PUBLIC INFORMATION CENTRE (PIC) #1

Glasgow Road & Deer Valley Drive

Chickadee Lane to Bambi Trail

Schedule "B" Municipal Class Environmental Assessment

January 30, 2023

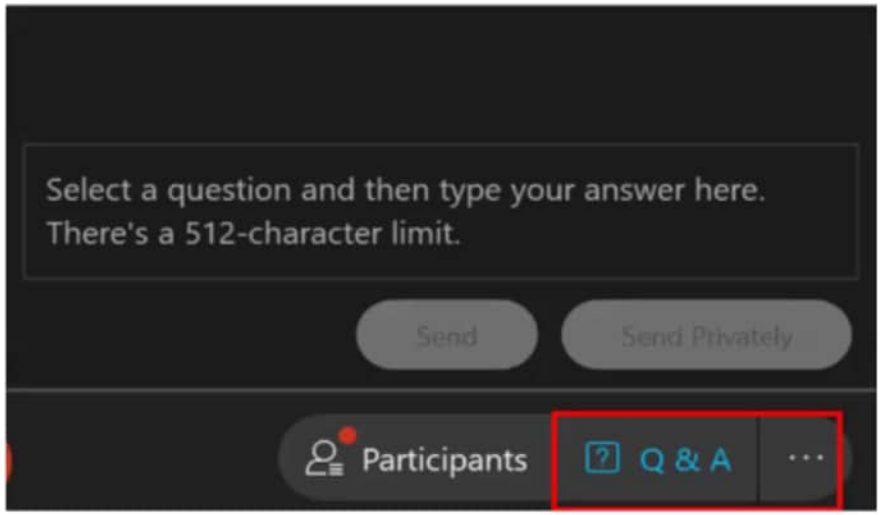
TOWN OF CALEDON

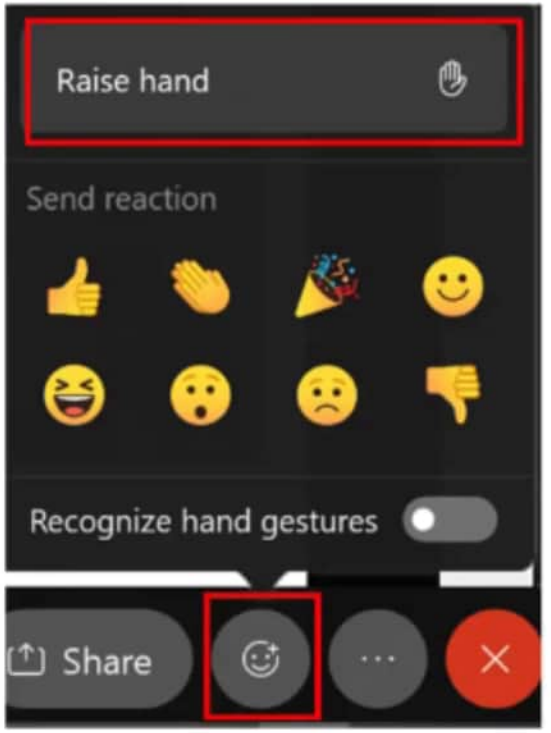
McINTOSH PERRY

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





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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

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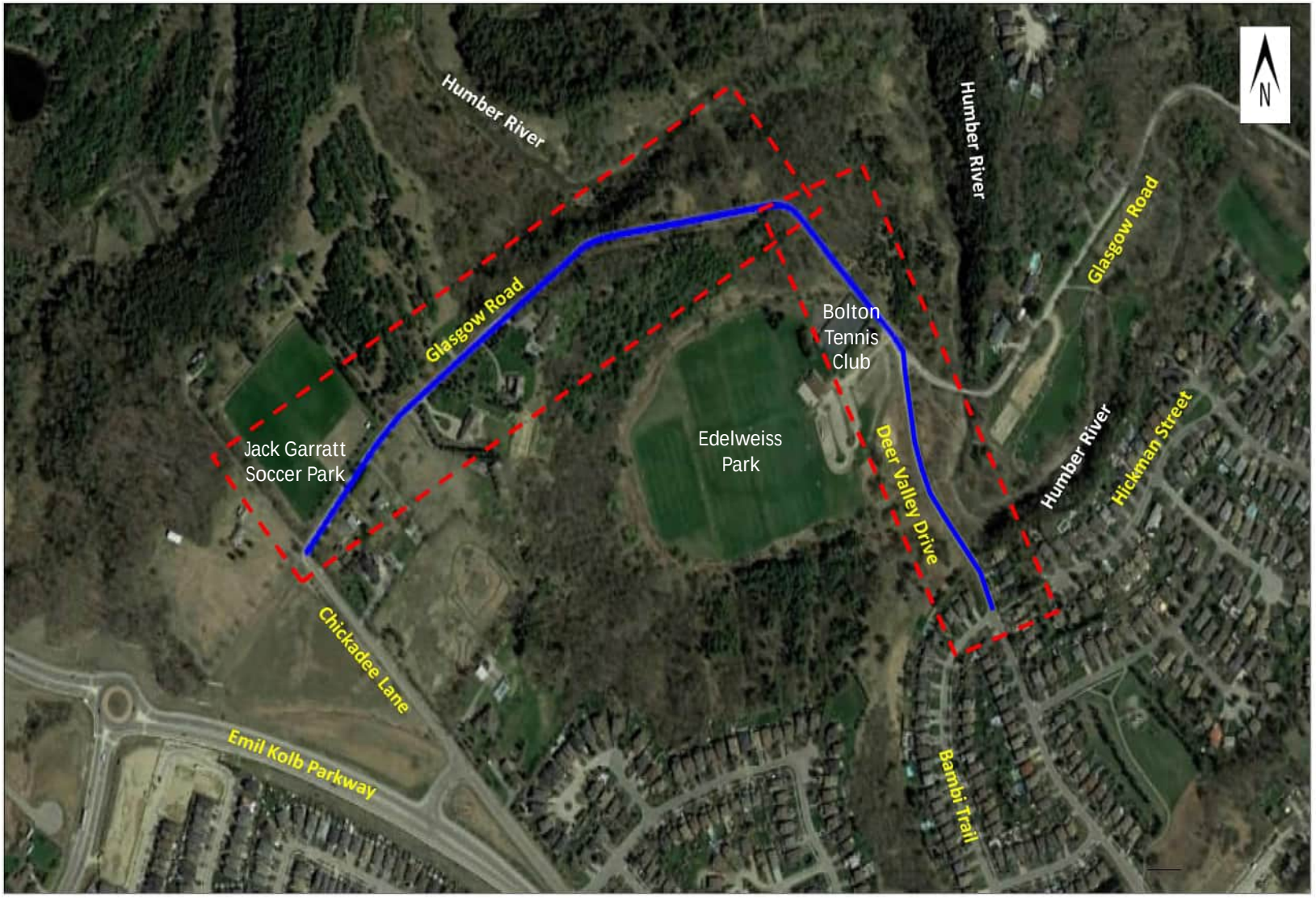
PROJECT OVERVIEW



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

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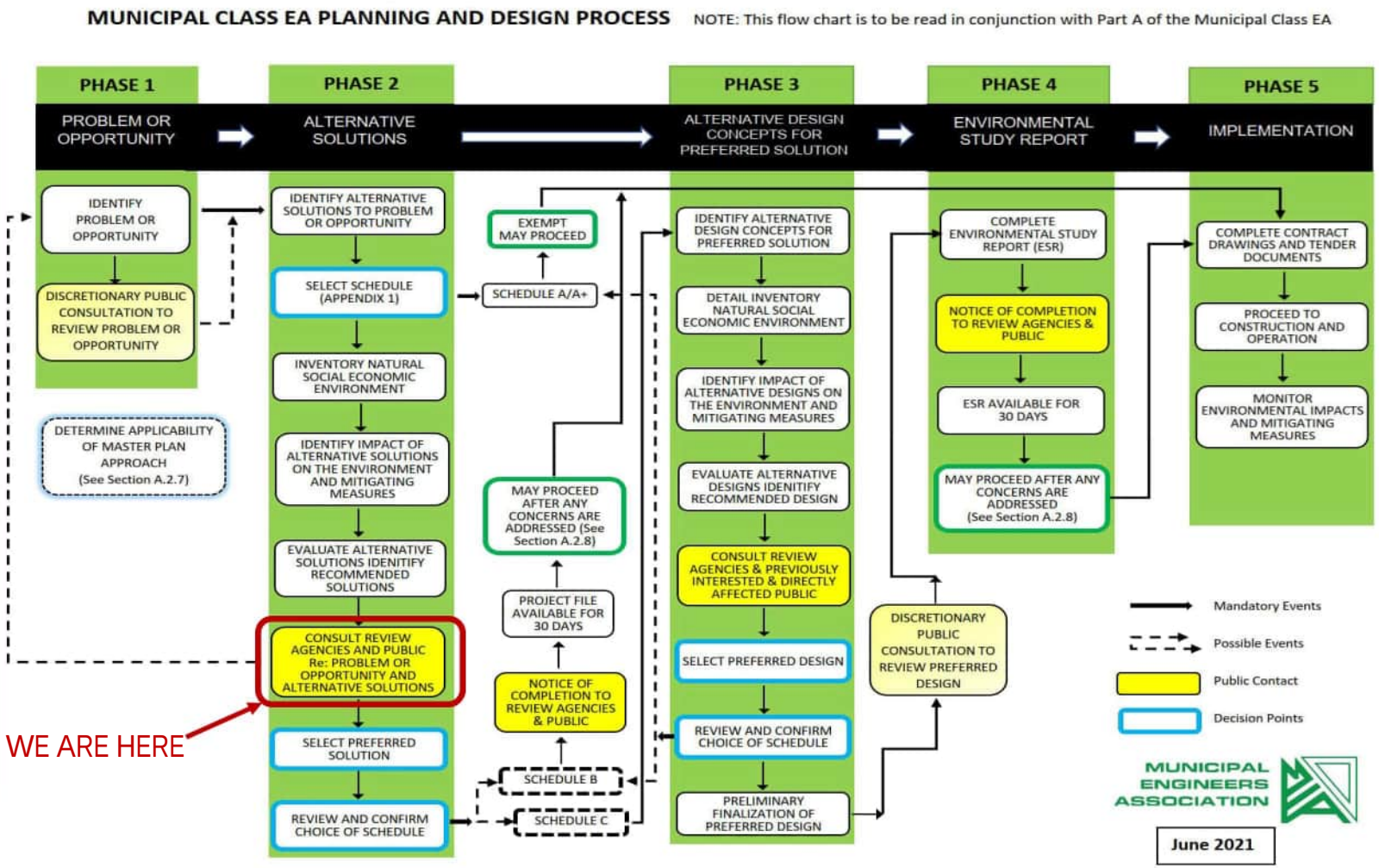
MUNICIPAL CLASS EA PROCESS

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.



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STUDY OBJECTIVES, PURPOSE & ORGANIZATION

Study Objective:

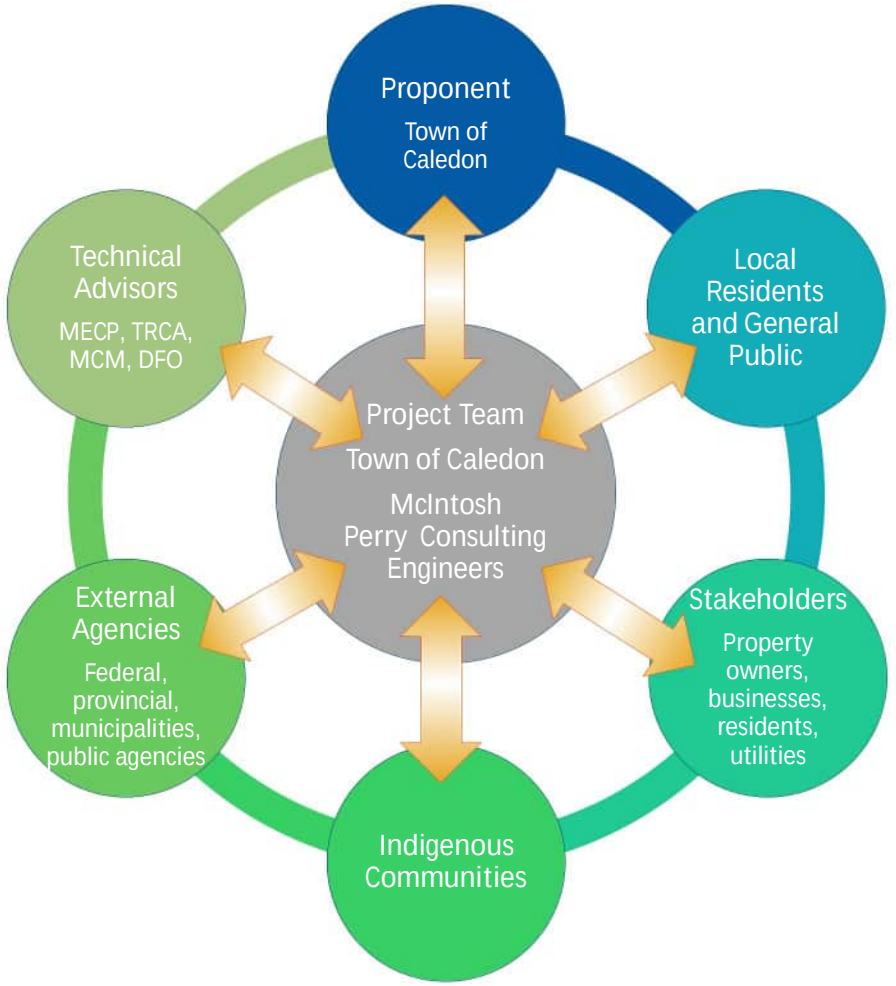
- To undertake a Schedule 'B' Municipal EA Process for Glasgow Road and Deer Valley Drive, from Chickadee Lane to Bambi Trail.
- Identify, evaluate, and select infrastructure improvements.

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

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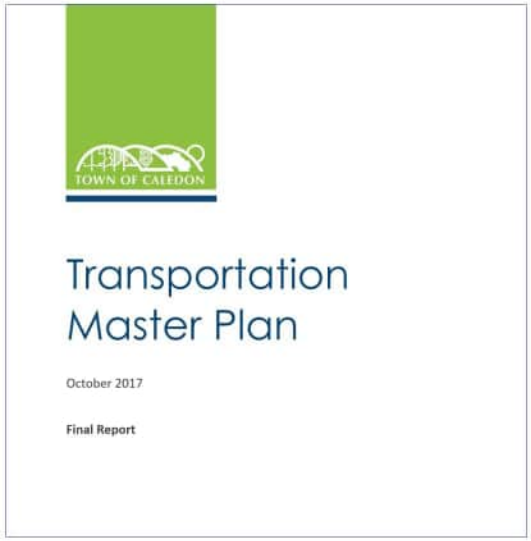
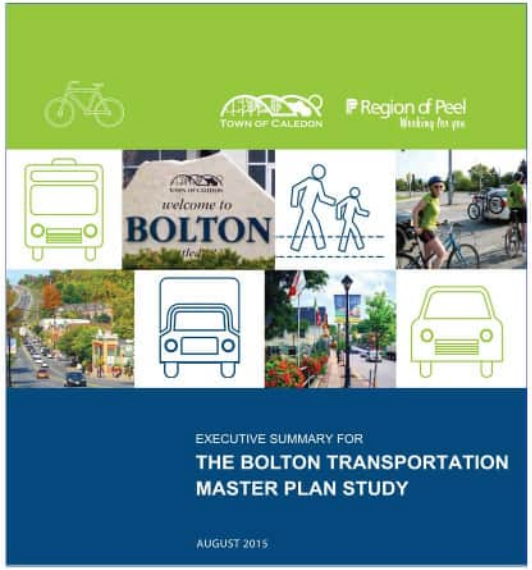
TOWN OF CALEDON TRANSPORTATION MASTER PLAN

- 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





FUTURE CALEDON

- 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

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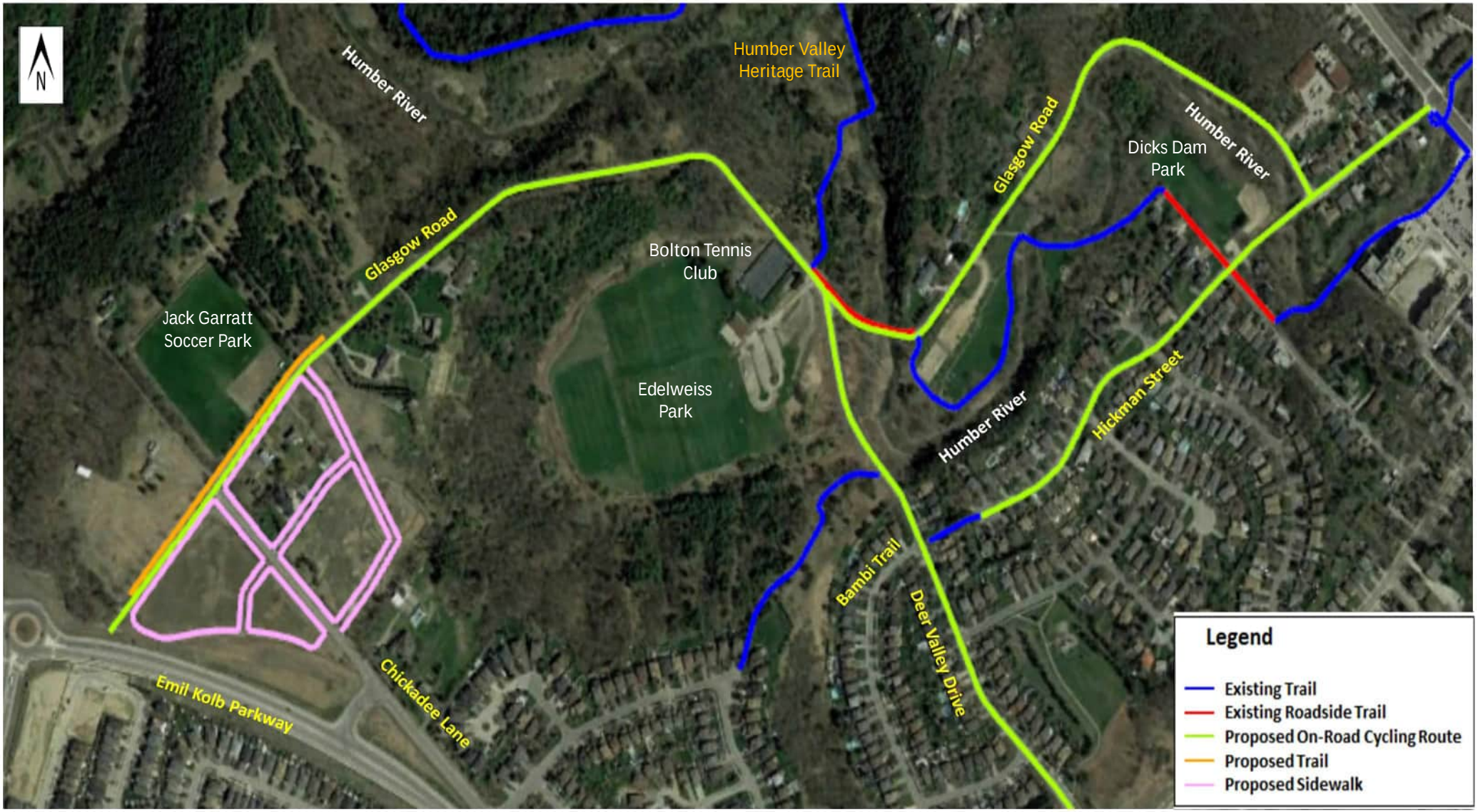
EXISTING AND PROPOSED ACTIVE TRANSPORTATION FACILITIES



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PHASE 1 – PROBLEM & OPPORTUNITIES

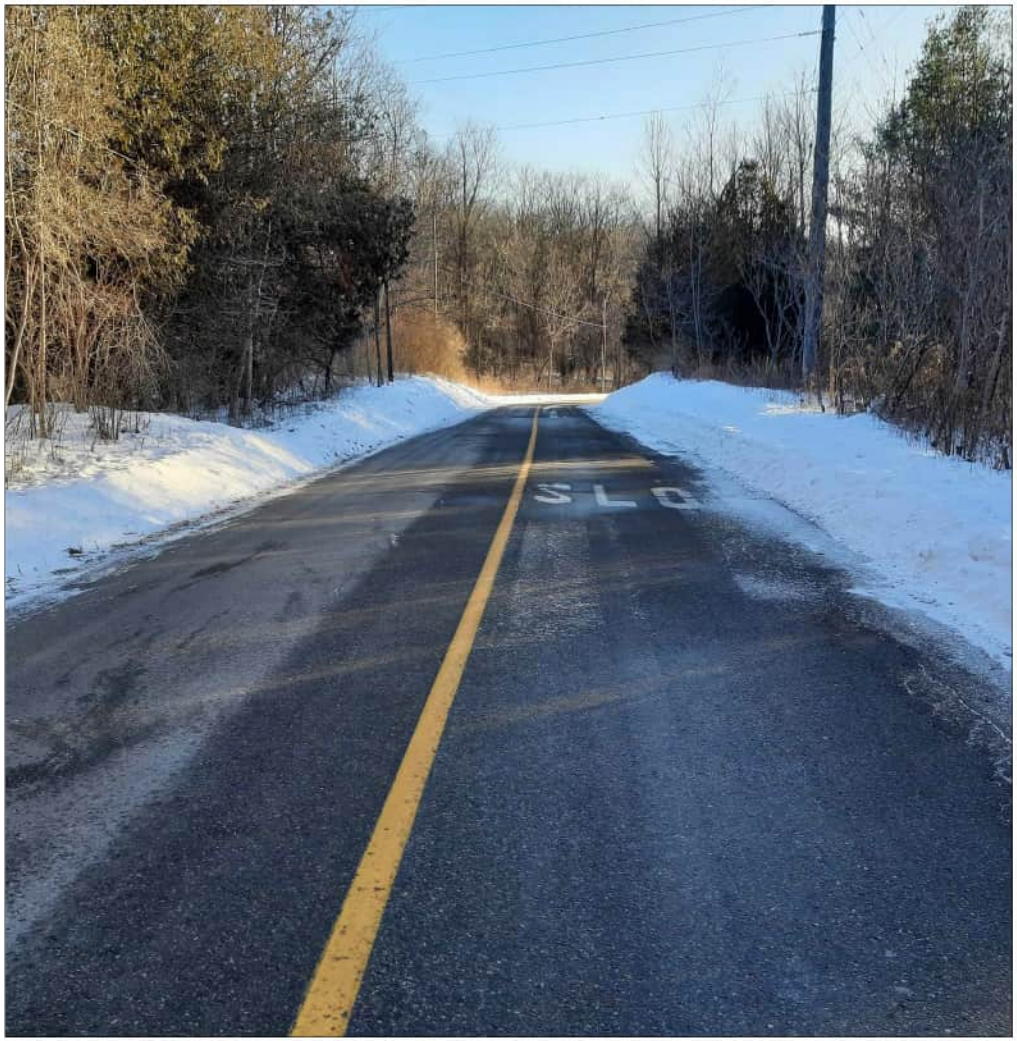
The continued growth in the population of Caledon is creating challenges for the Town, including increased wear and tear on existing infrastructure through increased traffic use, the considerable amount of new infrastructure due to growth, and the increased expectations as to the type and quality of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



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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

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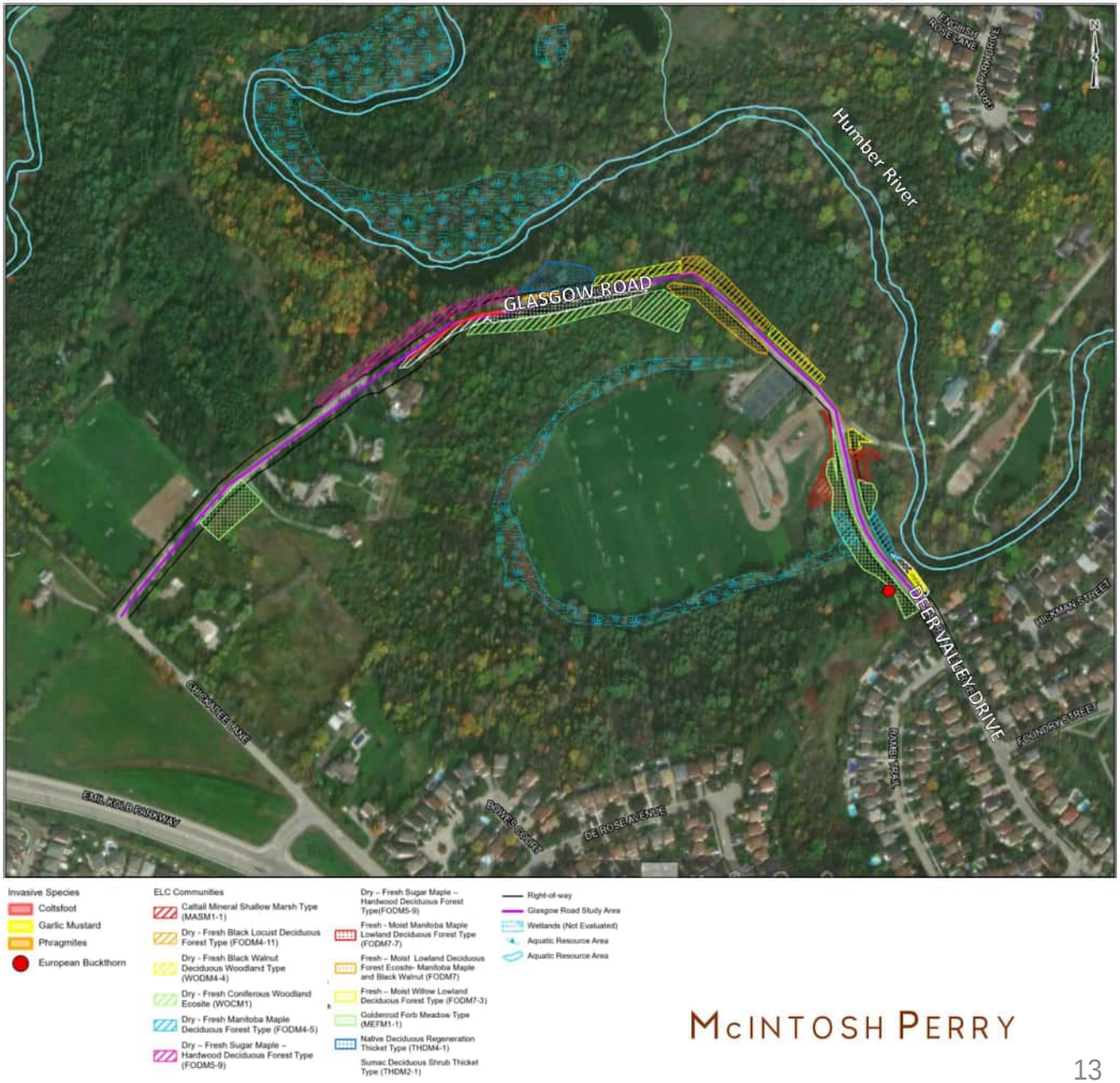
EXISTING CONDITIONS
NATURAL ENVIRONMENT

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



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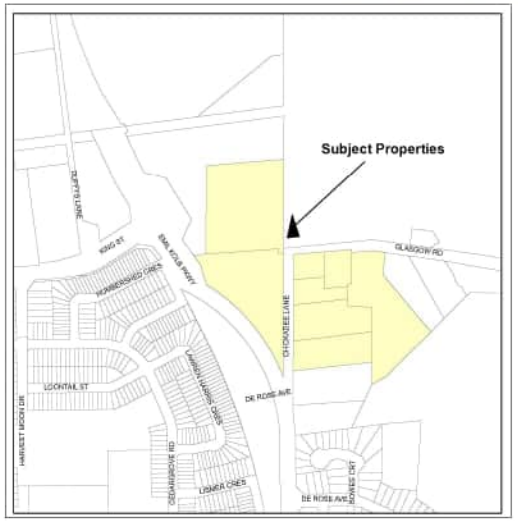
EXISTING CONDITIONS
SOCIO-ECONOMIC ENVIRONMENT

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



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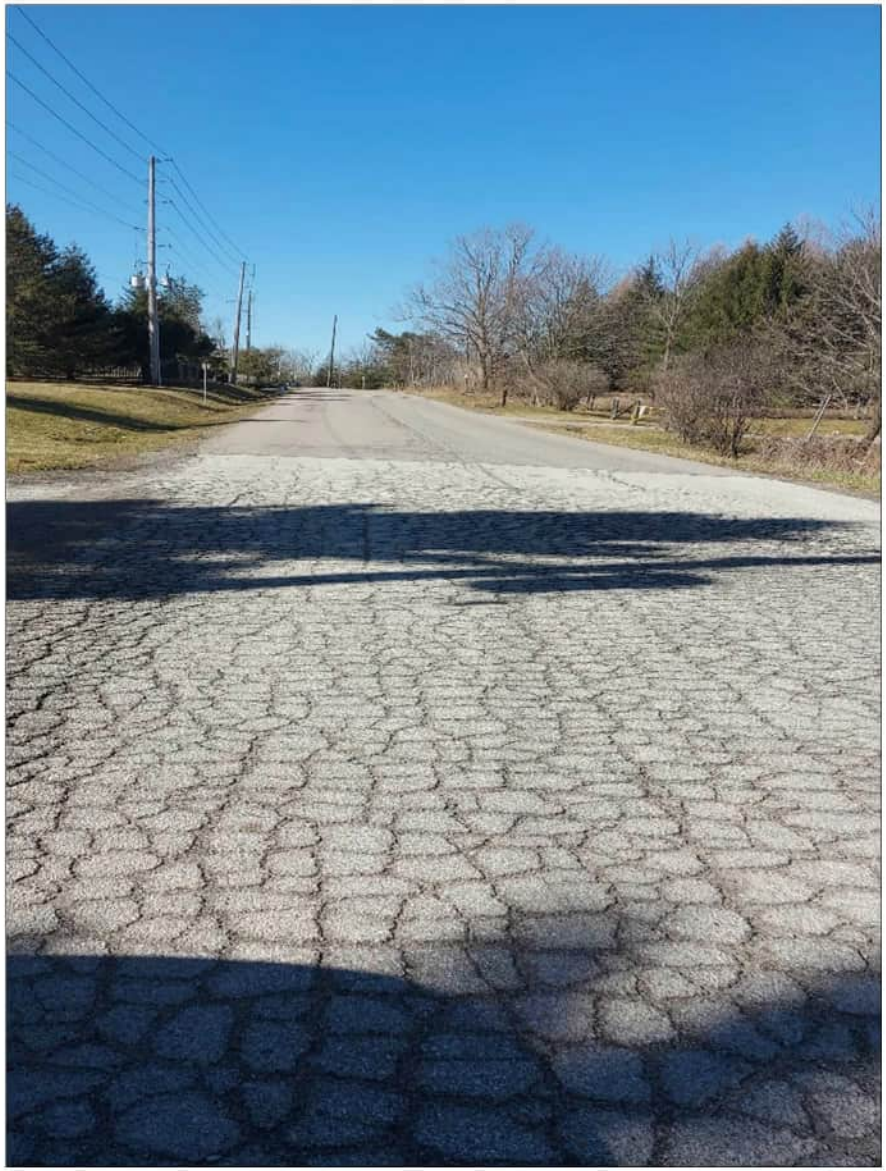
ALTERNATIVE DESIGN SOLUTIONS



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.

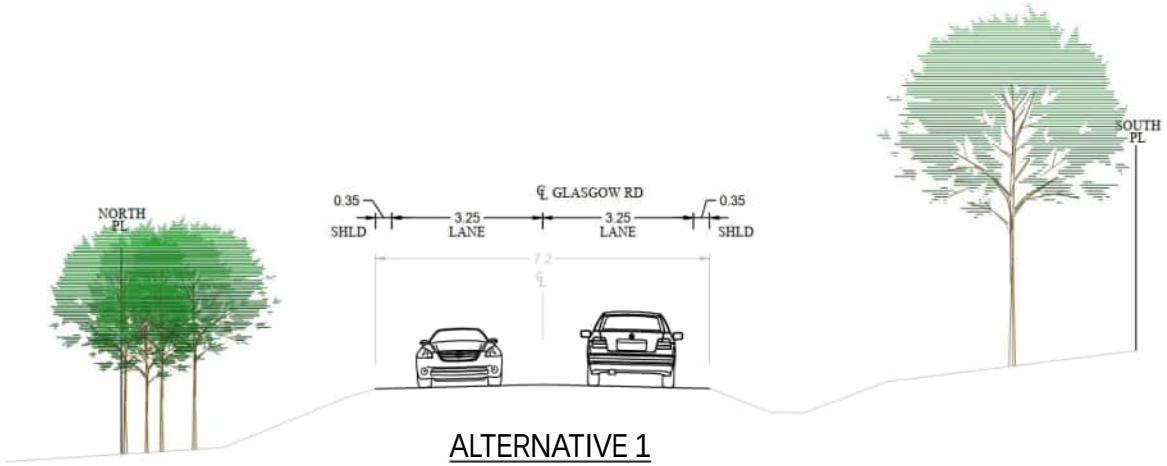
Alternative 3 – Urban Cross-Section with MUP

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

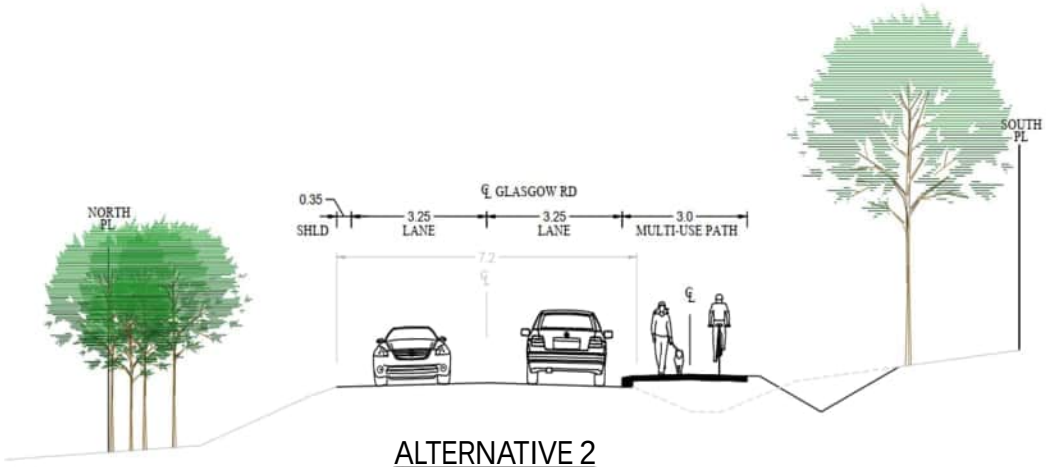
Rehabilitation of the road pavement structure, implementation of concrete curb and gutter, catch basins, subsurface stormwater management (storm sewers) and outlets, and platform widening to accommodate a multi-use path on one side of the roadway .

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

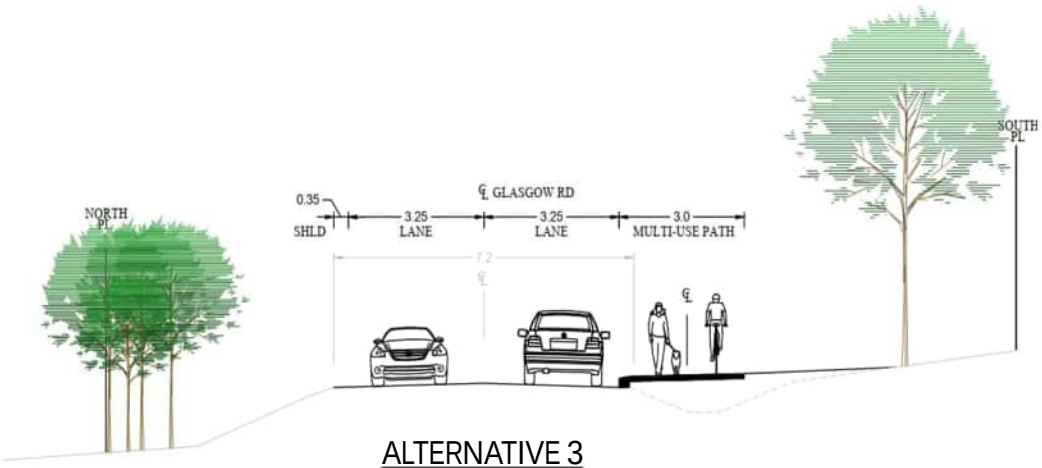
ALTERNATIVE DESIGN CONCEPTS
GLASGOW ROAD



ALTERNATIVE 1
MAINTAIN EXISTING CONDITIONS



ALTERNATIVE 2
RURAL MULTI-USE PATH



ALTERNATIVE 3
URBAN MULTI USE PATH

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

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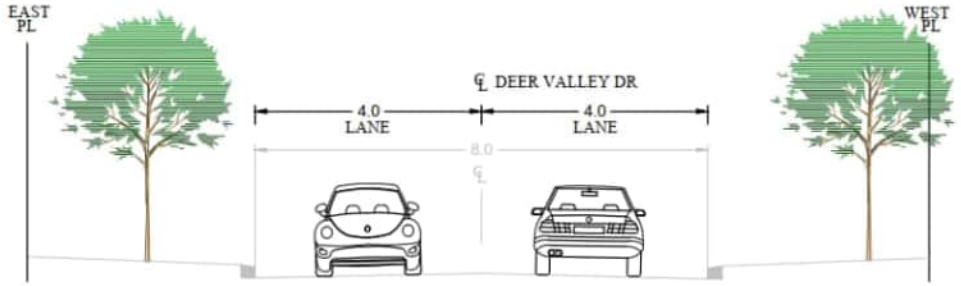
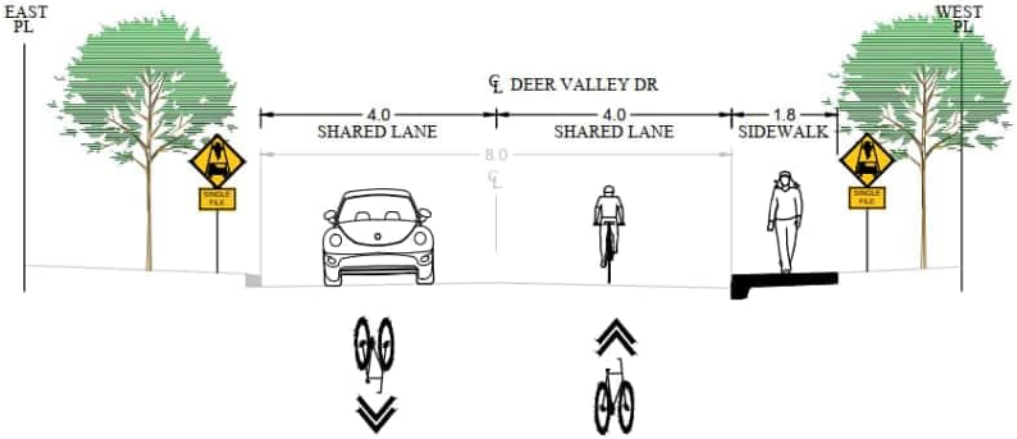
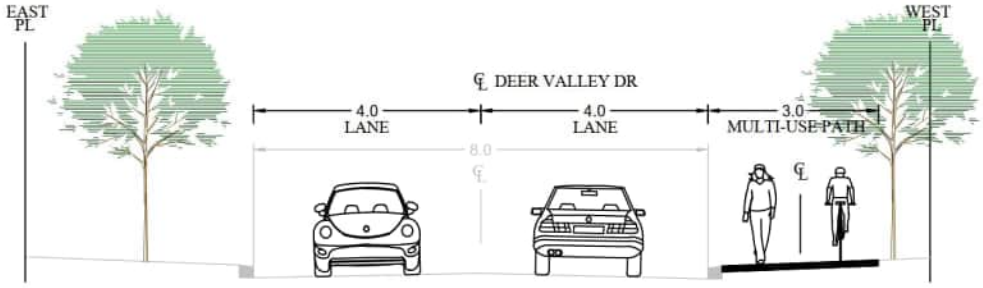
ALTERNATIVE DESIGN CONCEPTS
DEER VALLEY DRIVE



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

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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

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.

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

Natural Environment

Criteria to evaluate the alternative design concepts' 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 concepts' 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
- Public Input / Stakeholder Consultation

Implementation

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

- Capital Costs
- Operation and Maintenance Costs
- Phasing Opportunities

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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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