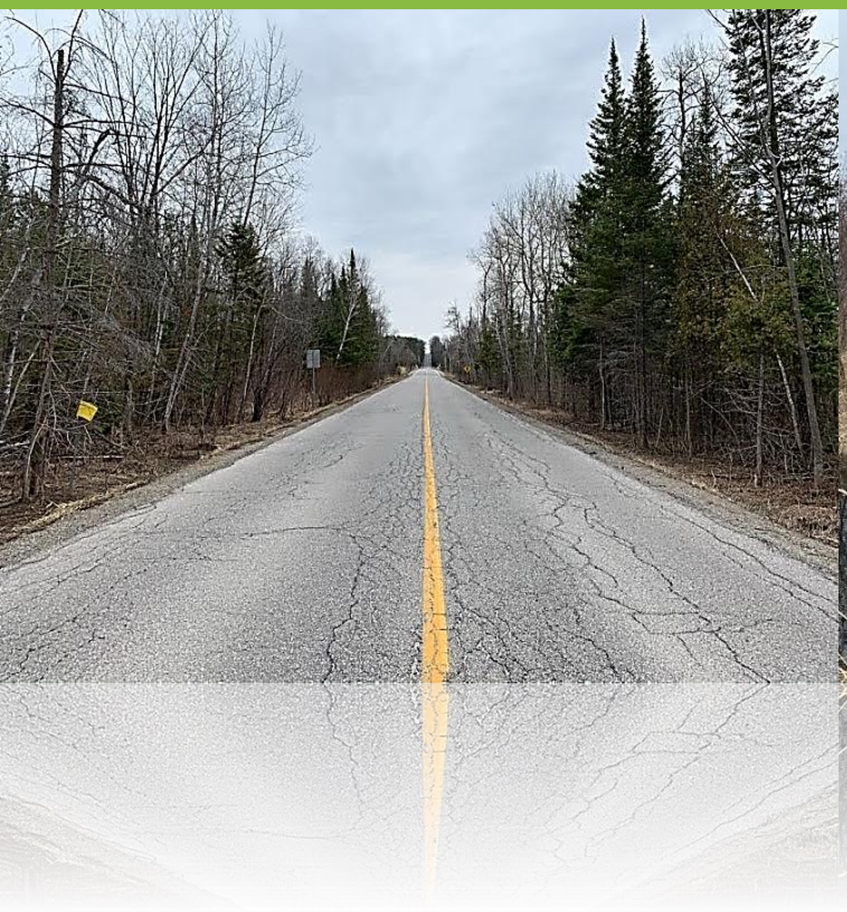
PUBLIC INFORMATION CENTRE (PIC)



Winston Churchill Boulevard

Beechgrove Sideroad to Caledon East Garafraxa Townline

Schedule “B” Municipal Class Environmental Assessment

October 14, 2021

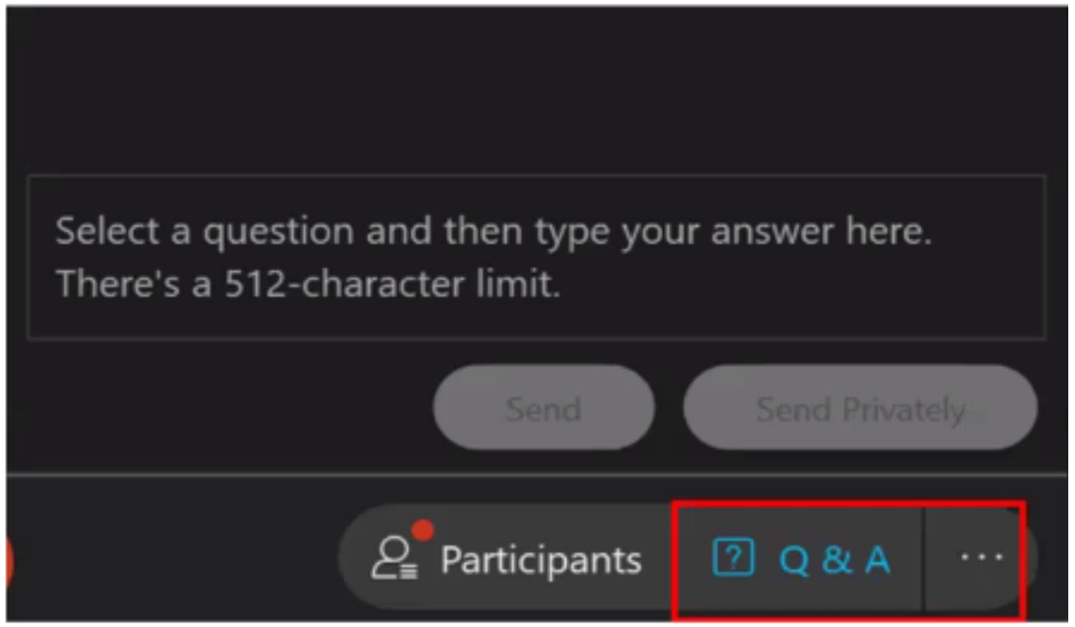
TOWN OF CALEDON

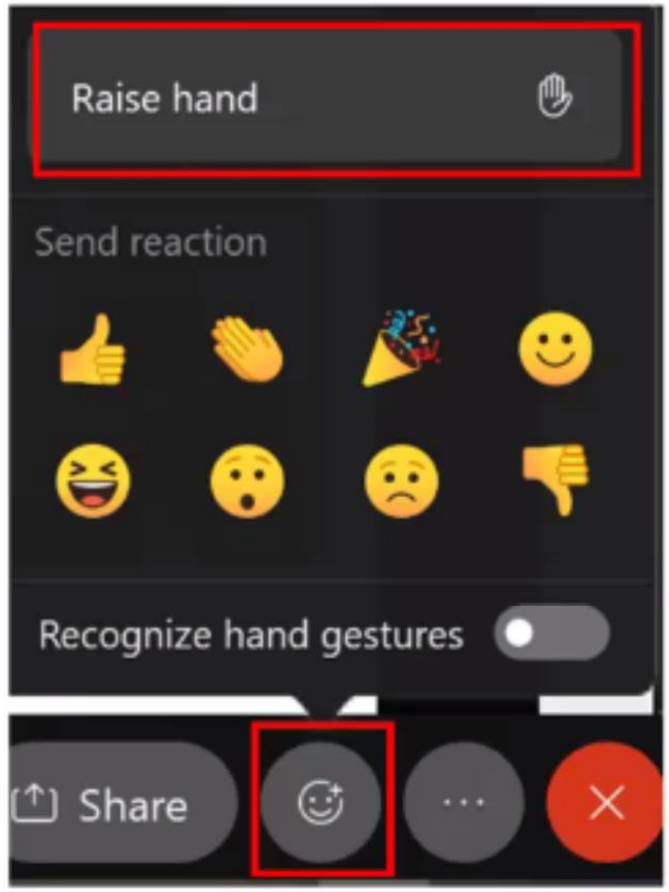
McINTOSH PERRY

HOW TO PARTICIPATE - Q&A

Following the presentation, a Question-and-Answer period will be held, concluding at 7:00 pm.

- Please submit any questions you may have, using the Q & A feature
- If you would like to speak, raise your hand using the “Raise hand” button under the “Reactions” window and you will be unmuted by a member of the project team
- Phone-in participants can raise their hand by dialing *3





PURPOSE OF THIS PIC

Present the Study Area, Purpose & Objectives

Outline the EA Process

Review existing conditions including Transportation, Natural and Socio-Economic Environments

Identify the preferred option for rehabilitation based on technical assessment and consultation activities

Seek <u>public input / comments</u> & provide opportunities for public to <u>ask questions</u>

After review of this Public Information Centre, please participate in the associated survey and provide any additional comments or questions you may have to the project team members

More details about the project are available on the project website:
https://www.caledon.ca/en/news/winston-churchill-ea.aspx

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STUDY OVERVIEW

This project will follow the Municipal Class Environmental Assessment (EA) process to facilitate road rehabilitation works on Winston Churchill Boulevard, from Beechgrove Sideroad to Caledon East Garafraxa Townline

The EA process will include the following:

- Problem/opportunity statement
- Generate and assess alternative planning options (rehabilitation and reconstruction)
- Document the natural, historical, technical, socio-economic, and cultural environments in the study area
- Identify the preferred alternative based on technical assessment and input received through public and stakeholders/ agency consultation

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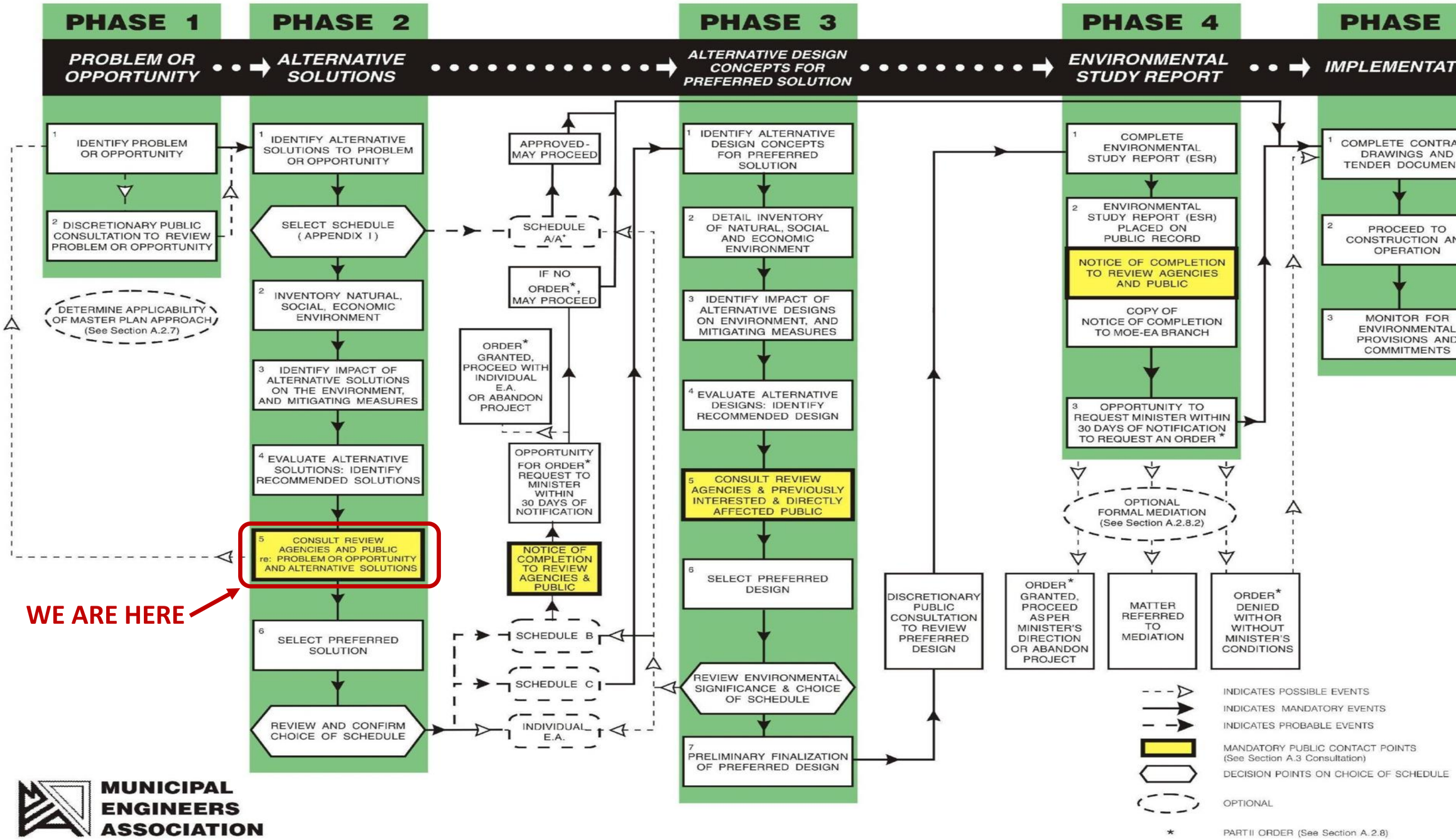
MUNICIPAL CLASS EA PROCESS

This project is classified as a Schedule 'B' Municipal Class EA



MUNICIPAL ENGINEERS ASSOCIATION

Source: The process flow chart was adapted from the Municipal Class Environment Assessment documentation at www.municipalclassea.ca.

Note: The current step of the Class EA process is highlighted in red.

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STUDY OBJECTIVES, PURPOSE & ORGANIZATION

Schedule 'B' projects require that Phases 1 and 2 of the Class EA planning process be followed and a project file report be prepared and submitted for review by the Public. If no concerns are raised, the proponent may proceed to project implementation.

Study Objective:

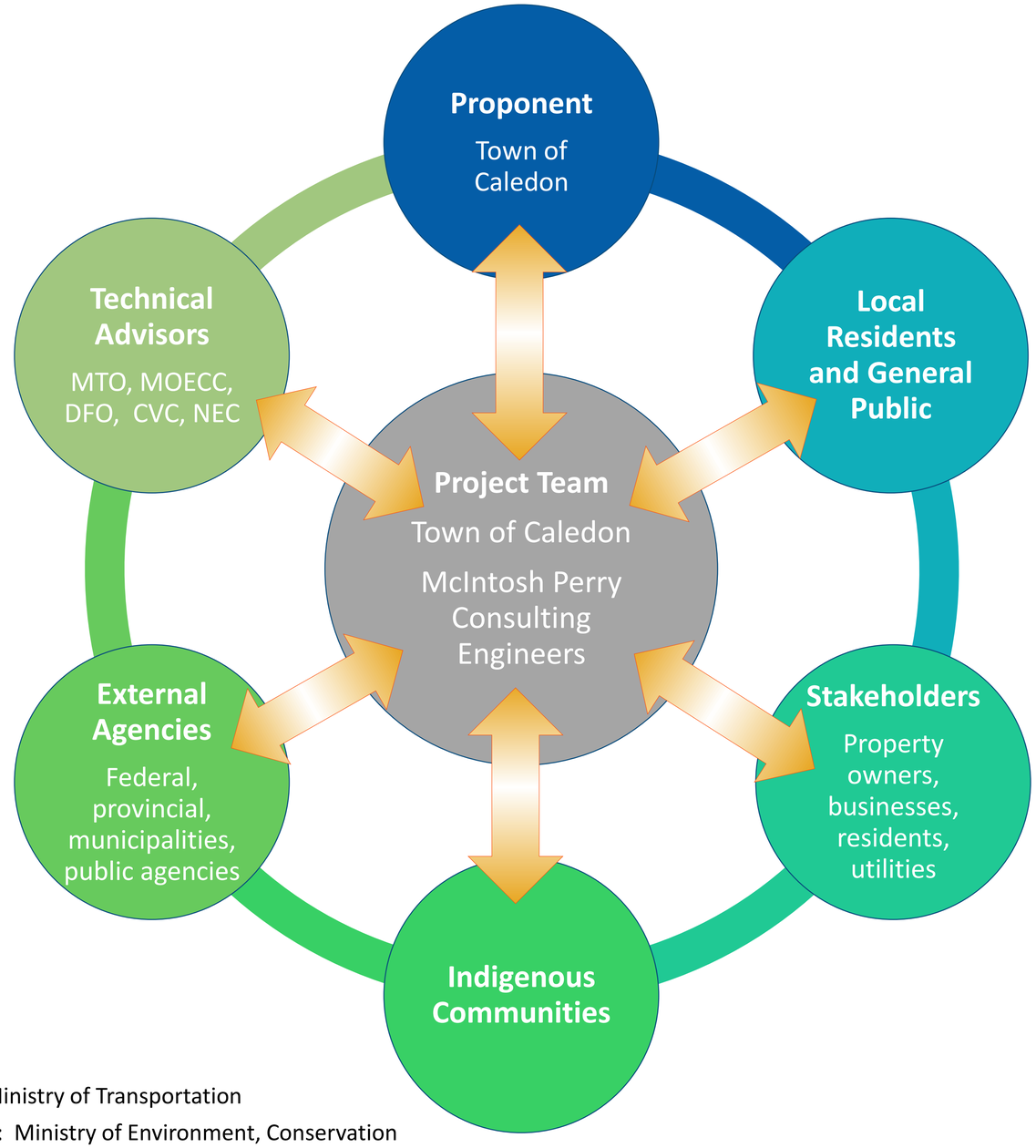
- Complete Phases 1 & 2 of the Municipal EA Process for Winston Churchill Boulevard from Beechgrove Sideroad to Caledon East Garafraxa Townline.
- Identify, evaluate, and select infrastructure improvements

Study Purpose:

- Develop **alternative design concepts**, review and document **effects on existing environments**, evaluate **alternative design concepts**, gather **input from public and stakeholders**, propose **mitigation measures** for potential environmental impacts, identify p**referred design concept**.

Study Organization:

- All reasonable alternatives including 'Do Nothing' are considered.
- Evaluation of alternatives ensures that the preferred alternative will have minimal impact on the natural, cultural, social and economic environments
- Input from the public, stakeholders and technical agencies is essential.



MTO: Ministry of Transportation

MOECP: Ministry of Environment, Conservation and Parks

DFO: Fisheries and Oceans Canada

CVC: Credit Valley Conservation Authority

NEC: Niagara Escarpment Commission

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EXISTING CONDITIONS

Transportation / Technical

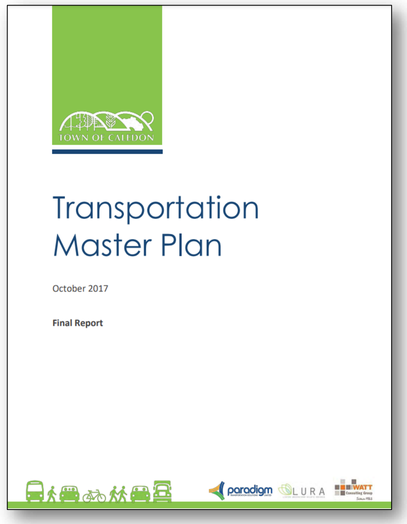
- Asphalt surface in poor condition
- Narrow Road allowance / cross-section
- School bus route
- Gravel shoulder, no support for Active Transportation
- Structural rehabilitations (Bridges, Structural culverts)
- Drainage improvements, ditching and culvert replacements
- Utilities present, potential conflicts

Archaeological & Cultural Heritage

- Proximity to known archaeological sites, water sources, historic settlements and historic transportation routes
- Stage 1 Archaeological Assessment underway
- Study area is within the Far North West Corner Cultural Heritage Landscape
- Heritage Assessment underway

Natural Environment

- Habitat that supports a variety of wildlife species
- Forested area adjacent to roadway, young and mature trees close to the road edge
- Watercourses and wetlands present, potential fish habitat
- Within Credit Valley Conservation Regulated Area
- Natural Sciences Investigation and Species at Risk (SAR) Survey Completed



Social Environment

- Residential properties adjacent to study corridor
- Potential impacts to adjacent properties and driveways
- Construction-related impacts on traffic circulation, access, noise and dust

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EXISTING CONDITIONS – ROADWAY CHARACTERISTICS

- 2-Lane Arterial Roadway with a Rural Cross-Section and gravel shoulders
- Current Pavement Condition: Very Poor
- 70 km/h posted speed limit
- 2,500 – 3,200 vehicles per day (both directions)
- Drainage via roadside ditches and culverts
- Two bridge structures
- Adjacent land is residential housing or agricultural land
- Stop controlled intersections at:
  - Beechgrove Road
  - Highpoint Sideroad
  - Erin Garafraxa Townline

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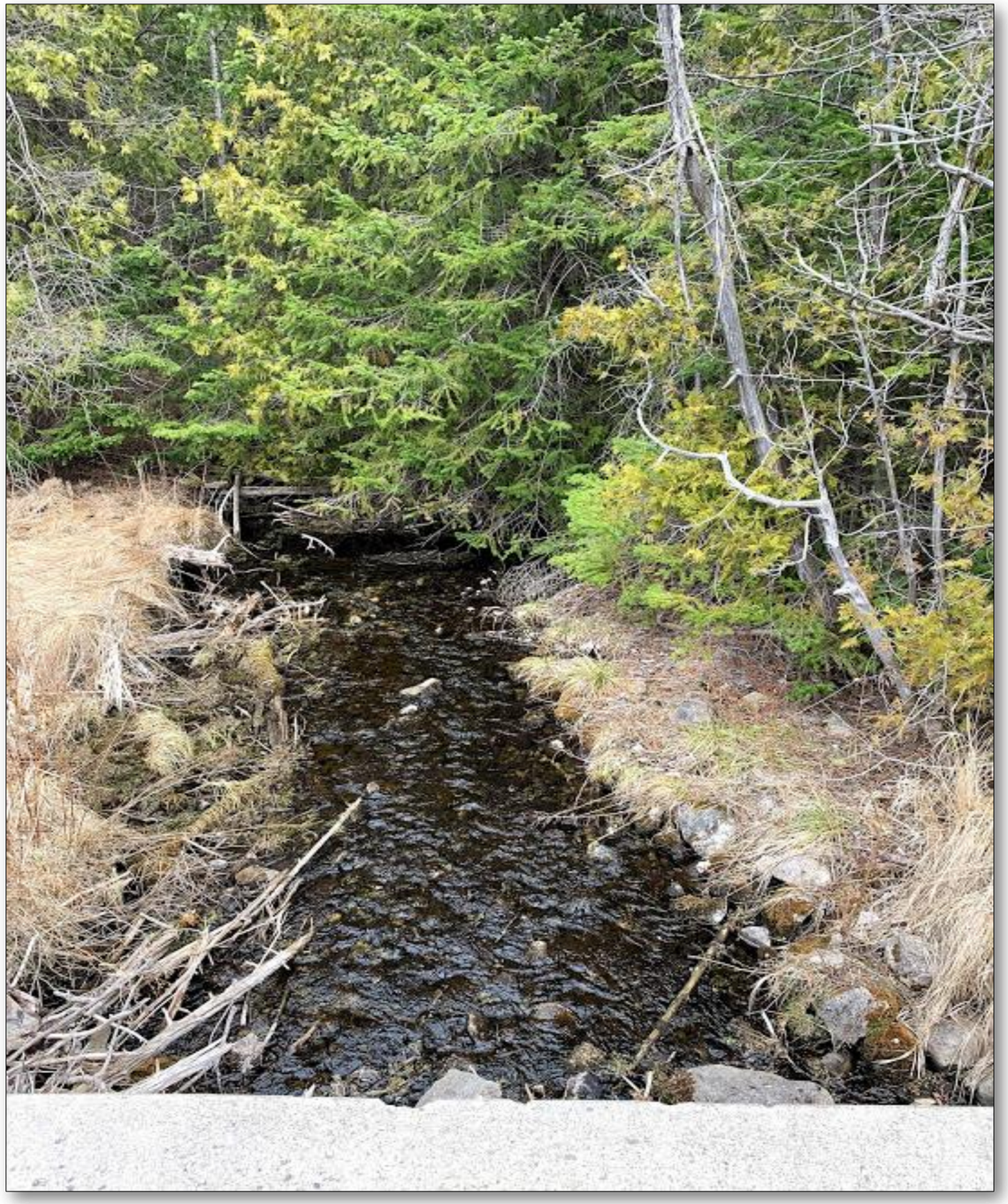
EXISTING CONDITIONS – NATURAL ENVIRONMENT

- West Credit River Wetland Complex, Alton Hillsburgh Wetland Complex, and Alton Branch Swamp
- Watercourses having cold-water thermal regime that may provide habitat for a number of fish species
- Significant wildlife habitat, wildlife concentration, and travel corridors
- No Species-at-Risk (SAR) observed within the project limits



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PHASE 1 – PROBLEM & OPPORTUNITIES

The continued growth in the population of Caledon is creating challenges for the Town, including increased wear and tear on existing infrastructure through; increased traffic use, the considerable amount of new infrastructure due to growth, and the increased expectations as to the type and quality of services that the Town provides.

Problem / Opportunity Statement:

- This EA study was initiated to review opportunities within the study area to address:
- Transportation, Traffic Operations and Safety
- Active Transportation (cycling) needs
- Structural culvert rehabilitation requirements
- Roadway drainage and stormwater management

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PHASE 2 – ALTERNATIVE SOLUTIONS

Alternative solutions are developed to address the problem and opportunity statement with a specific focus on improving the roadway and minimizing impacts to safety and traffic operations on Winston Churchill Boulevard.

- In addition to the “Do Nothing” alternative, specific alternatives were developed.

- Rehabilitation of the existing roadway will be considered along with full-depth reconstruction and platform widening .

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ALTERNATIVE DESIGN SOLUTIONS

Alternative 1 – Do Nothing

A base to which other alternatives could be compared. Under this alternative, no measures to improve the condition of the road segment will be considered and therefore the road would remain in its present condition. This means that problems which have been identified will remain unresolved and conditions would continue to deteriorate.

Alternative 2 – Rehabilitate Existing Roadway

Maintain current Cross-Section (9 m Road Platform)

Rehabilitation of the road segment including partial depth removal, pavement structure, shoulders, driveway culverts and entrances.

Alternative 3 – Reconstruct Existing Roadway

Implement preferred Cross-Section (9-10 m Road Platform)

Full depth removal of the road pavement structure and replacement with newly designed pavement structure, culvert replacement, and other items mentioned in Alternative 2 above.

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PROJECT STUDIES

The following project studies have been undertaken within the **Winston Churchill Boulevard** study area as part of this EA Study:

- Transportation – Traffic Operations & Safety
- Natural Environment – Terrestrial & Aquatic Ecosystem
- Socio-Economic Environment – Public Consultation & Land Use Review
- Geotechnical & Hydrogeological Assessment
- Stage 1 Archaeological Assessment
- Structural Assessment – Condition Survey & Lifecycle Cost Analysis
- Cultural and Built Heritage – Resource Evaluation & Impact Assessment
- Drainage and Stormwater Management – Hydrology & Hydraulics

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EVALUATION CRITERIA

Each Alternative Design Concept will be evaluated based on the associated impacts and benefits it provides, as it relates to the following criteria:

Transportation / Technical	Natural Environment
• Safety / Traffic Operations • Support for Active Transportation • Stormwater / Drainage • Construction Staging/Duration, and Extension of Service Life	• Environmentally Sensitive Areas • Wildlife Habitats (Terrestrial) • Fisheries/Aquatic Impacts • Species at Risk
Social and Cultural Environment	**Implementation**
• Land Use / Socio-Economic Conditions • Archaeological, Built Heritage and Cultural Heritage Features • Construction Impacts • **Public Input / Stakeholder Consultation**	• Capital Costs • Operation and Maintenance Costs • Phasing opportunities

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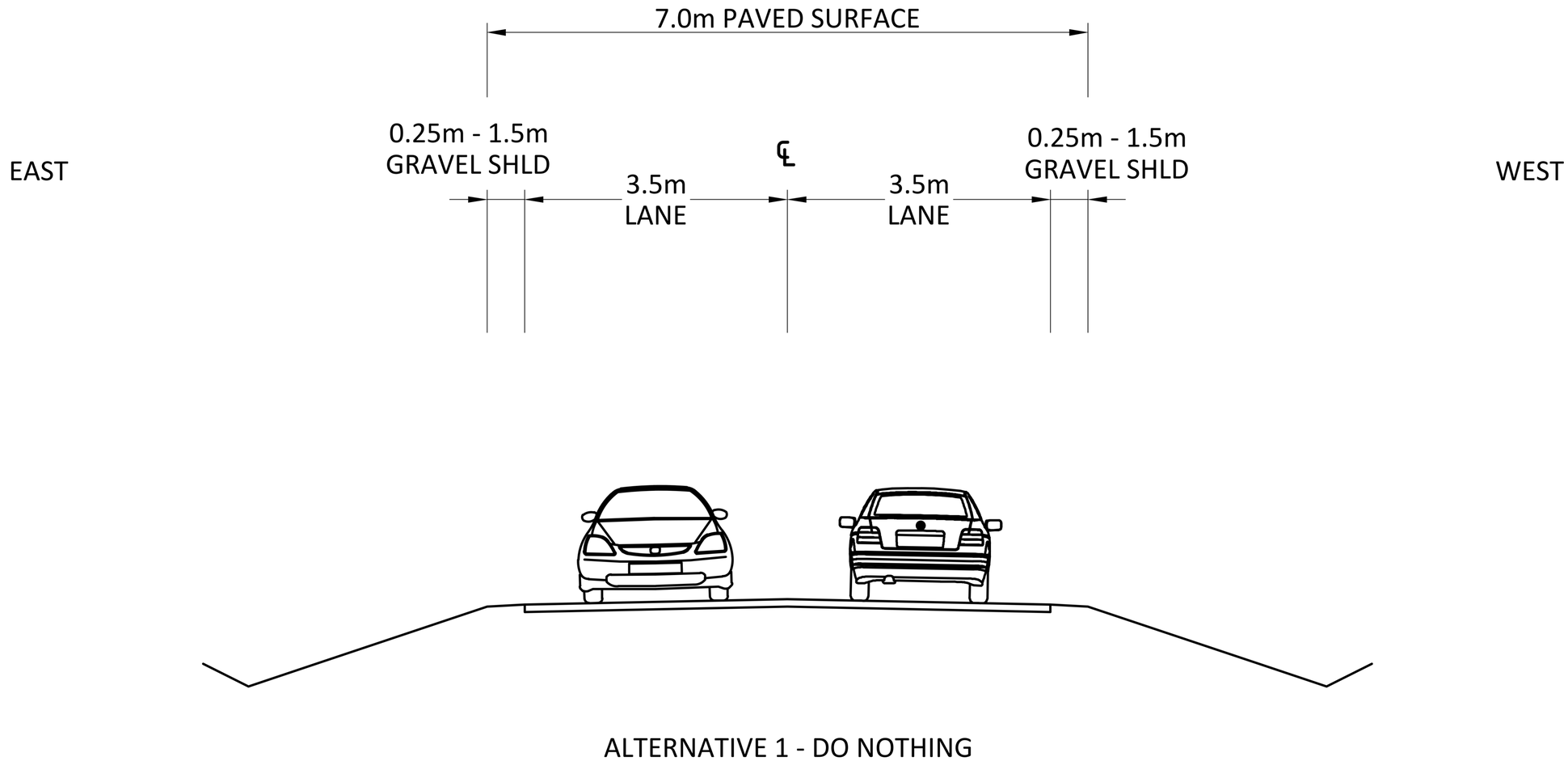
ALTERNATIVE DESIGN CONCEPT 1

Alternative Design Concept 1 is to Do Nothing. This alternative is included to provide a base to which other alternatives can be compared.

- **No measures to improve the condition of the road segment** will be considered and therefore the road would remain in its present condition (problems which have been identified will remain unresolved and conditions would continue to deteriorate)



ALTERNATIVE 1 - DO NOTHING
MAINTAINS EXISTING CONDITION

TOWN OF CALEDON

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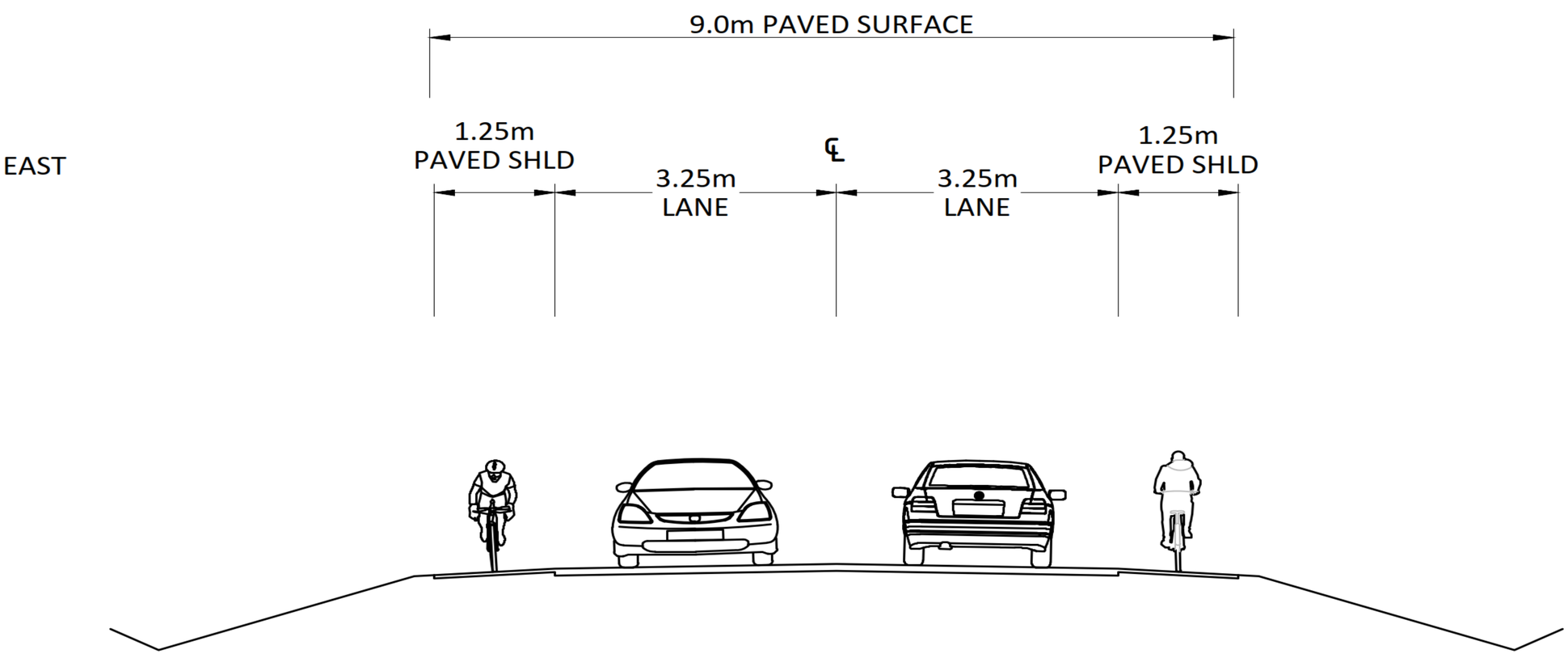
ALTERNATIVE DESIGN CONCEPT 2

Alternative Design Concept 2 involves Rehabilitation of the road segment including partial depth removal, pavement structure rehabilitation, paved shoulders, drainage improvements, and culvert replacements.

- **Maintains the current cross-section** (+/- 9.0 m road platform) while providing enhanced accommodation for active transportation users through the addition of a paved shoulder.

- Improves road safety for drivers and cyclists and would also lessen environmental impacts and costs when compared to Alternative 3.



ALTERNATIVE 2 - REHABILITATE EXISTING ROAD
IMPROVES CURRENT CROSS SECTION
PARTIAL DEPTH RECONSTRUCTION

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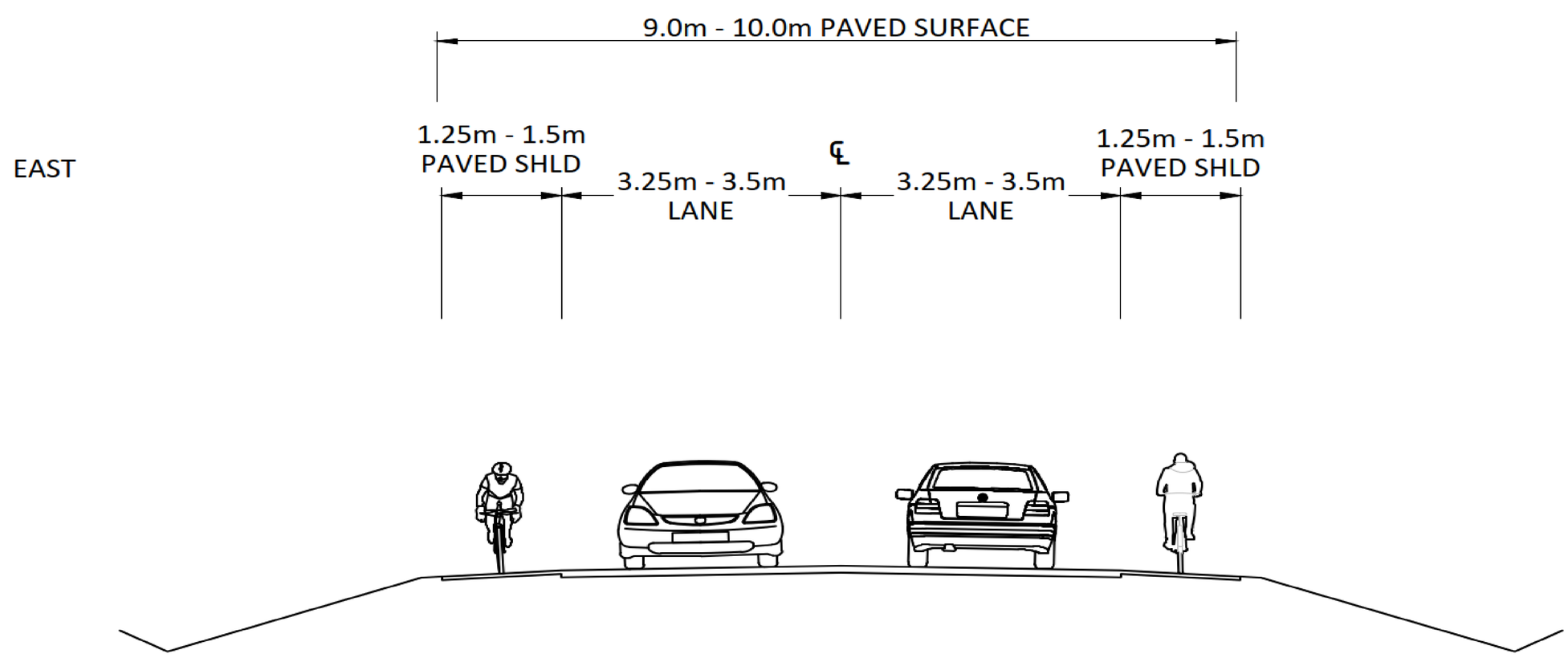
ALTERNATIVE DESIGN CONCEPT 3

Alternative Design Concept 3 involves full depth removal of the road pavement structure and replacement with newly designed pavement structure, culvert replacement, and other items mentioned in Alternative 2.

- **Implement the preferred Cross-Section** (9-10 m Road Platform) and would include cycling facilities to improve road safety for drivers and cyclists.

- Provides the highest level of safety but would also have the highest environmental impact and cost between the 3 alternatives.



ALTERNATIVE 3 - RECONSTRUCT EXISTING ROAD
IMPLEMENT PREFERRED CROSS SECTION
FULL DEPTH RECONSTRUCTION

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EVALUATION CRITERIA

Evaluation Criteria	Description of Criteria	Measures
Transportation / Technical	Criteria to evaluate whether the alternative design concept addresses the transportation problems and opportunities identified along Winston Churchill Blvd corridor; as well as evaluate the technical suitability and engineering characteristics of the design concept.	Transportation / Infrastructure Plans and Policies Vehicular Capacity / Traffic Operations Safety Active Transportation Transit School Transportation Emergency Services Access Considerations Utilities Stormwater/Drainage
Natural Environment	Criteria to evaluate the alternative design concept's effects on the natural heritage systems, natural environment and habitats, air and water quality.	Environmentally Sensitive Areas Wildlife Habitats (Terrestrial) Fisheries/Aquatic Impacts Species at Risk Existing Watercourses Ground and Surface Water Quality/Quantity Air Quality
Social and Cultural Environment	Criteria to evaluate the alternative design concept's effects on businesses, community and social features, properties, and archaeological, built and cultural heritage features within the study area.	Land Use / Socio-Economic Conditions Property Impacts Archaeological, Built Heritage and Cultural Heritage Features Noise Levels Construction Impacts
Implementation	Criteria to evaluate the financial implications and implementation oppportunities of the alternative design concept.	Capital Costs Operation and Maintenance Costs Phasing Opportunities

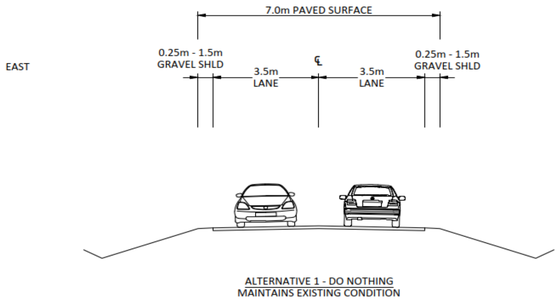
EVALUATION CRITERIA

Alternative Evaluation Table

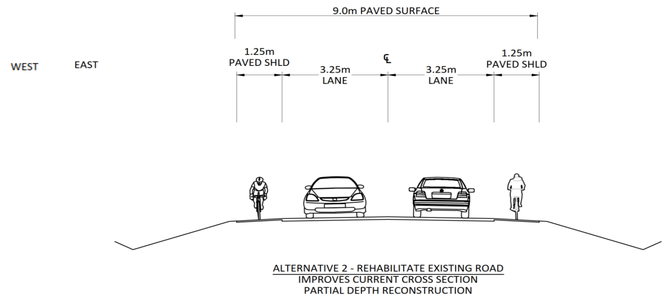
Winston Churchill Blvd - Beechgrove Sdrd. to Caledon East Garafraxa TL

Legend

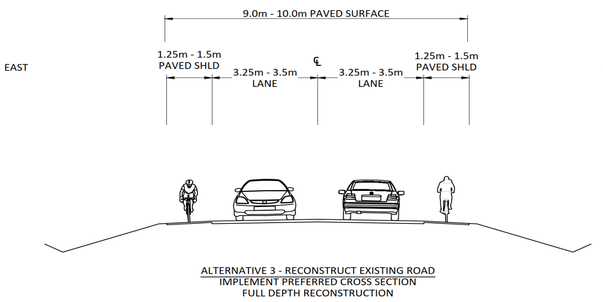
Score	Symbol	
1	○	Least Preferred
2	◔	
3	◑	
4	◕	
5	●	Most Preferred



ALTERNATIVE 1 - DO NOTHING
MAINTAINS EXISTING CONDITION



ALTERNATIVE 2 - REHABILITATE EXISTING ROAD
IMPROVES CURRENT CROSS SECTION
PARTIAL DEPTH RECONSTRUCTION



ALTERNATIVE 3 - RECONSTRUCT EXISTING ROAD
IMPLEMENT PREFERRED CROSS SECTION
FULL DEPTH RECONSTRUCTION

	Alternative 1 Do Nothing	Alternative 2 Rehabilitate Existing Road	Alternative 3 Reconstruct Existing Road
	Base to which other alternatives can be compared	Implement Reduced Cross Section (Paved Shoulders, 9m Road Platform)	Implement Preferred Cross Section (Paved Shoulders, 10m Platform)
Transportation / Technical	○	◕	●
Natural Environment	◑	◕	◔
Social & Cultural Environment	◔	◕	◑
Implementation	○	◕	◑
Overall	○	●	◑
Summary	• Does not conform to Town of Caledon Transportation Master Plan and Asset Management Strategy • Low potential for improvements to Active Transportation • No change to existing land use • No impacts to existing natural environment • Lowest capital cost of alternatives, maintains status quo • Highest operation and maintenance costs anticipated to increase with continued deterioration of the road surface over time	• Partially conforms to Town of Caledon Transportation Master Plan and Asset Management Strategy • Moderately improves driver safety • Provides opportunity to incorporate improvements for cyclists • Improvements to existing land-use • No impacts to existing natural environment • Moderate to high capital cost • Low operation and maintenance costs **Technically preferred alternative**	• Conforms to Town of Caledon Transportation Master Plan and Asset Management Strategy • Moderately improves driver safety • Provides enhanced accommodation of cyclists with increased separation distance • Improvements to existing land-use • Potential minor impacts to existing natural environment • Highest anticipated capital cost • Low operation and maintenance cost

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NEXT STEPS & YOUR INPUT

Following this Online PIC, the project team will:

- Review and respond to comments received prior to November 1, 2021
- Include stakeholder survey results in design alternative evaluation criteria
- Evaluate alternative design concepts and identify a recommended design
- Present findings and recommended design to Town council for direction
- Select a Technically Preferred Solution

Your Input is Important to Us!

Thank you for participating in the Online PIC. We welcome your comments. Information is being collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any questions, comments, require additional information, wish to be added to the project contact list, or have accessibility requirements in order to participate in this project, please contact one of the project team members listed below:

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