

PUBLIC INFORMATION CENTRE (PIC) #1



Glasgow Road & Deer Valley Drive Chickadee Lane to Bambi Trail

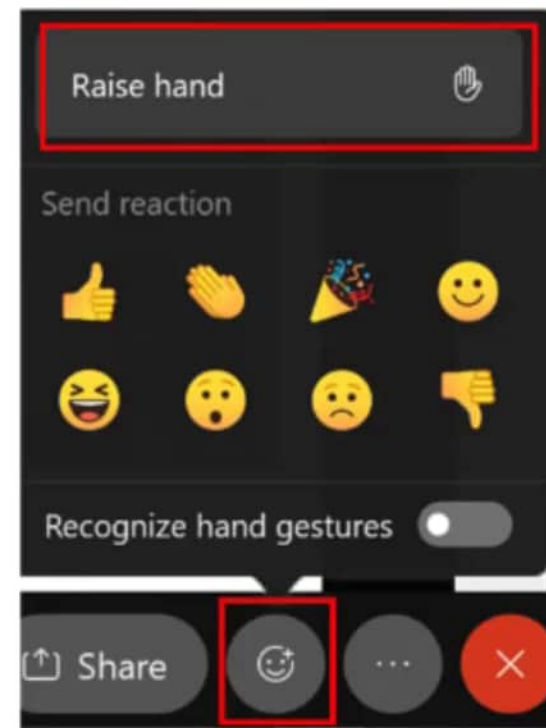
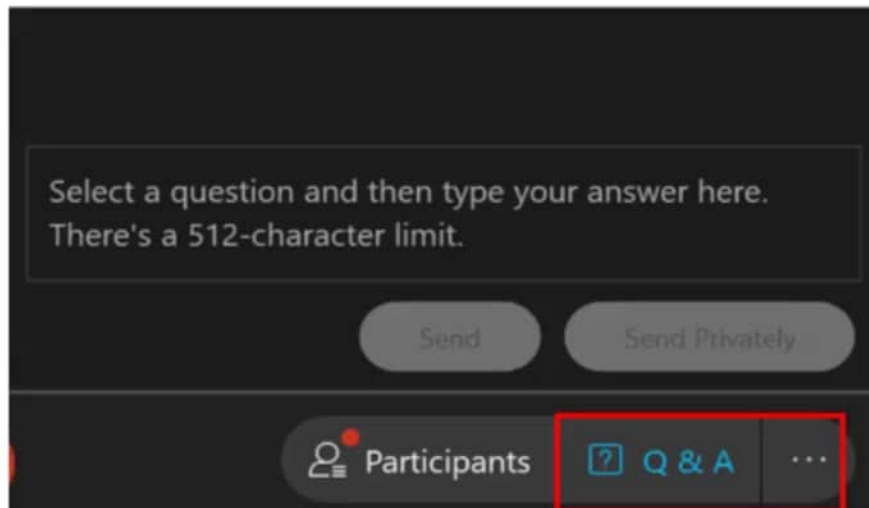
Schedule "B" Municipal Class Environmental Assessment

January 30, 2023

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



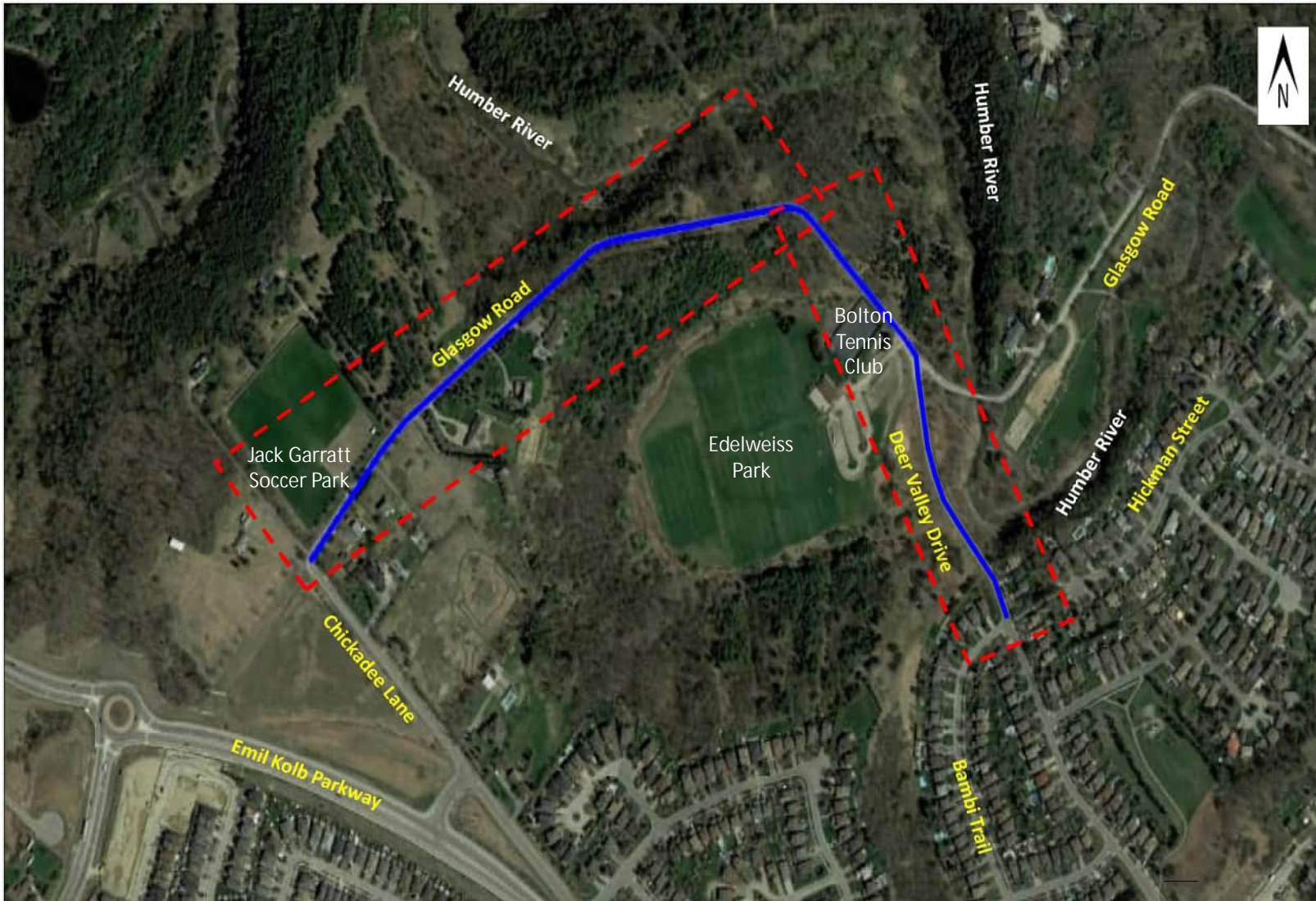
Identify the preferred option
for rehabilitation based on
technical assessment and
consultation activities

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

After review of this Public Information Centre, please participate in the open discussion 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/glasgow-road-environmental-assessment>

PROJECT OVERVIEW



This project will follow the Municipal Class Environmental Assessment (EA) process to facilitate road rehabilitation works on Glasgow Road and Deer Valley Drive

Project Limits:

- 910 m section of Glasgow Road between Chickadee Lane and Deer Valley Drive
- 300 m of Deer Valley Drive from Glasgow Road to Bambi Trail
- Located in Ward 6, in Bolton

 Study Area Roads

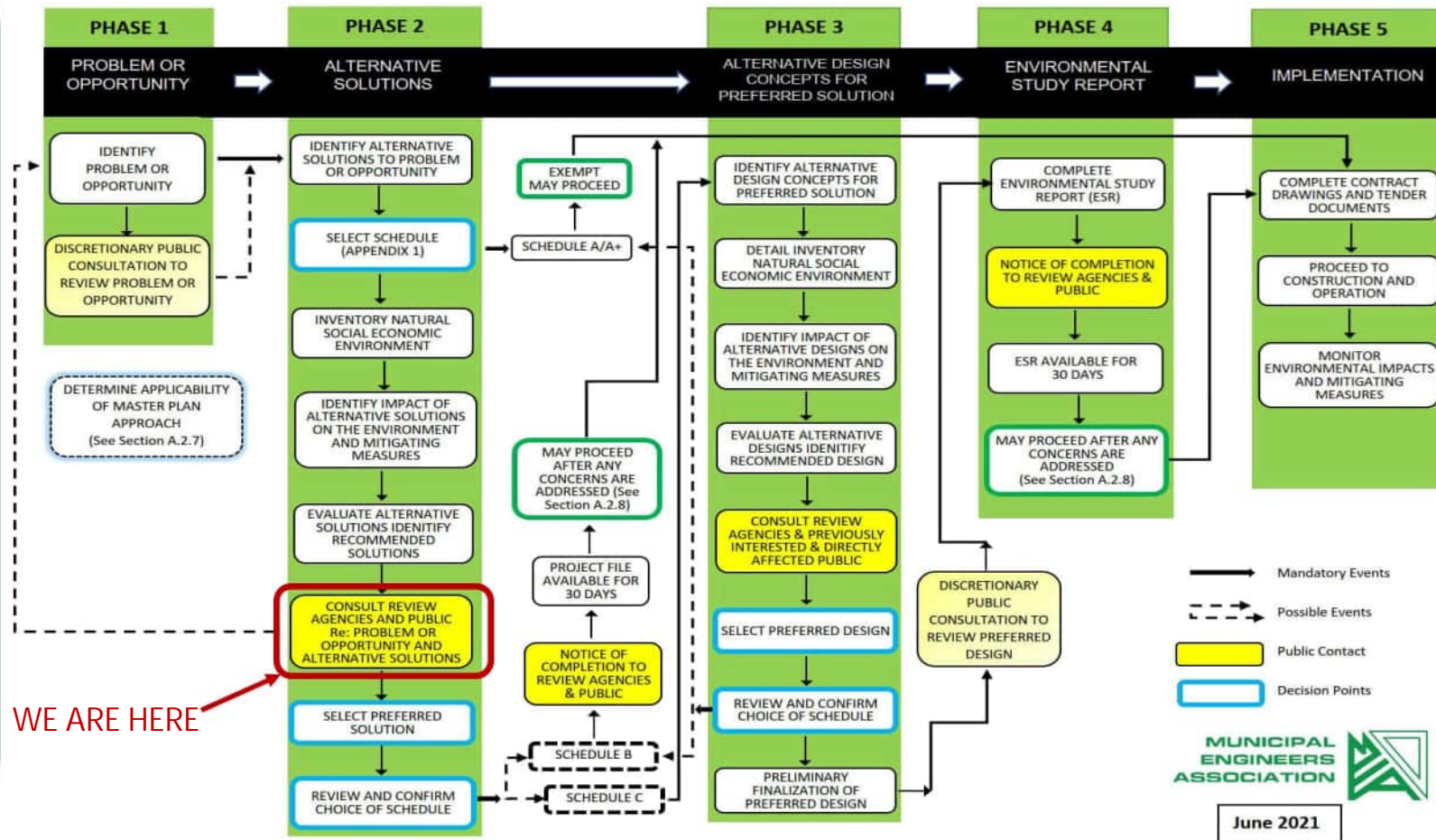
MUNICIPAL CLASS EA PROCESS

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

The Municipal Class Environmental Assessment Process (MCEA) is a process by which municipal infrastructure projects (municipal roads, water and wastewater) are planned in accordance with the *Environmental Assessment Act*. The MCEA gives due regard to protect the environment, impacts, and includes the involvement of affected stakeholders in the decision-making process.

Please visit: <https://municipalclassea.ca> for more information on the MCEA Process.

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



STUDY OBJECTIVES, PURPOSE & ORGANIZATION

Study Objective:

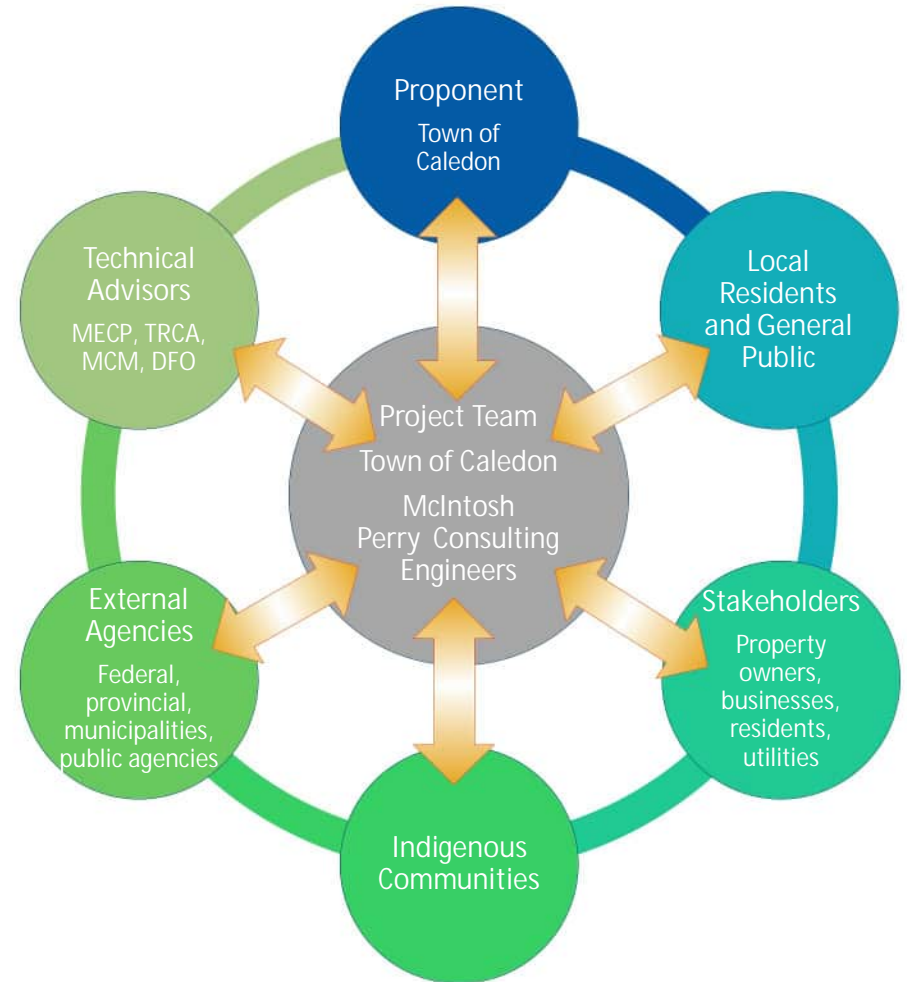
- To undertake a Schedule 'B' Municipal EA Process for Glasgow Road and Deer Valley Drive, from Chickadee Lane to Bambi Trail.
- Identify, evaluate, and select infrastructure improvements.

Study Purpose:

- Develop alternative solutions, review and document effects on existing environments to evaluate alternatives, gather input from public and stakeholders, propose mitigation measures for potential environmental impacts, identify the preferred alternative solution and prepare preliminary design.

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.
- Prepare and submit a Project File Report for review by the Public. If no concerns are raised, the proponent may proceed to project implementation.



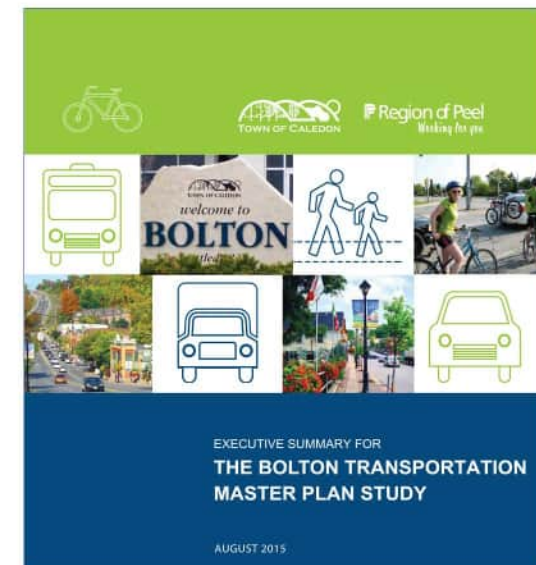
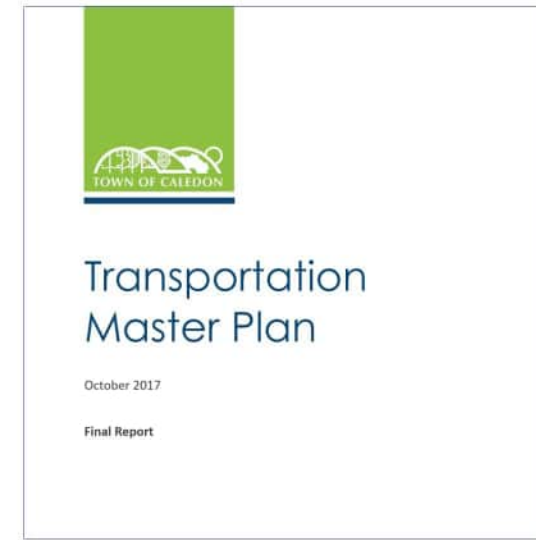
MECP: Ministry of Environment, Conservation and Parks
TRCA: Toronto and Region Conservation Authority
MCM: Ministry of Citizenship and Multiculturalism
DFO: Fisheries and Oceans Canada

TOWN OF CALEDON TRANSPORTATION MASTER PLAN

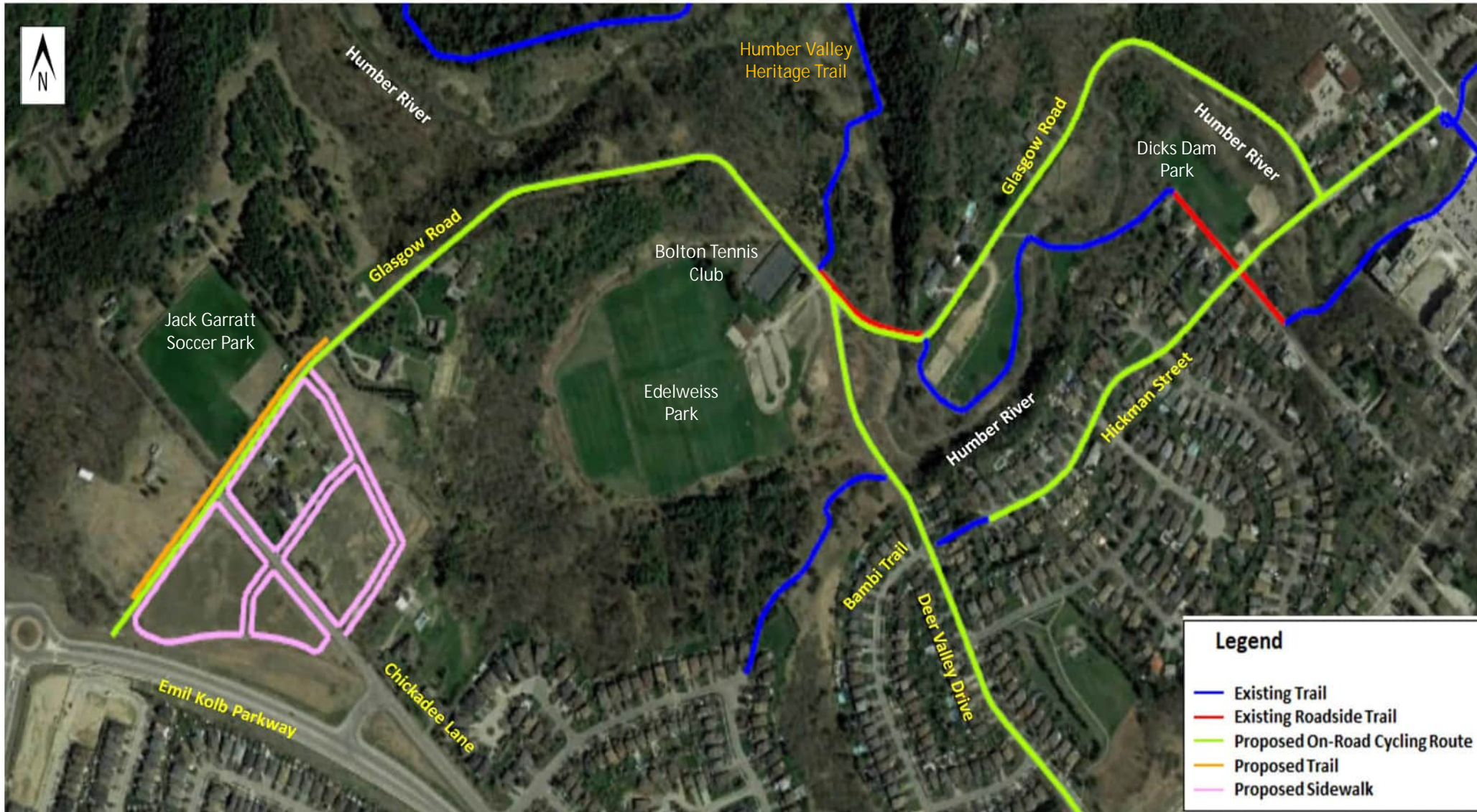
- Town of Caledon's 2019 Development Charge (DC) Background Study recommends Glasgow Road to be designed as rural road upgrade and urban reconstruction with desired geometrics.
- Town has identified the need for consideration of pedestrian traffic and cycling space requirements for connectivity to the active transportation network proposed in the Town of Caledon's TMP and the TRCA's Trail Strategy for the Greater Toronto Region
- According to the TMP (2017), shared on-road cycling route is proposed as active transportation facilities for Glasgow Road
- Town has noted as part of their trail strategy, Glasgow Road from Emil Kolb Parkway to Edelweiss Park would be a good opportunity to develop pedestrian/cycling infrastructure to connect the Emil Kolb Bikeway with the TRCA Humber Valley Heritage Trail



- To learn more about ongoing Multi-Modal Transportation Master Plan (MMTMP) & Active Transportation Master Plan (ATMP):
 - <https://www.caledon.ca/en/government/transportation-studies.aspx>
 - <https://haveyoursaycaledon.ca/mmtmp>
 - <https://haveyoursaycaledon.ca/atmp>



EXISTING AND PROPOSED ACTIVE TRANSPORTATION FACILITIES



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.

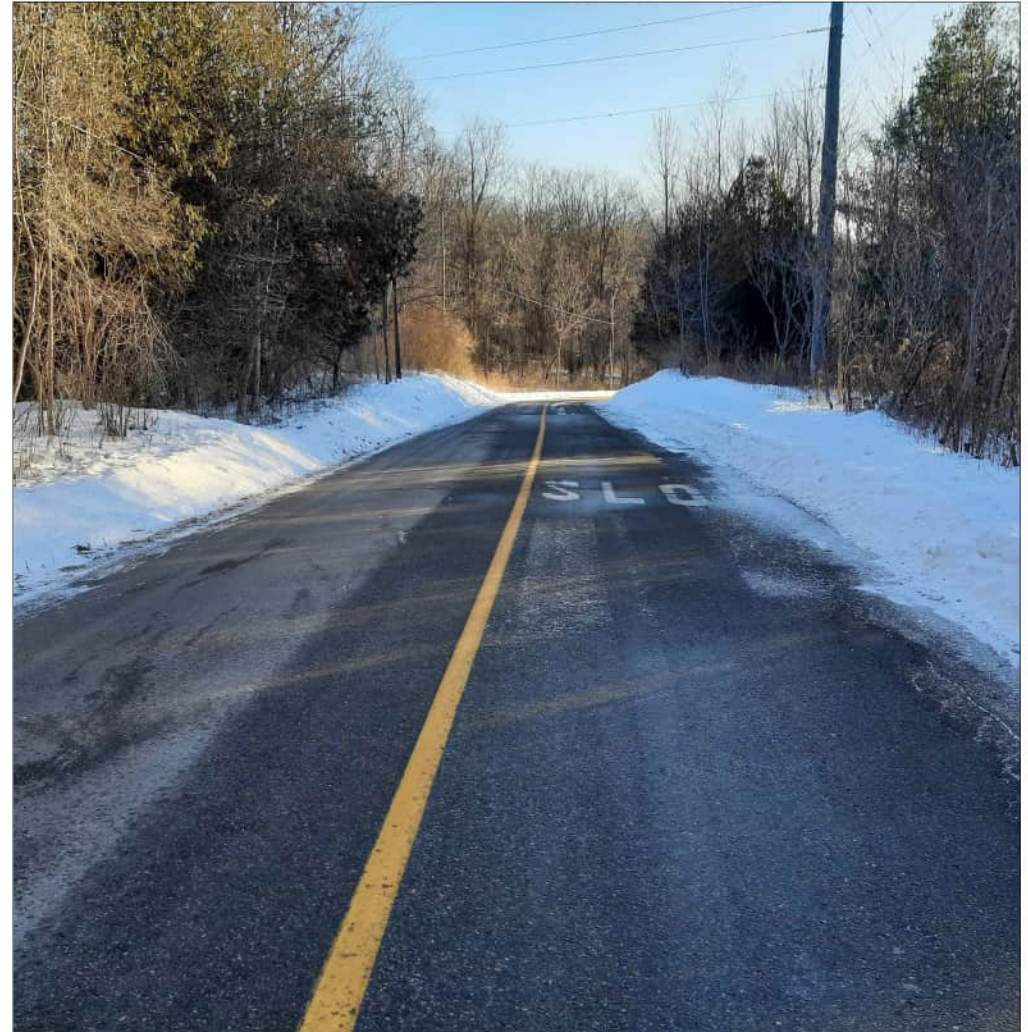
Problem / Opportunity Statement: This EA study was initiated to review opportunities within the study area to address transportation, traffic operations and safety; active transportation (cycling, walking) needs, and improvement to roadway drainage and stormwater management.



PHASE 2 – ALTERNATIVE SOLUTIONS

Alternative solutions are developed to address the problem and opportunity statement with a specific focus on improving the roadway and improving safety for traffic and active transportation users.

- In addition to the “Do Nothing” option, specific alternatives were developed.
- The addition of a dedicated active transportation facility (multi-use path) on Glasgow Road will be considered in conjunction with roadway improvements.
- The addition of a pedestrian and/or active transportation facilities on Deer Valley Drive will also be considered as part of the roadway improvements within the study corridor.
- Multi-modal transportation options, including pedestrian and cycling infrastructure, will support active transportation and the creation of complete communities.



NEEDS ASSESSMENT/ TECHNICAL STUDIES

The following project studies have been or will be undertaken within the Glasgow Road & Deer Valley Drive corridor as part of this EA Study:



Transportation – Traffic Operations & Safety, Active Transportation



Natural Environment – Terrestrial & Aquatic Ecosystem



Socio-Economic Environment – Public Consultation & Land Use Review



Geotechnical & Hydrogeological Assessment – Borehole Investigation & Soil Characterization



Archaeological – Stage 1 Assessments & Indigenous Consultations



Illumination – Existing Roadway Lighting Analysis & Streetlighting Design



Cultural and Built Heritage – Resource Evaluation & Impact Assessment



Utility Investigations – Subsurface Utility Engineering & Level B Locates

EXISTING CONDITIONS

TRANSPORTATION

Roadway Characteristics

- Glasgow Road and Deer Valley Drive are minor two-lane collector roads
- Posted speed limit of 40 km/h
- Glasgow Road has a rural cross-section with partial gravel shoulders
- Asphalt surface in poor condition, narrow cross-section
- Deer Valley Drive has a semi-urban cross-section with concrete curb and gutter
- No existing pedestrian or active transportation facilities
- Existing (pre COVID 2019) Average Daily Traffic on Glasgow Road (within study area) is 300 vehicles (for both directions)
- Intersection of Glasgow Road and Deer Valley Drive stop controlled at Deer Valley Drive approach



EXISTING CONDITIONS

NATURAL ENVIRONMENT

Environmental Characteristics

- Adjacent to regulated watercourse (Humber River)
- Habitat that supports a variety of wildlife species including Butternut, Barn Swallow, Eastern Meadowlark and/or Grasshopper Sparrow
- Forested area adjacent to roadway, young and mature trees close to the road edge
- Within Toronto Regional Conservation Authority (TRCA) Regulated Area
- Natural Sciences Investigation and Species at Risk (SAR) Survey Completed



EXISTING CONDITIONS

SOCIO-ECONOMIC ENVIRONMENT

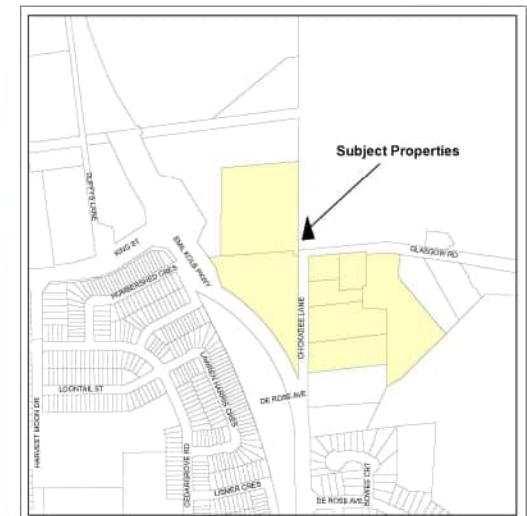
Social Environment

- Parks and recreational lands adjacent to study corridor, including access to Humber Valley Heritage Trail
- Residential properties within the study area
- Proposed subdivision development at west limits of study area
- Potential impacts to adjacent properties and driveways
- Construction-related impacts on traffic circulation, access, noise and dust

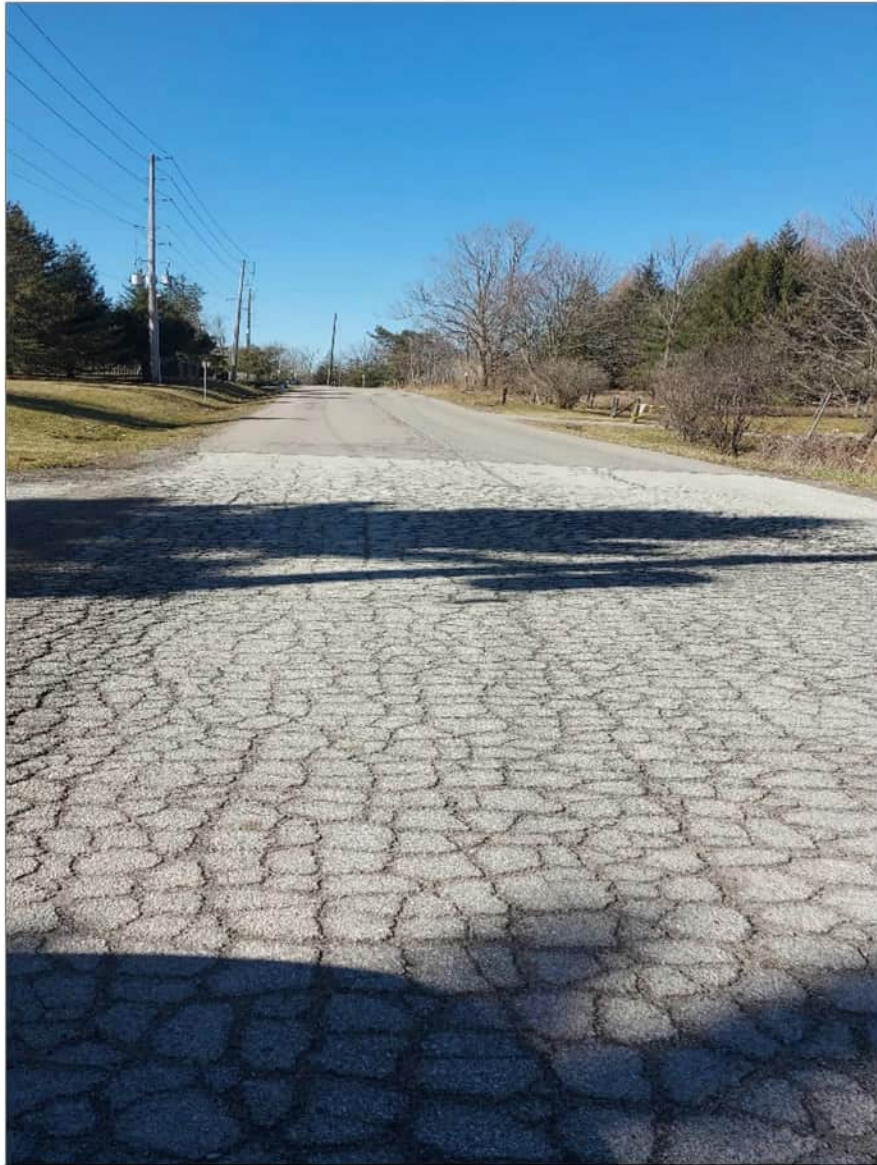


Archaeological & Cultural Heritage

- Proximity to known archaeological sites, water sources, historic settlements and historic transportation routes
- Stage 1 Archaeological Assessment completed
- Heritage Assessment completed



ALTERNATIVE DESIGN SOLUTIONS



Alternative 1 – Maintain Existing Cross-Section (Do Nothing)

A base to which other alternatives could be compared. Under this alternative, no measures to improve the operation or cross-section of the road segment will be considered and therefore the road would remain in its present condition.

This means that operational concerns which have been identified will remain unresolved.

Alternative 2 – Rural Cross-Section with MUP

Maintain current rural roadway cross-section with addition of Active Transportation Facility (MUP) on one side.

Rehabilitation of the road segment including pavement structure, shoulders, improved ditching and widening to accommodate a multi-use path on one side of the roadway.

Link to new facility on one side of Deer Valley Drive.

Alternative 3 – Urban Cross-Section with MUP

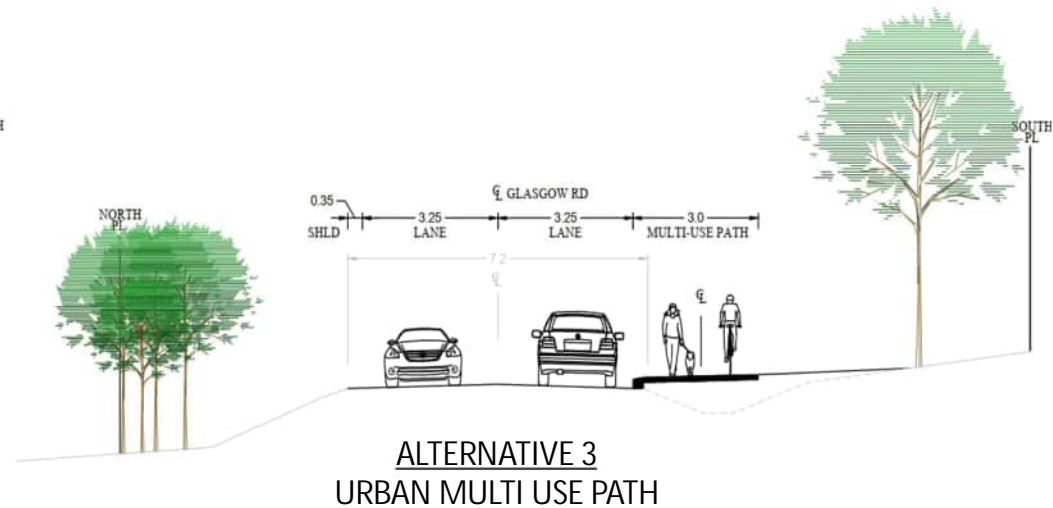
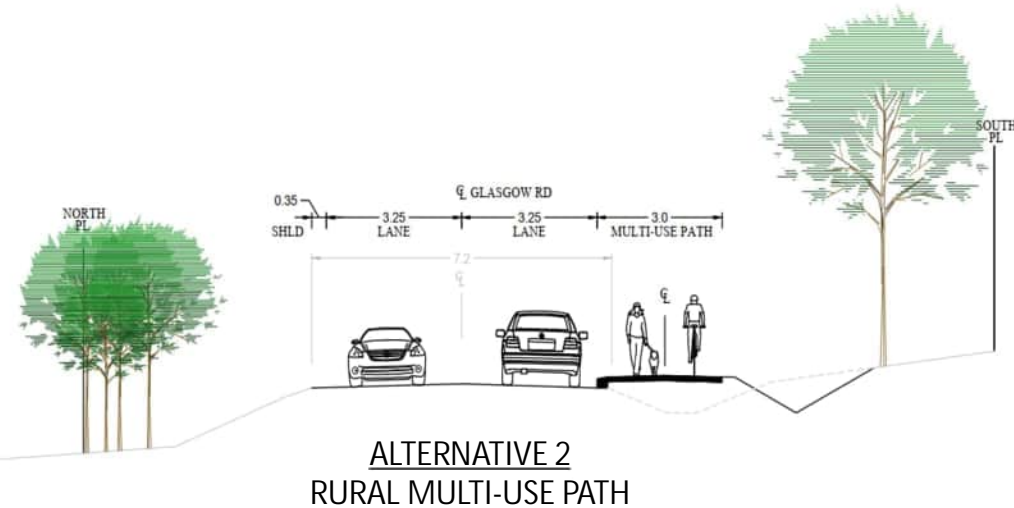
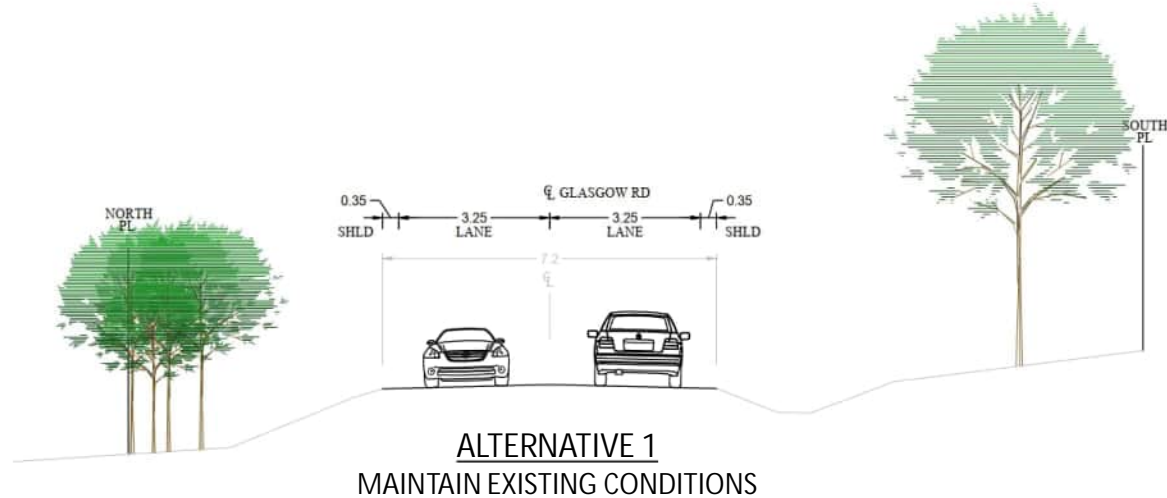
Urbanize the existing road cross-section with addition of curb and gutter, separated Active Transportation Facility (MUP) on one side.

Rehabilitation of the road pavement structure, implementation of concrete curb and gutter, catch basins, subsurface stormwater management (storm sewers) and outlets, and platform widening to accommodate a multi-use path on one side of the roadway .

Link to new facility on one side of Deer Valley Drive.

ALTERNATIVE DESIGN CONCEPTS

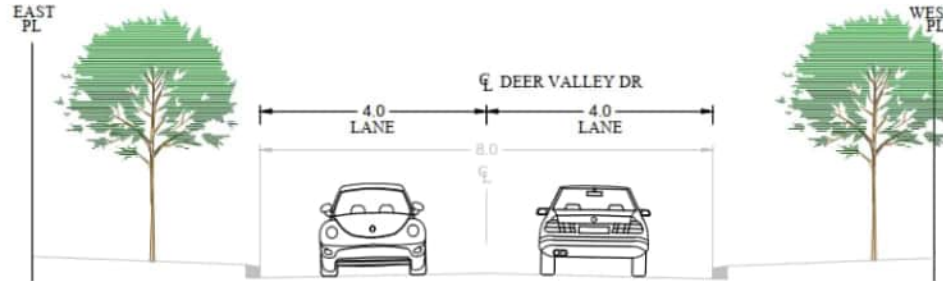
GLASGOW ROAD



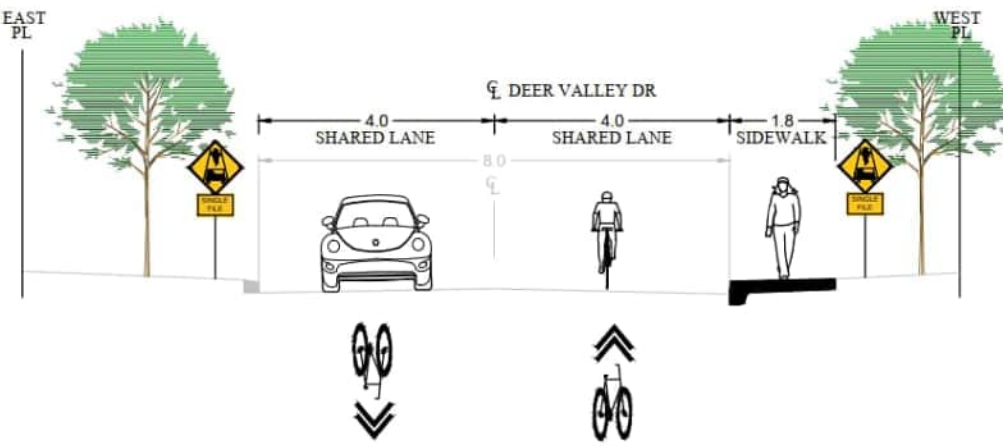
NOTE: All options shown consider
MUP on South Side of Glasgow Road

ALTERNATIVE DESIGN CONCEPTS

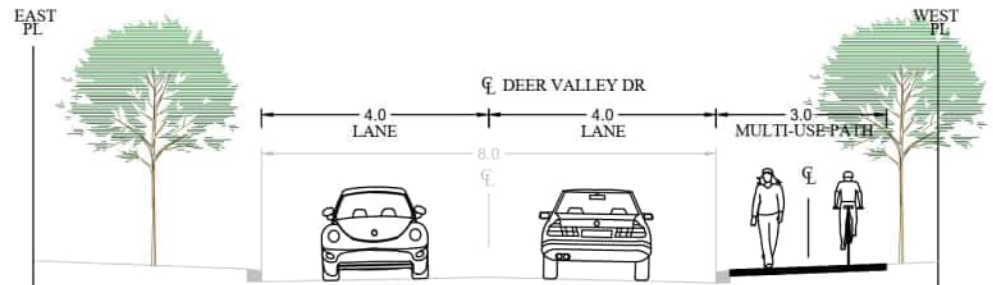
DEER VALLEY DRIVE



ALTERNATIVE 1
MAINTAIN EXISTING CONDITIONS



ALTERNATIVE 2
SIDEWALK & SHARED LANES



ALTERNATIVE 3
MULTI USE PATH

NOTE: All options shown consider facility on West of Deer Valley Drive

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

Criteria to evaluate whether the alternative design concept addresses the transportation problems and opportunities identified along the study area corridor; as well as evaluate the technical suitability and engineering characteristics of the design concept.

Criteria to evaluate the alternative design concepts' effects on the natural heritage systems, natural environment and habitats, air and water quality.



- Transportation / Infrastructure Plans and Policies
- Vehicular Capacity / Traffic Operations
- Active Transportation
- Emergency Services
- Access Considerations
- Utilities
- Stormwater/Drainage



- 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

Implementation

Criteria to evaluate the alternative design concepts' effects on businesses, community and social features, properties, and archaeological, built and cultural heritage features within the study area.

Criteria to evaluate the financial implications and implementation opportunities of the alternative design concept.



- Land Use / Socio-Economic Conditions
- Property Impacts
- Archaeological, Built Heritage and Cultural Heritage Features
- Noise Levels
- Construction Impacts
- [Public Input / Stakeholder Consultation](#)



- Capital Costs
- Operation and Maintenance Costs
- Phasing Opportunities

NEXT STEPS & YOUR INPUT

Following this PIC, the project team will:

- Review and respond to comments received prior to February 15, 2023
- Include stakeholder and public feedback in evaluation criteria and solutions
- Evaluate and select a Technically Preferred Solution
- Evaluate alternative design concepts and recommend a preferred design
- Present findings and recommended design to Town staff for direction
- Schedule PIC #2 (Spring 2023) to present and obtain feedback on recommended design



Your Input is Important to Us!

Thank you for participating in the Public Information Centre. 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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Town Project Manager
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Email: Shun.Cheung@Caledon.ca



Mehemed Delibasic, M.Sc., P.Eng.
McIntosh Perry Consulting Engineers Ltd.
Consultant Project Manager
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MINUTES

PUBLIC INFORMATION CENTRE NO. 1

Date and Time: Monday, January 30th, 2023 – 6:00 Pm – 8:00 Pm

Location: Webex

List of Panelists:

Shun Cheung	Project Manager	Town of Caledon
Andrew Pearce	Director, Engineering Services	Town of Caledon
Ryan Grodecki	Manager, Engineering Capital Design & Construction Engineering	Town of Caledon
Mario Russo	Councillor – Wards 4-5-6 Regional	Town of Caledon
Cosimo Napoli	Councillor – Ward 6	Town of Caledon
Mehemed Delibasic	Consultant Project Manager	McIntosh Perry
Alex Siciliano	Assistant PM / Lead Design Engineer	McIntosh Perry
Lisa Marshall	Lead Environmental Engineer	McIntosh Perry
Kerry Reed	Environmental Planner	McIntosh Perry

Subject:

Town of Caledon Project No. 2021-118
Schedule “B” Municipal Class Environmental Assessment and Detailed Design, Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail
Public Information Centre (PIC) #1

1.0 INTRODUCTIONS

- Shun Cheung, Town Project Manager, introduced the project team and provided a brief introduction to the project.
- It was noted that six members of the public, local residents and/or Stakeholders were in attendance at the Public Information Centre (PIC).

2.0 PRESENTATION

- It was stated that the presentation was going to be recorded and posted on the Town’s website for further viewing.
- Mehemed Delibasic, McIntosh Perry PM, and project team presented a PowerPoint presentation outlining: the purpose of the study, study area, defined the Municipal Class Environment Assessment Process, consultation process, existing conditions, proposed Alternative Design Solutions and Concepts, evaluation Process and next steps.

3.0 OPEN DISCUSSION

The following is a summary of comments received from attendees during the presentation, including text comments (submitted via the presentation chat function):

Resident Comment #1: Does the 2019 DC study include changing Glasgow Road from a rural road to an urban road from Chickadee Lane all the way to Hickman? This EA is only to Deer Valley? Why does the EA not include the single lane bridge and Glasgow Road all the way to Hickman? What is the expected average daily traffic on Glasgow Road with the new subdivision?

- Ryan Grodecki, Manager of Engineering Capital Design & Construction Engineering responded that the DC Study does not specify any upgrades to Glasgow Road within the study area.
- With respect to the single bridge, McIntosh Perry was only retained to undertake the study from Glasgow Road, between Chickadee Lane and Deer Valley (910 m) Drive and Deer Valley Drive, from Glasgow Road to Bambi Trail (300 m), however, the Town currently has other on-going studies.
- Councillor Mario Russo advised the resident that further internal discussions will be held with the Town staff to determine the rationale for keeping studies separate and not including the single lane bridge, as well as the section of Glasgow Road from Deer Valley Drive to Hickman Street. The Councillor also stated that traffic counts will be further reviewed to determine potential impacts from the proposed subdivision.

Resident Comment #2: The resident indicated that they have lived on Glasgow Road for over 35 years. There are numerous businesses and medical building located within the vicinity of Queens Street North between King Street West and Hickman Street. To access these areas, the resident would never go via King Street. The main route is along Glasgow Road to Hickman Street to Queen Street. With the proposed new developments, the resident believes traffic volumes along Glasgow Road will significantly increase which will have further impact and safety concerns along Glasgow Road. Resident went on to express concern pertaining to the single lane crossing and the number of accidents that have occurred at this bridge. The resident concluded that it is a “blind spot” not looking beyond the current study area and including the bridge, as well as an active transportation link beyond Glasgow Road at Deer Valley Drive. It is a growing problem and not considering it is a mistake.

- It was noted that opportunities to comment on the subdivision and existing conditions at the single lane bridge by the project team are limited as these are outside the study area, however consideration has been given to coordination potential changes with Town staff.
- Councillor Mario Russo conveyed that they hear the residents concerns pertaining to the single lane bridge and the lack of active transportation links (i.e., sidewalks, multi-use pathways (MUP), etc.) along Glasgow Road including the stretch beyond Deer Valley Drive to Hickman Street. The Town will help provide some clarity moving forward.

Resident Comment #3: In follow up to Resident Comment #2, resident noted they believe there could be added traffic from the Valleyview Estate Subdivision on DeRose going straight through Chickadee Lane out through Glasgow Road to avoid the intersection at Emil Kolb Parkway when the townhouse development is complete.

Comment #4: Councillor Cosimo Napoli questioned the construction of the MUP on the southside of Glasgow Road where the new subdivisions is being proposed. It was his understanding that the Developer was to provide a MUP extending down a portion of Glasgow Road beyond the subdivision.

- McIntosh Perry advised that based on current discussion with the Town, preliminary plan of subdivision indicates a MUP would be constructed along the north side of Glasgow Road up to proposed limits of the subdivision. Applicable transition may be required if MUP is to be located on the south side of Glasgow Road (crossing type to be determined) and extend to Deer Valley Drive as part of this study.
- McIntosh Perry indicated that discussion Town staff overseeing the development is ongoing, but expectation is that final plans for subdivision will ensure connectivity is achieved with proposed facility proposed as part of this study.
- Councillor Cosimo Napoli questioned the topography (steepness) along Glasgow Road and the feasibility of implementing improvements to the roadway platform. MP noted that constraints have been identified and will be addressed as design is developed.

Comment #5: Councillor Mario Russo thanked McIntosh Perry for their statement about ensuring that the best solution is select for Glasgow Road improvements which requires continue collaboration with the proposed developer. Councillor reiterated that we can't take anything at face value and on-going discussions with the Town and Developer and the Town and MP need to continue throughout the course of this assignment. Councillor stated that “we need to figure out the best plan and then figure out cost sharing”.

Resident Comment #6: In addition to your alternatives, has closing Glasgow Road to vehicular traffic from Chickadee Lane to Deer Valley or Hickman been considered so leaving it for bicycle and pedestrian traffic?

- Ryan Grodecki responded that that no closing the road is not being considered by the Town at this time for a number of reasons, one being emergency response access.
- Resident responded, good point about the emergency services!

Resident Comment #7: Condition #40 of Zancor's Draft Conditions says that they're responsible for constructing a MUP from Emil Kolb to the east end of their subdivision on Glasgow Rd.

- Councillor Mario Russo advised the resident that cost sharing will not be overlooked and appreciate their comment.

4.0 NEXT STEPS

- Internal discussions will be held with the Town staff to determine the rationale for keeping studies separate and not including the single lane bridge, as well as the section of Glasgow Road from Deer Valley Drive to Hickman Street. In addition, traffic counts will be further reviewed to determine potential impacts from the proposed subdivision.

Action: Town of Caledon

- McIntosh Perry to evaluate the alternative design solutions and concepts, as well as continue having on-going discussions with the Town pertaining to the proposed development to ensure a seamless design.

Action: MP

PIC Session was concluded at 7:10 pm