C	>20 and <= 35
D	>35 and <= 55
E	>550 and <= 80
F	>80

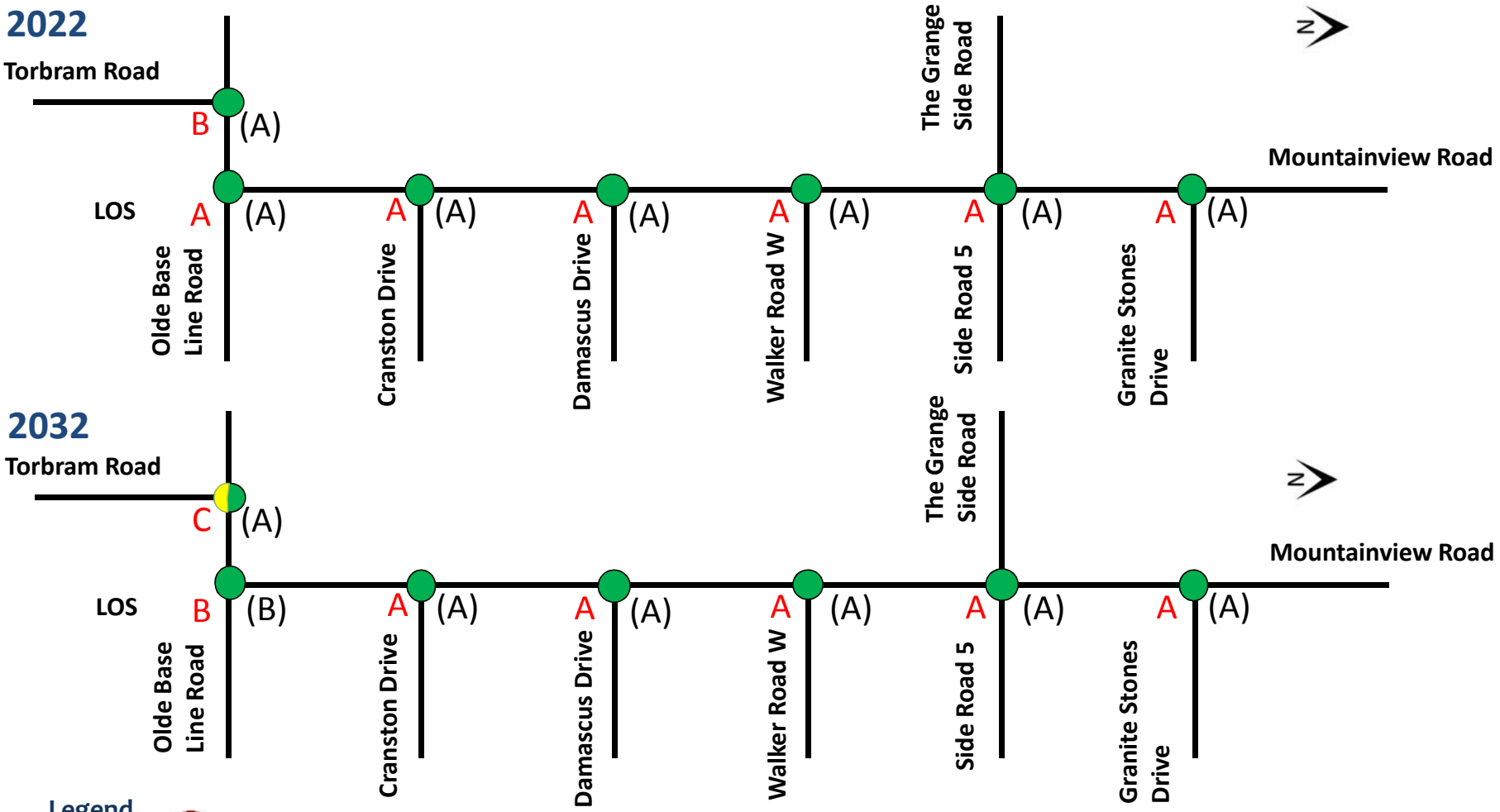
Legend

- Represents congested conditions with slow operating speeds, high delays, and extensive queues at intersections
- Represents moderate congestion where small increases in volume can reduce operating speeds and increase delays and queues at intersections
- Represents stable traffic flow conditions with modest reduction in operating speeds and minimal delays at intersections

Future Traffic Conditions

- Mountainview Road operates at an acceptable LOS maintaining 1 through lane in each direction

Weekday AM (PM) Peak Hour Level of Service



Road Safety Investigation

Goal

To examine Mountainview Road's safety performance, to identify areas or factors that are producing undue collision risk (if any), and to recommend infrastructure-based solutions to any identified problems

Key Findings

- 5 collisions in the study area from January 1st, 2012 to December 31st, 2016
- All traffic incidents were labeled with the classification of Property Damage Only
- Results show no observable trends in terms of common locations for collisions
- Majority of collisions occurred in the PM peak hour

Opportunities for Improvement

- Mitigate curves for appropriate design speed
- Improve sightlines and road visibility
- Improve road conditions in order to meet current design standards

Existing Corridor

Existing Conditions

- No active transportation facilities such as sidewalks or bike lanes
- The Caledon Trailway crosses the study area (former rail line)
- Ditches along both sides of the road
- Hydro poles line one side of the road
- No paved shoulder
- Speed limit: 60km/hr
- Hidden private residence driveways
- No trucks permitted in the study area
- No noise walls
- Culverts crossing along corridors
- Restricted sightlines

Ditch

Hydro pole

Buried Natural Gas Pipeline Indicator

Vegetation found along corridor

Caledon Trailway (West/ East Entrance)

Animal & People Crossing Sign, Sightlines visible

Culvert

Environmental Inventories

The following investigations and inventories are being completed as part of the current Class EA:

Stage 1 Archaeology Assessment

Determine whether the land within the project limits is an archaeological site or has the potential to have archaeological resources.

Stormwater Management Report

Determine current stormwater management techniques being used as well as conduct a drainage system assessment.

Aquatic Study

Identification of aquatic and fish habitat and any Species At Risk found within the study area.

Terrestrial Study

Identification of any significant natural areas and Species At Risk found within the study area.

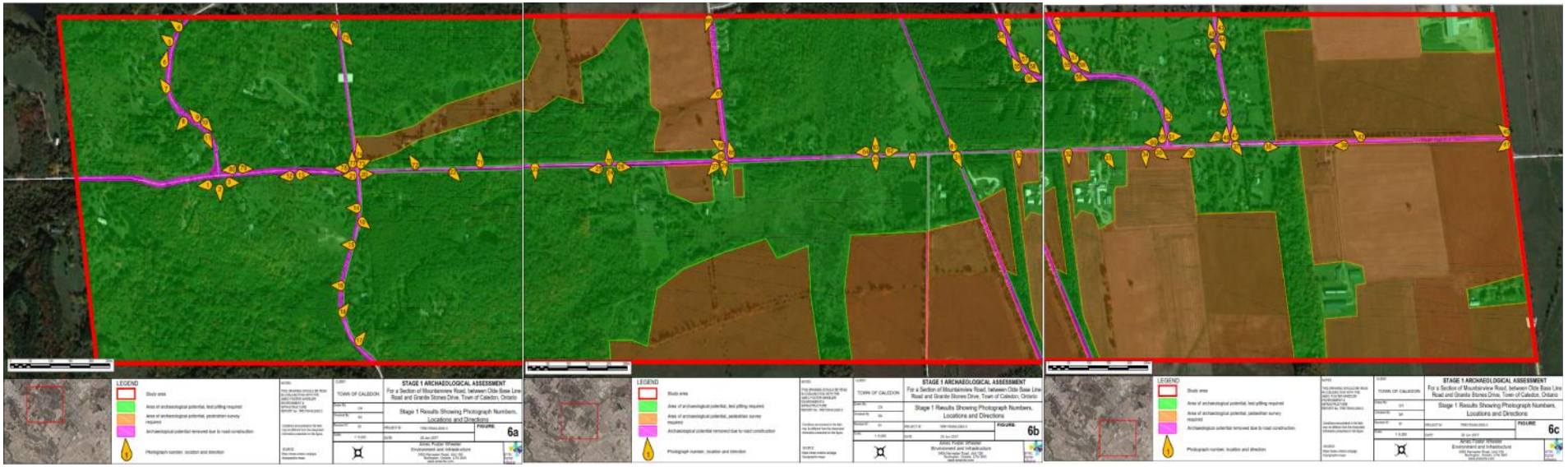
Stage 1 Archaeological Assessment (AA)

Areas of archaeological potential comprise ~98.5% (308.1 ha)
Areas where archaeological potential has been removed constitute ~1.5% (4.4 ha)

Stage 1 Background Study

Indicates that undisturbed portions of the study area have archaeological potential for three principal reasons:

1. Presence of a number of watercourses within the study area
2. Clear pattern of pre-contact Aboriginal and historic Euro-Canadian land use in the vicinity
3. Two rail lines, Mountainview Road and several intersecting roads within the study area, were historically important transportation routes



Stormwater Management

- The Study limits cross the headwater divide between the Credit River and the Humber River watersheds, the majority of the study area falls within the Humber River Watershed.
- Land use west of Mountainview Road is comprised of mostly agricultural lands and woodlots. Land use east of Mountainview Road includes several existing residential developments as well as a mixture of agricultural lands and woodlots.
- Mountainview Road's drainage system is primarily a rural system (ditches)
- An existing stormwater management facility servicing the Whispering Pines Subdivision is located adjacent to the Mountainview Road ROW, located East of Mountainview Road between Cranston Road and Damascus Drive
- There are a total of 8 culvert crossings within the study area; 4 cross beneath Mountainview Road, the remaining run parallel to Mountainview crossing at intersections.
- Mountainview Road crosses a tributary of the Main Humber River, located between the Caledon Trailway Path and Walker Road.

Natural Environment

Aquatic Habitat

- Headwaters of Centreville Creek are located on site

The Ministry of Natural Resources and Forestry (MNRF) has indicated:

- Centreville Creek has a cold-water thermal regime
- 31 fish species present within the watershed (including Brown Trout, Brook Trout)
- Works restricted from October 1st to May 31st to protect sensitive timing periods for cold-water fish species unless otherwise indicated by TRCA or MNRF

Mountainview Rd. crosses Centreville Creek 3 times within the study area:

1. Intersection of Mountainview Road and The Grange Side Road (ephemeral flow)
2. 290 m south of Walker Road West (permanent flow)
3. 415 m south of Walker Road West (permanent flow)

Three additional drainage features found which are adjacent to the ROW:

1. 370 m south of The Grange Side Road (ephemeral flow)
2. 690 m south of The Grange Side Road (intermittent flow)
3. Intersection of Mountainview Rd. and Walker Rd. W. (ephemeral flow)

Natural Environment (continued)

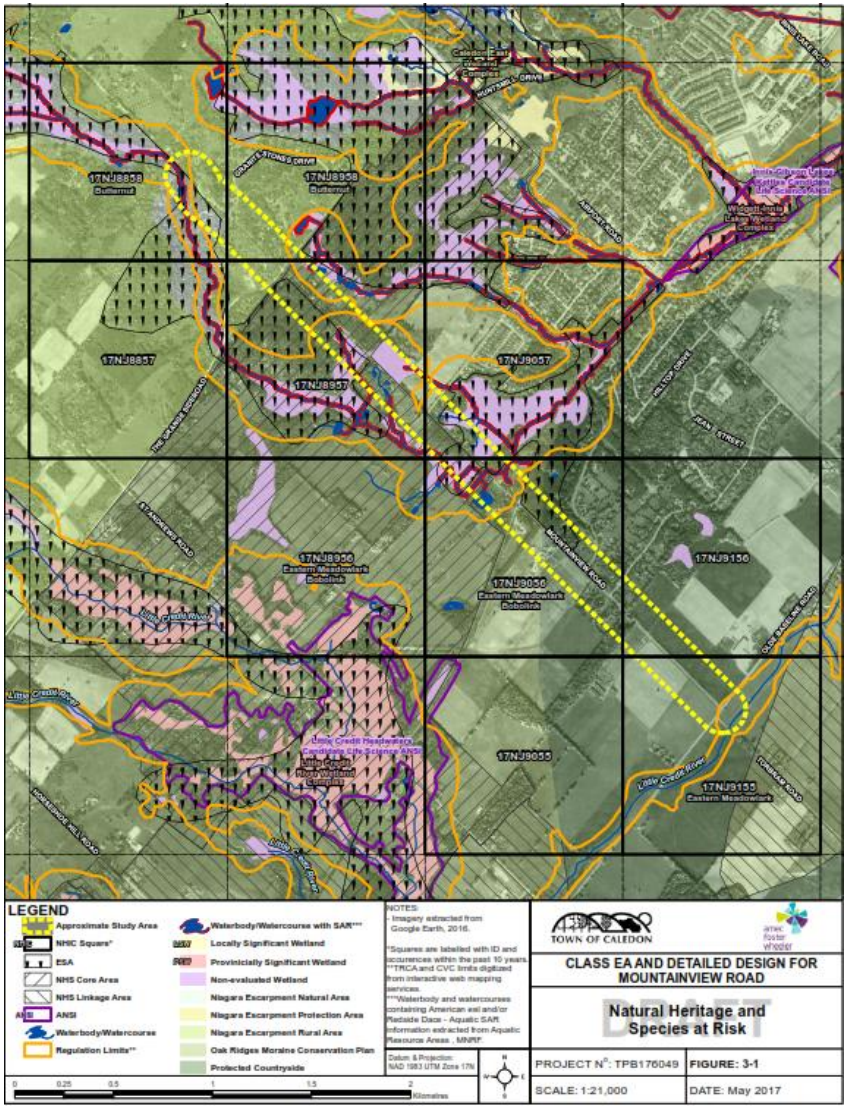
Terrestrial Habitat

The following are significant natural areas in the study area:

- Caledon East Westland Complex
- Innis-Gibson Lake Kettle Lakes
- Widgett-Innis Lakes Wetland Complex
- Little Credit River Wetland Complex
- Little Credit Headwaters
- Oak Ridges Moraine
- Niagara Escarpment Protection Area

The following Species at Risk were observed during the terrestrial field investigations:

- Barn Swallow (Threatened)
- Bobolink (Threatened)
- Eastern Meadowlark (Threatened)
- Eastern Wood-Pewee (Special Concern)



Problem and Opportunity Statement

Based on a review of existing and future conditions, it has been determined that improvements are needed along the Mountainview Road corridor. The specific problems and opportunities to be addressed are as follows:

- Corridor geometrics
- Traffic operations and safety
- Future travel demand
- Road alignment and profile
- Pavement conditions
- Drainage deficiencies and opportunities for stormwater management
- Future municipal services and utilities
- Mitigate impact to the natural environment by identifying species at risk
- Safe environment to accommodate vehicle traffic and active transportation

Alternative Solutions

Alternative solutions were developed to address the problem statement

1. DO NOTHING
- No improvements
- Continue regular maintenance

2. IMPROVE ADJACENT ROAD NETWORK

Improvements in the form of:
- Signal timing changes
- Road geometrics
- Corridor design
- Active transportation facilities
- Public transportation opportunities
- Roadside landscaping

3. PROVIDE MULTI-MODAL FACILITY

Improvements in the form of Active transportation facilities
- Bike Lanes
- Side walk
- Multi-use Pathway
- Public transportation opportunities

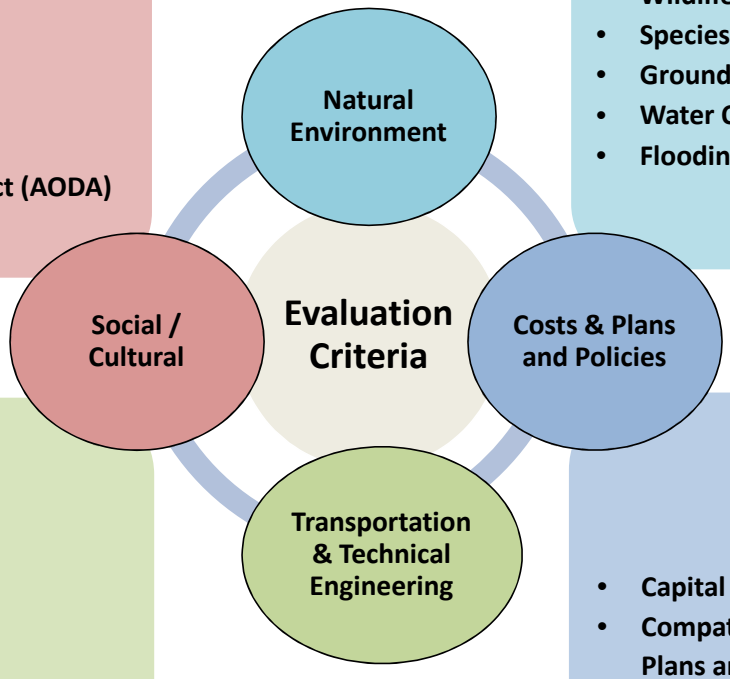
4. IMPROVE MOUNTAINVIEW ROAD

Improvements in the form of:
- Road geometric
- Active Transportation facility
- Urbanization
- Roadside landscaping
- Drainage
- Traffic Safety

Evaluation Criteria

- Land Use
- Noise
- Archaeology Resources
- Utilities
- Construction Disruptions
- Active Modes of Transportation
- Accessibility for Ontarians with Disabilities Act (AODA)

- Wetlands and Vegetation
- Wildlife Habitat
- Species at Risk
- Groundwater/ Source Protection
- Water Quality
- Flooding and Erosion



- Safety
- Travel Delay/ Traffic Capacity
- Constructability
- Adherence to Applicable Design Standards

- Capital Cost
- Compatibility with Regional and Town Transportation Plans and Policies

The evaluation criteria is used to evaluate the positive or negative impacts of possible alternatives for Mountainview Road.

Alternative Solutions Assessment

	1. DO NOTHING	2. IMPROVE ADJACENT ROAD NETWORK	3. PROVIDE MULTI-MODAL FACILITY	4. IMPROVE MOUNTAINVIEW ROAD
Natural Environment	• No impacts	• Potential for minor impacts	• Potential for minor impacts	• Potential for minor impacts
Social Environment	• Lack of active transportation facilities	• Lack of active transportation facilities	• Opportunity to provide active transportation	• Potential for minor impacts associated with widening and property acquisition
Transportation	• Traffic safety would remain a concern • impact associated with increased traffic not addressed	• Traffic safety would remain a concern • impact associated with increased traffic not addressed	• Traffic safety would remain a concern • impact associated with increased traffic not addressed	• Opportunity to address traffic safety • Opportunity to address future traffic demand
Cost	• Zero capital cost • Continued maintenance cost	• No direct costs • Continued maintenance cost	• Moderate capital cost associated with improvements	• Moderate capital cost associated with improvements
Technical	• No construction • No upgrading of existing infrastructure	• No construction • No upgrading of existing infrastructure	• Minor constructability concerns. • Ability to upgrade some aspects of corridor to new standards	• Minor constructability concerns. • Ability to upgrade corridor to new standards
Transportation Plans and Policies	• Recommended improvements for future growth would not be implemented	• Recommended improvements for future growth would not be implemented	• Complies with some aspects of Town and Region planning documents	• Complies with of Town and Region planning documents

Most Preferred | | **Neutral** | | **Least Preferred**

Next Steps

- Review comments from PIC #1 and other stakeholders
- Develop alternative design concepts
- Public Information Center #2 – to be held Spring 2018 (date will be communicated)
- Prepare and file the Environmental Study Report

Comment Deadline is November 27, 2017

Thank you for your participation

Please complete a comment sheet:

By Mail:

Arash Olia, Ph.D., P.Eng.
Coordinator, Transportation Development
Town of Caledon

Muhammad Khan, M.Eng., P.Eng.
Senior Transportation Engineer
Amec Foster Wheeler

By Phone:

Tel.: 905-584-2272, ext. 4073

Tel.: 905-335-2353, ext. 3086

By Email:

E-mail: arash.olia@caledon.ca

E-mail: muhammad.khan@woodplc.com

Website : ***http://www.caledon.ca/en/townhall/ward3-planning-notices.asp***