

PUBLIC INFORMATION CENTRE (PIC) #2



Glasgow Road & Deer Valley Drive Chickadee Lane to Bambi Trail

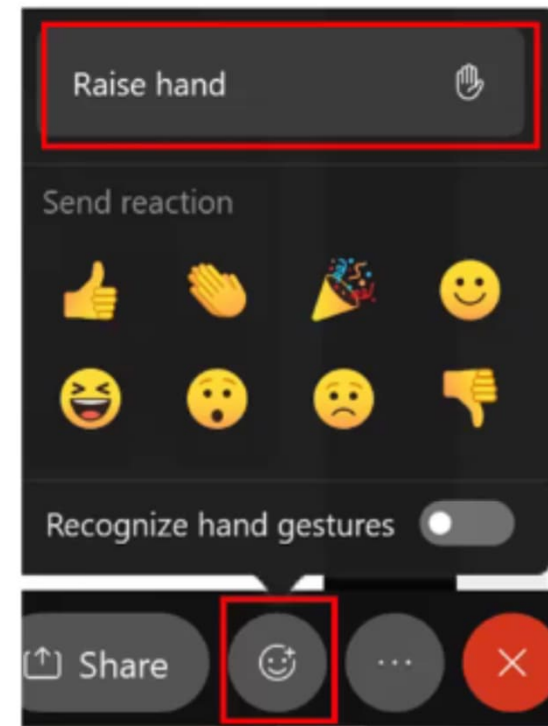
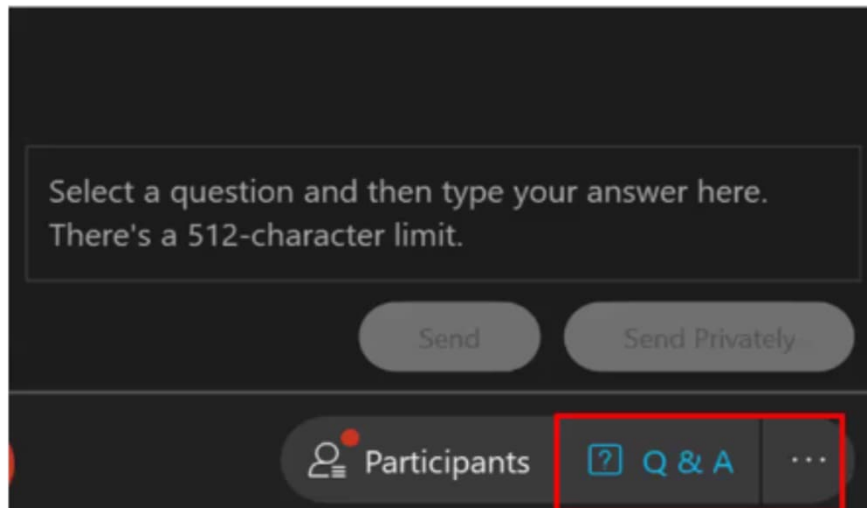
Schedule "B" Municipal Class Environmental Assessment

September 21, 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



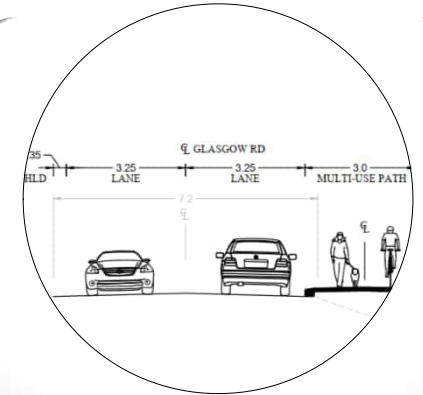
Review the Study Area,
Purpose & Objectives



Review the EA Process and
Summarize PIC #1



Review Alternative Solutions
and Evaluation Criteria



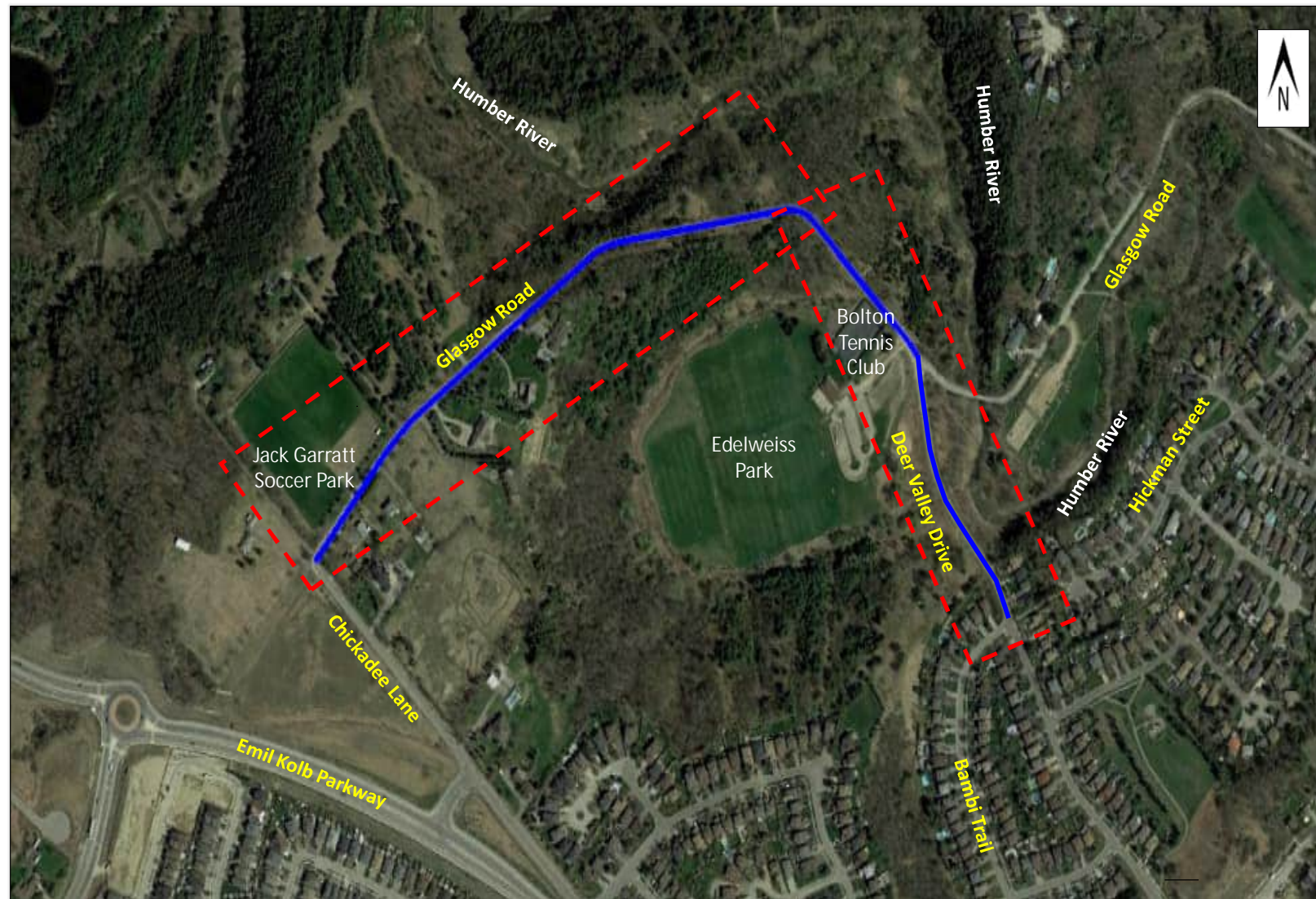
Present the Preferred Option
for Rehabilitation based on
technical assessment and
consultation activities

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

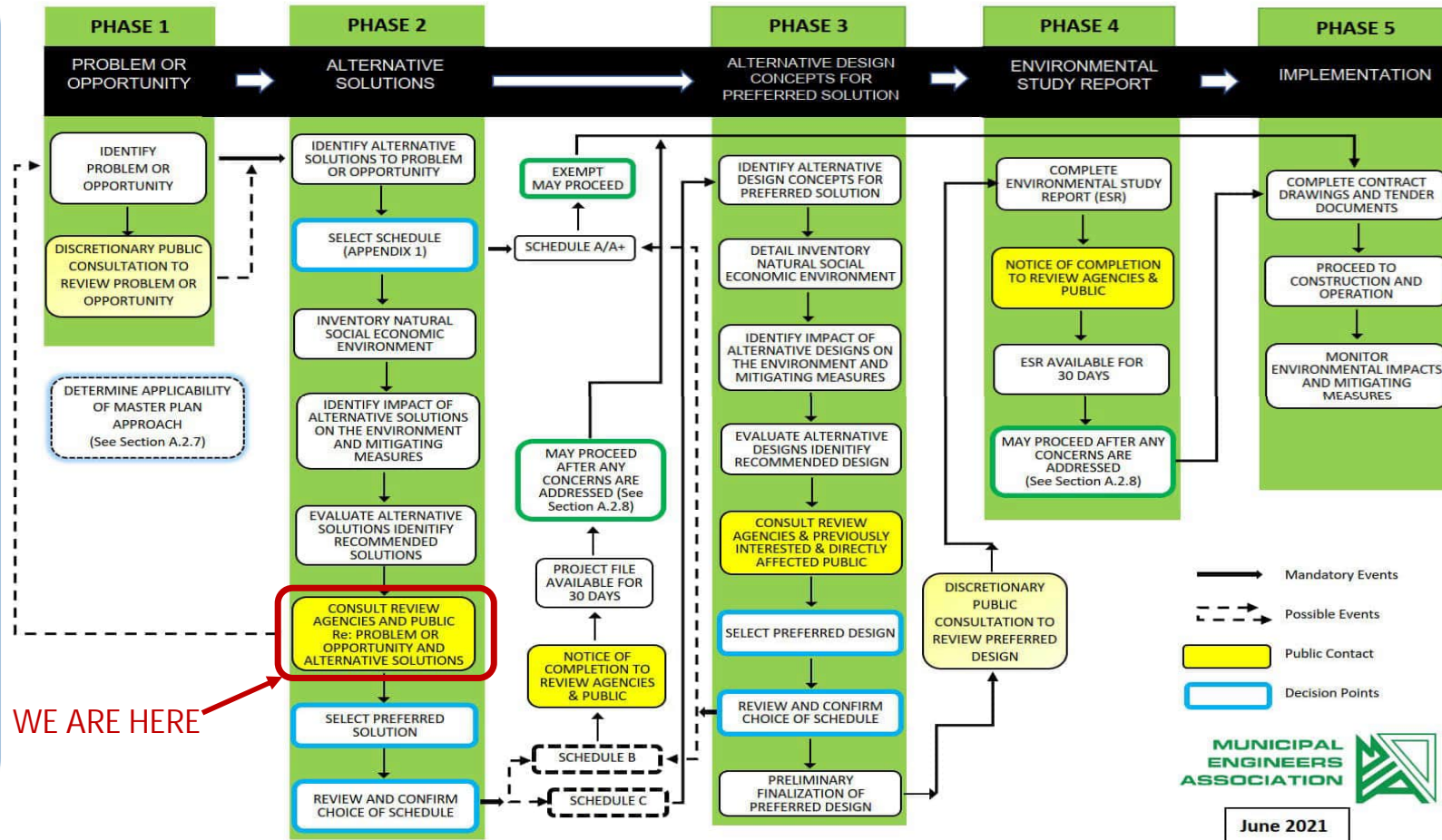
This project is classified as a Schedule 'B' Municipal Class EA

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.

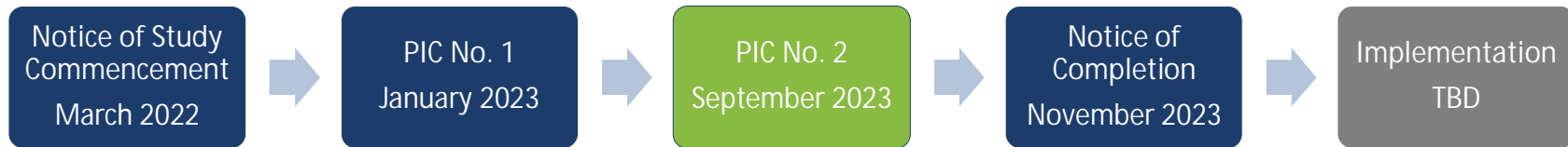
Please visit: <https://municipalclassea.ca> for more information on the MCEA Process.

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



MUNICIPAL CLASS EA PROCESS



Key Concerns Raised at PIC #1

- Traffic volumes generated from adjacent developments and impacts associated with the single lane bridge on Glasgow Road, east of the study area:
 - The Town will focus on the current scope of this Glasgow Rd EA study between Chickadee Ln & Deer Valley Dr in order to meet the anticipated detailed design and construction timelines. In addition to Town review, the traffic from the proposed development is not expected to impact the single-lane bridge, with almost all of the traffic to travel towards Emil Kolb Parkway via Chickadee Lane.
- Adjacent development and connectivity through the corridor to Emil Kolb Parkway
 - Conditions of Developer agreement states that they're responsible for constructing a MUP from Emil Kolb to the east end of their subdivision on Glasgow Rd.
 - Preliminary plan of subdivision indicates a MUP will be constructed along the north side of Glasgow Road up to proposed limits of the subdivision. Applicable transition (crossing) will be implemented to MUP on the south side of Glasgow Road and extend to Deer Valley Drive as part of this study.

Activities Since PIC #1

- Developed evaluation criteria and assessed alternatives
- Selected the recommended technically preferred alternative (TPA)
- Coordinated and consulted with stakeholders (Residents, Developer, Conservation Authority)
- Completed Preliminary Design of TPA

STUDY OBJECTIVES, PURPOSE & ORGANIZATION

Study Objective:

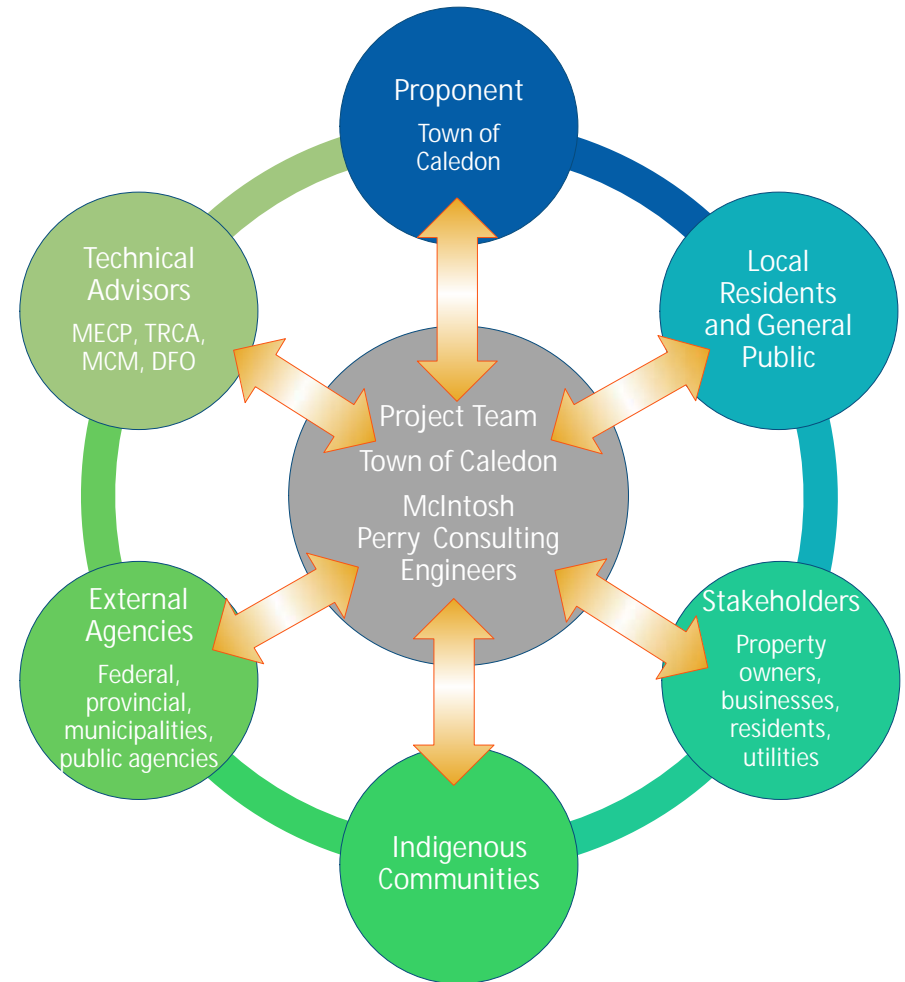
- To undertake a Schedule 'B' Municipal EA Process for Glasgow Road and Deer Valley Drive, from Chickadee Lane to Bambi Trail.
- Identify, evaluate, and select infrastructure improvements.

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

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

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

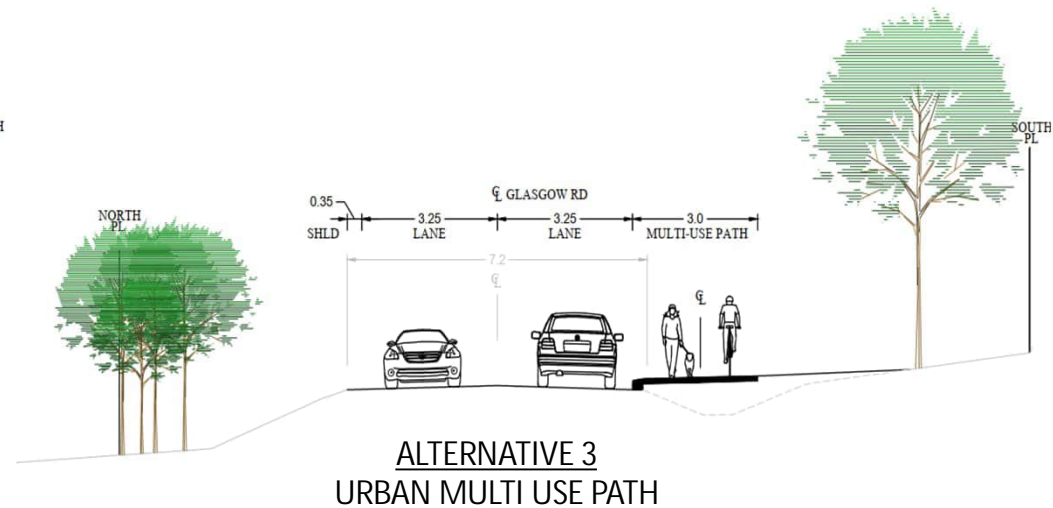
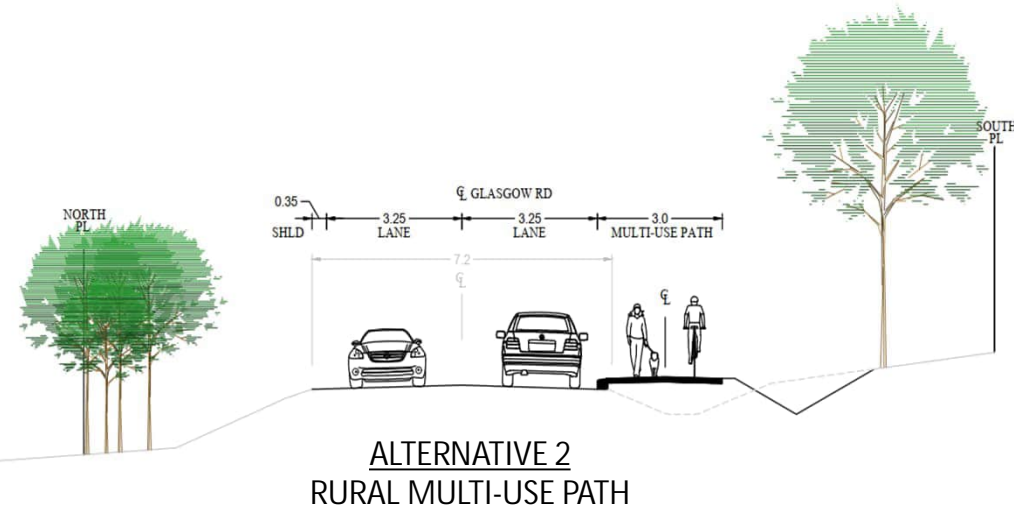
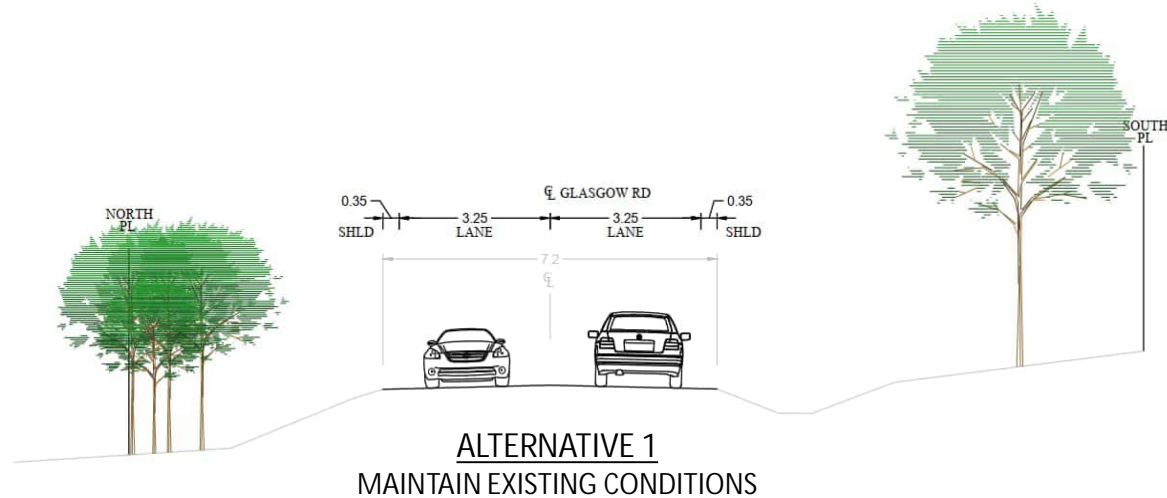
Urbanize the existing road cross-section with addition of curb and gutter, separated Active Transportation Facility (MUP) on one side.

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

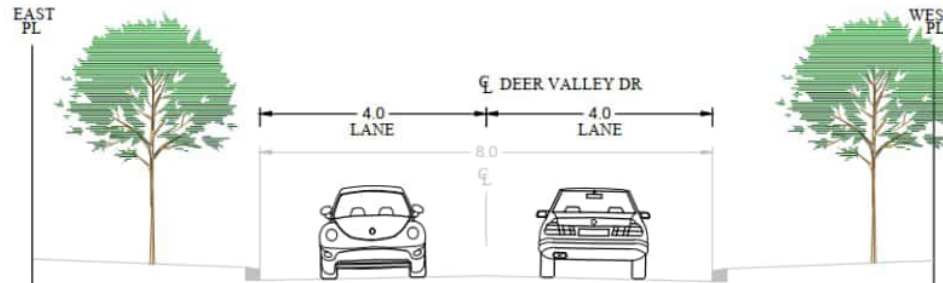
GLASGOW ROAD



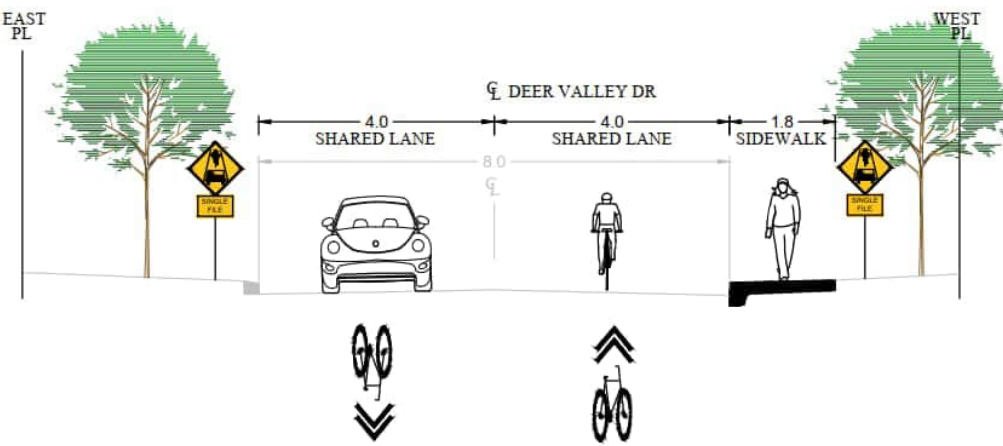
NOTE: All options shown consider
MUP on South Side of Glasgow Road

ALTERNATIVE DESIGN CONCEPTS

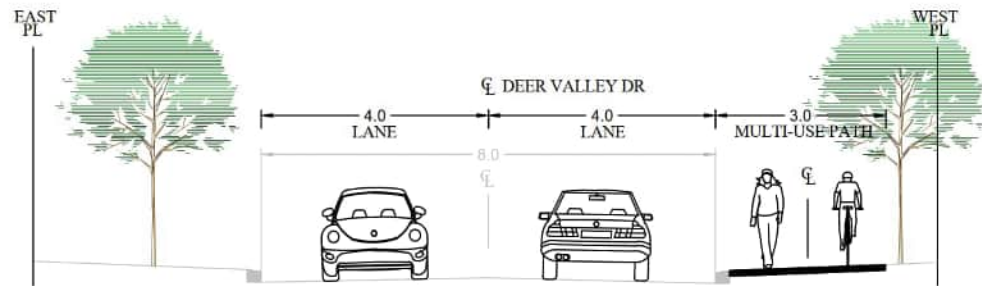
DEER VALLEY DRIVE



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

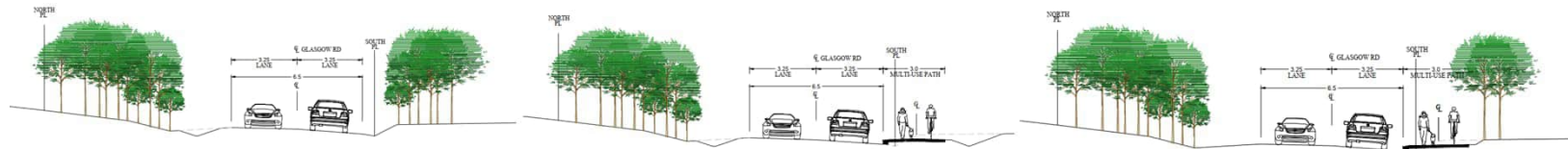
EVALUATION CRITERIA

Alternative Evaluation Table

Glasgow Road - Chickadee Lane to Deer Valley Drive

Legend

Score	Symbol	Description
1	○	Least Preferred
2	◐	
3	◑	
4	◒	
5	●	Most Preferred

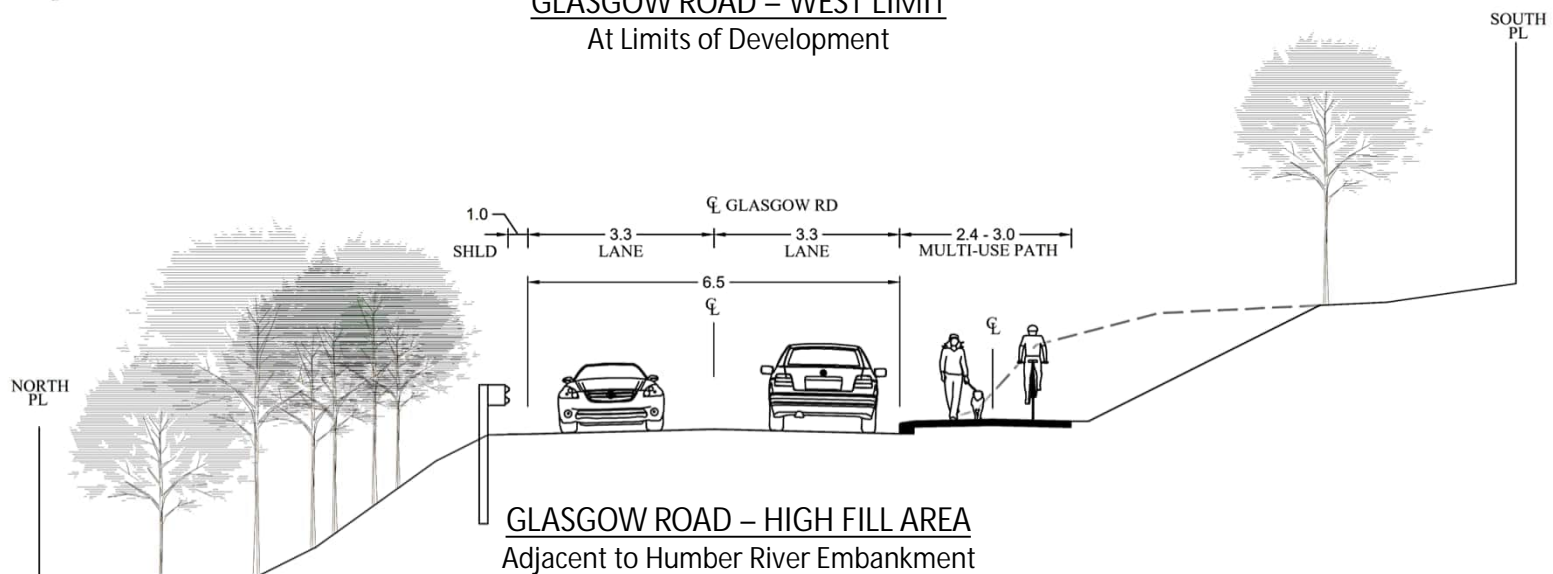
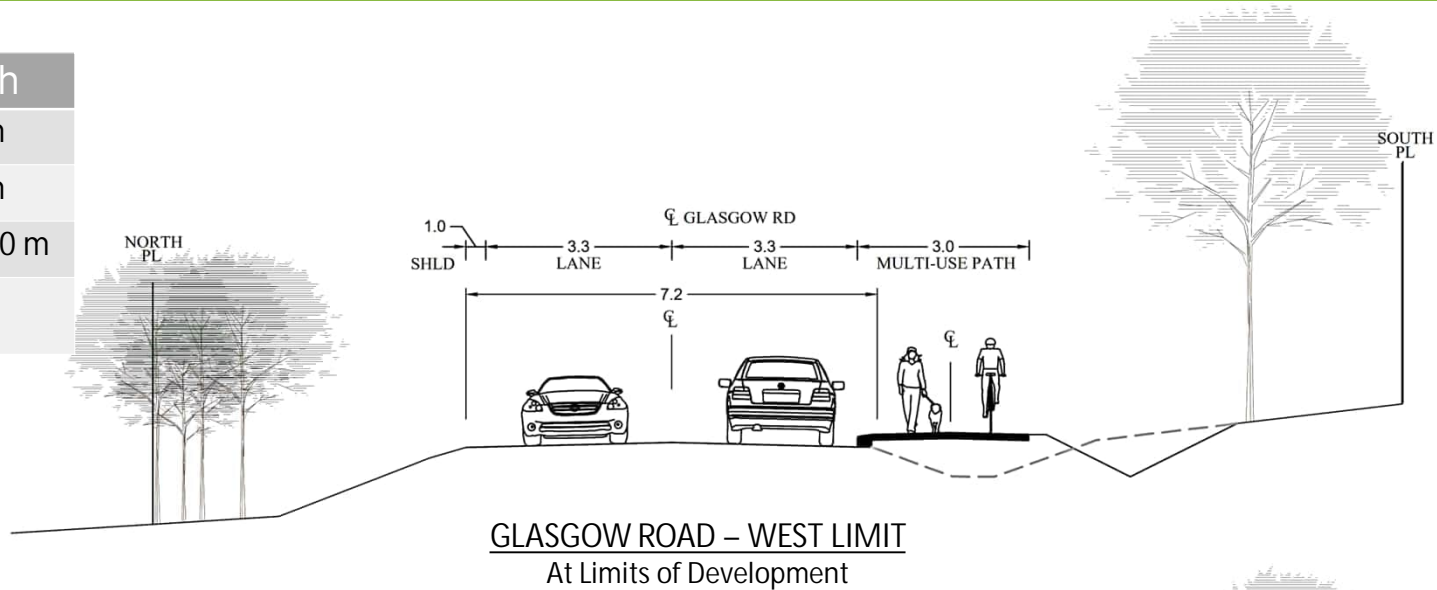


	Alternative 1 Maintain Rural Section [Do Nothing] <i>Base to which other alternatives can be compared</i>	Alternative 2 Rural Section with MUP <i>Rural Cross-Section w Multi-Use Path on one side</i>	Alternative 3 Urban Section with MUP <i>Urban Cross-Section w Multi-Use Path on one side, addition of Storm Sewer</i>
Transportation / Technical	○	◒	◑
Natural Environment	●	◑	◑
Social & Cultural Environment	◐	◑	◑
Implementation	◑	◑	◑
Overall Rank	3	1	2
Summary	<ul style="list-style-type: none"> 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 No phasing opportunities with adjacent development 	<ul style="list-style-type: none"> Exceeds recommendations of Town of Caledon Transportation Master Plan Incorporates dedicated facility for pedestrians and cyclists Moderately improves driver safety Improvements to existing land-use with moderate impact to adjacent properties Limited impacts to existing natural environment Moderate capital cost Low to moderate operation and maintenance costs <p>*Technically preferred alternative</p>	<ul style="list-style-type: none"> Exceeds recommendations of Town of Caledon Transportation Master Plan Incorporates dedicated facility for pedestrians and cyclists Moderately improves driver safety Improvements to existing land-use with low impact to adjacent properties Potential impacts to existing natural environment Modifications to existing drainage patterns, new outlet within environmentally regulated area Highest anticipated capital cost High operation and maintenance cost

TECHNICALLY PREFERRED ALTERNATIVE

RURAL MULTI-USE PATH

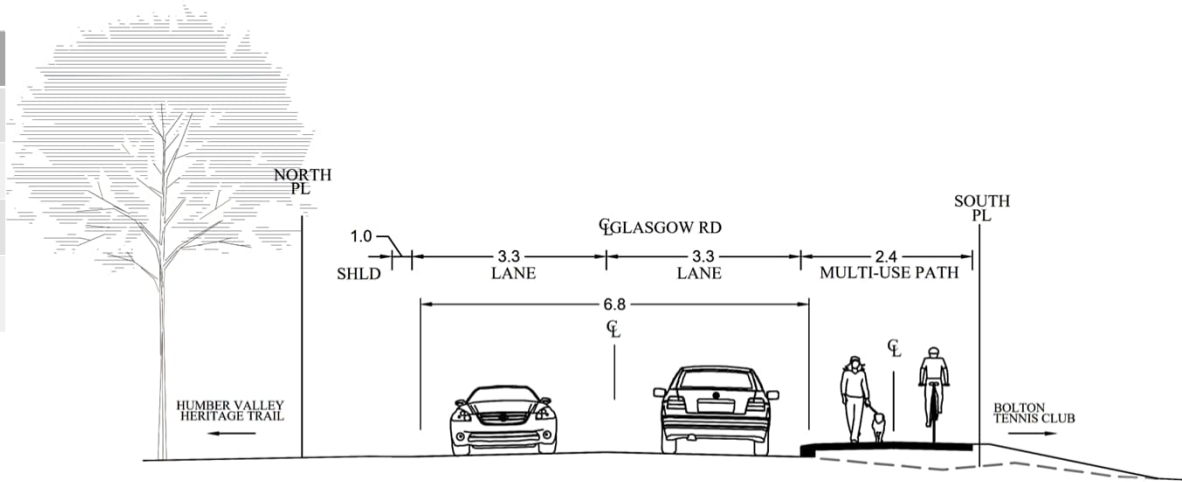
Facility	Width
Driving Lanes	3.3 m
Shoulder	1.0 m
MUP	2.4* – 3.0 m
* MUP width reduced in constrained areas	



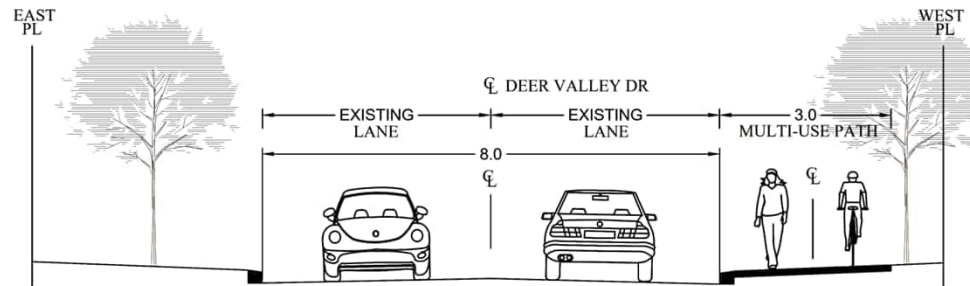
TECHNICALLY PREFERRED ALTERNATIVE

RURAL MULTI-USE PATH

Facility	Width
Driving Lanes	3.3 m
Shoulder	1.0 m
MUP	2.4* – 3.0 m
* MUP width reduced in constrained areas	



GLASGOW ROAD – EAST LIMIT
Trail Entrance & Bolton Tennis Club



DEER VALLEY DRIVE
Glasgow Rd. to Bambi Trail

TECHNICALLY PREFERRED ALTERNATIVE OVERVIEW



TECHNICALLY PREFERRED ALTERNATIVE

GLASGOW RD - WEST LIMIT



TECHNICALLY PREFERRED ALTERNATIVE

GLASGOW RD - HIGH-FILL AREA



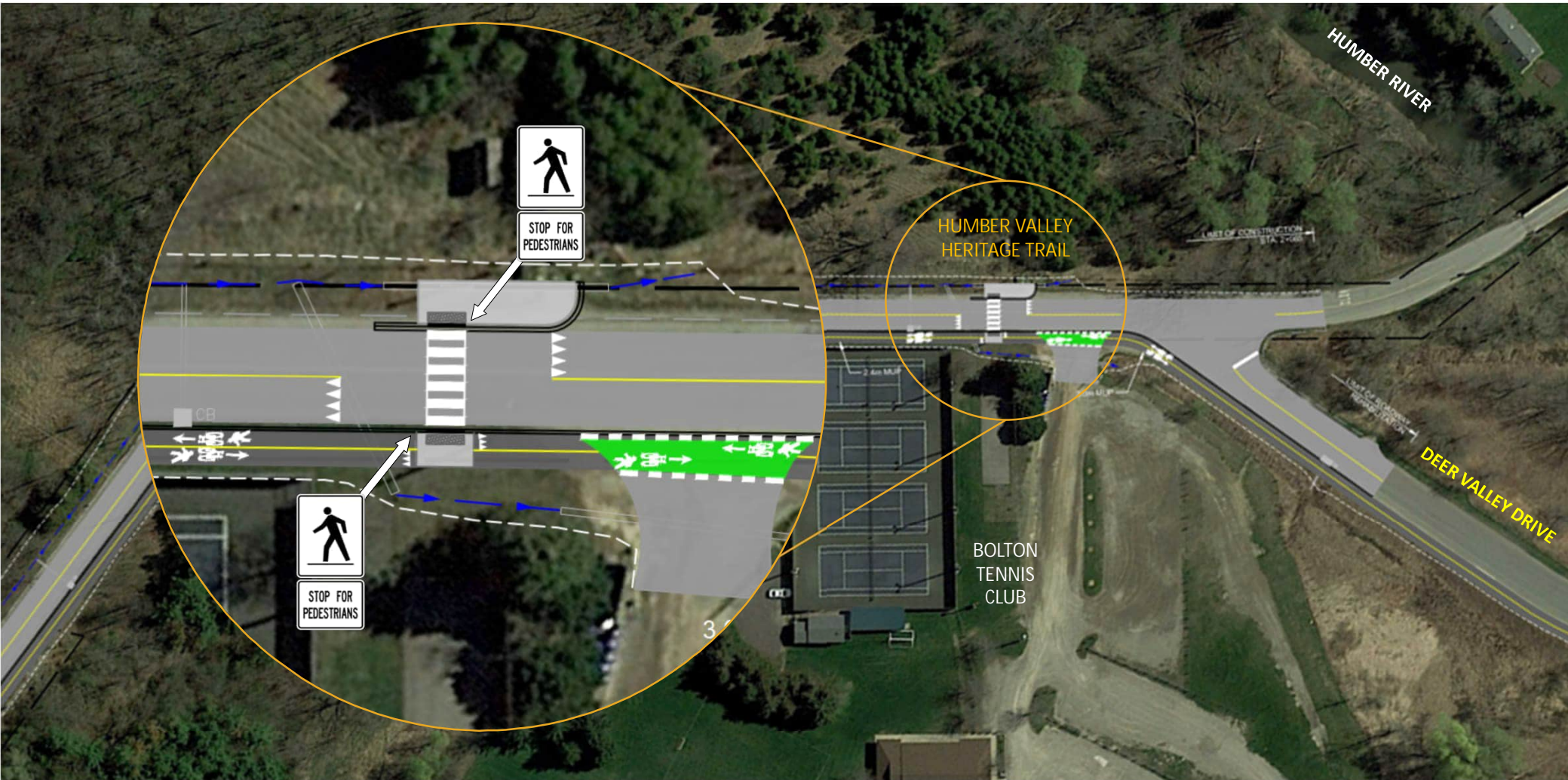
TECHNICALLY PREFERRED ALTERNATIVE

GLASGOW RD - EAST LIMIT



TECHNICALLY PREFERRED ALTERNATIVE

GLASGOW RD - EAST LIMIT

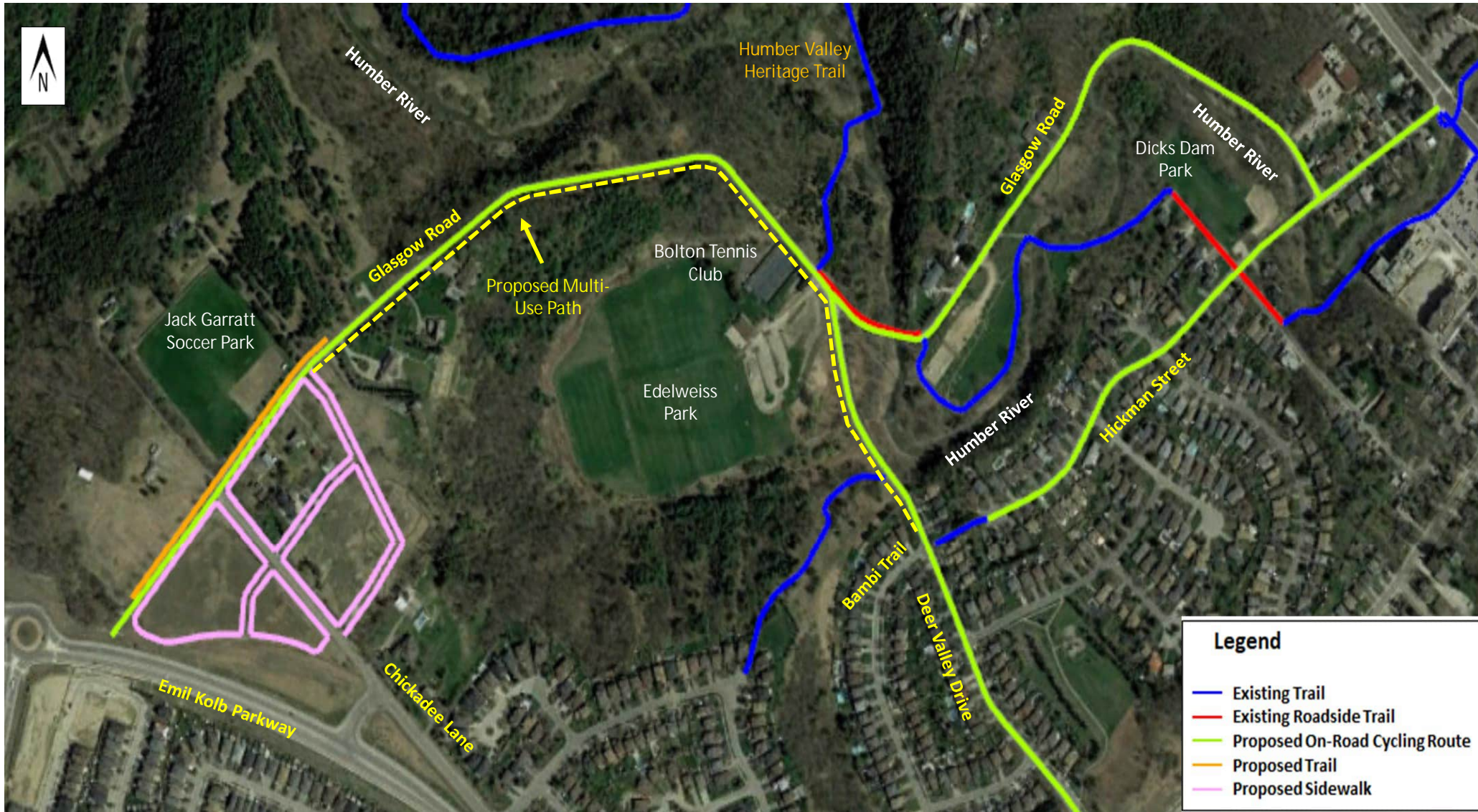


TECHNICALLY PREFERRED ALTERNATIVE

DEER VALLEY DR



EXISTING AND PROPOSED ACTIVE TRANSPORTATION FACILITIES



NEXT STEPS & YOUR INPUT

Following this PIC, the project team will:

- Review and respond to comments received prior to October 6, 2023
- Include stakeholder and public feedback in evaluation criteria and solutions
- Confirm or Revise Recommendations and Technically Preferred Solution
- Present final recommended design to Town staff for direction
- Prepare and submit Project File Report for 30-day public review
- *Proceed to detailed design and construction (timeline TBD)*



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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