

MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment



Public Consultation Centre #1



Thursday, June 25, 2009
6:00 - 8:00pm
Castlemore Public School
9916 The Gore Road
Brampton, ON L6P 0A7

Welcome to the first Public Information Centre for the Mayfield Road Class Environmental Assessment Study, between Airport Road and Coleraine Drive.

This project is being completed in accordance with the Ministry of Environment guidelines for a "Schedule C Class Environmental Assessment: Municipal Road Projects" under the Environmental Assessment Act.

The Environmental Assessment Study is being directed by a Project Team made up of Staff from the Region of Peel and Stantec Consulting Limited. Liaison with local agencies is a significant component of the study.



MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment



Stantec

THE PURPOSE OF THIS INFORMATION CENTRE IS AS FOLLOWS:

- To provide an overview of the Class Environmental Assessment Study Process;
- To provide study background information relevant to the project at this point in time;
- To provide a forum for comments by the public and outside agencies, which will be considered by the Project Team over the course of the study;
- To present the problem and opportunity statement and alternative solutions.
- To provide an opportunity for the public to meet Project Team members on an informal basis to discuss issues and to ask questions;

ALL ATTENDEES AT THIS MEETING ARE INVITED TO:

- Sign the attendance register.
- Meet with Project Team Members.
- Review the displays depicting the study area and current information.
- Discuss the project scope and any current issues that you feel are important.
- Complete a study "Comment Sheet," outlining your suggestions, concerns, support, recommendations or other thoughts concerning proposals to improve Mayfield Road.



PLEASE PROCEED TO THE REMAINING DISPLAYS AVAILABLE FOR YOUR REVIEW.



MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment

PROJECT STUDY AREA



MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment



PROJECT PLANNING CONTEXT

There are various regulatory planning documents that represent a “governance roadmap” in the decision making process for environmental assessment projects. Some of these documents include:

- The Region of Peel’s Official Plan is a long term plan used to assist the Region in managing growth and development. It designates Mayfield Road as a major roadway with a 50 metre right-of-way width.



- The area municipalities Official plans also designate Mayfield Road as having a 50 metre right-of-way width.



- The Region of Peel’s Long Range Transportation Plan also supports the need for improvements to Mayfield Road.



MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment



BACKGROUND INFORMATION

Mayfield Road is one of the major east-west corridors in the Regional Municipality of Peel and extends from the western Peel boundary, at Winston Churchill Boulevard, to the eastern Peel boundary at Regional Road 50 (formerly Highway 50). The total length of this corridor is 24.8 kilometres, within the Peel municipal limits.

In 2001, the Region initiated a series of Class Environmental Assessment Studies to examine improvement needs on Mayfield Road, including:

Completed - Mayfield Road: Hurontario Street to Heart Lake Road: Final ESR Report: November 2002

Completed - Mayfield Road: Heart Lake Road to Airport Road: Final ESR Report: May 2004

Completed - Addendum to Mayfield Road Class EA, from Dixie Road to Airport Road: May 2009

Current - Mayfield Road: Airport Road to Coleraine Drive: Subject of this Public Information Centre

Future - Mayfield Road, Coleraine Drive to Region Road 50

The two completed studies, between Hurontario Street and Airport Road, have recognized changing travel patterns due to new development in Brampton and Caledon, the extension of Highway 410, and overall GTA growth. These changes have put significant pressure on the existing transportation network and in particular the two lane Mayfield Road corridor.

The Region of Peel's Long Range Transportation Plan and various other area municipality studies have identified that capacity improvements are required within the Mayfield Road Corridor.

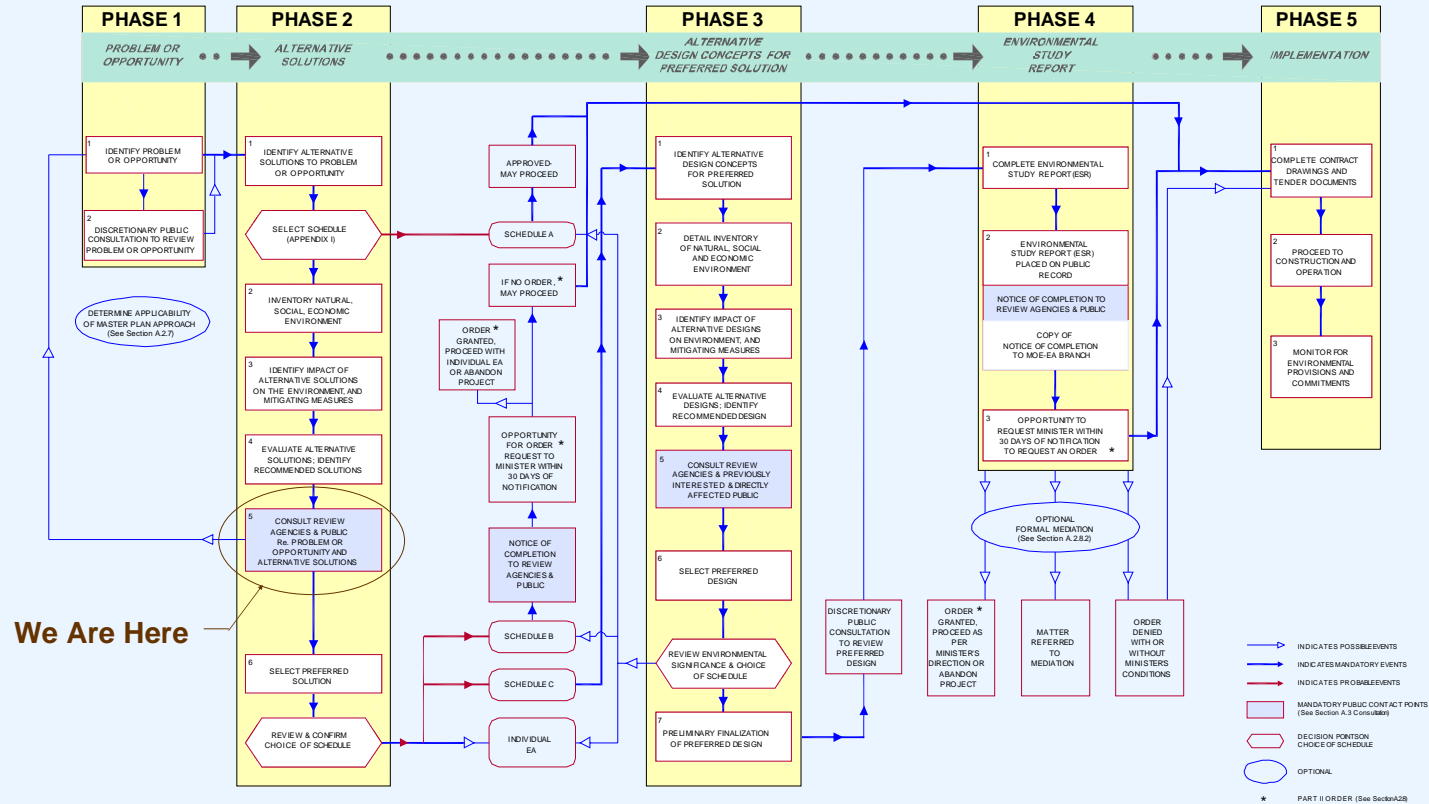
The objective of this current Class Environmental Assessment study is to examine corridor improvement needs between Airport Road and Coleraine Drive to the year 2031 and to ensure that any recommendations are compatible with previous proposals, considering latest statistical and environmental data.



MAYFIELD ROAD IMPROVEMENT AIRPORT ROAD TO COLERAINE DRIVE Class Environmental Assessment

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart to be read in conjunction with Part A of the Municipal Class EA.



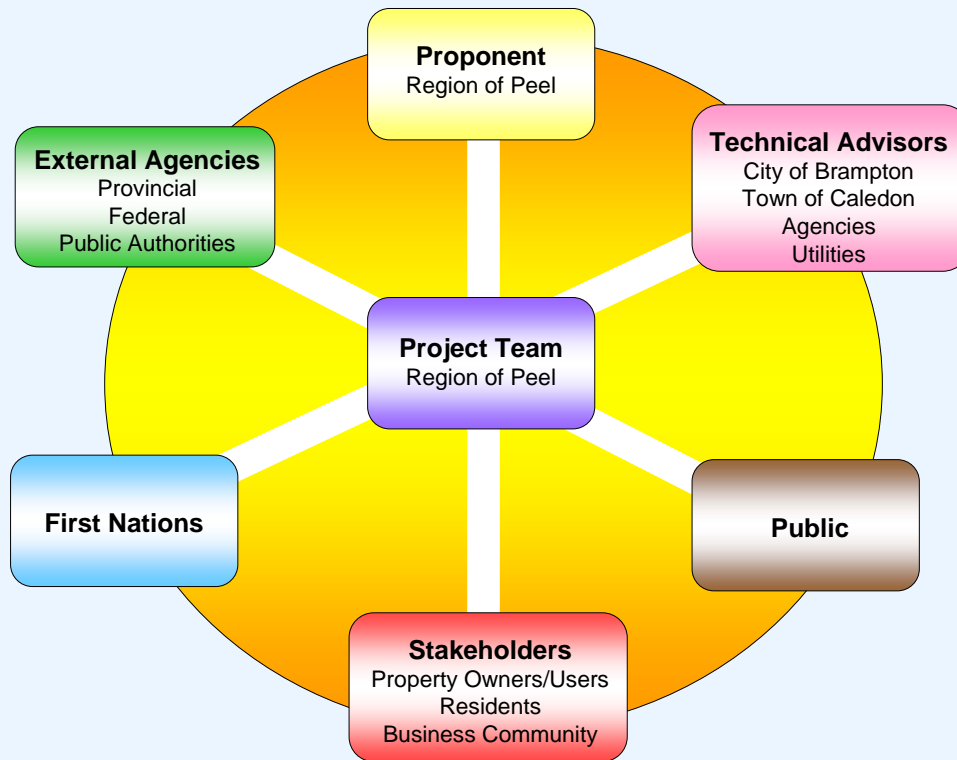
We Are Here

MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment

STUDY ORGANIZATION AND OBJECTIVES



The objectives of this study are:

- To identify and consolidate all relevant natural, social and economic issues and constraints within the greater study area, and address how corridor improvement alternatives may conserve and enhance the current community environment, while recognizing the specific needs of the transportation network.
- To develop alternative improvement *solutions* and *concepts* for the roadway corridor based on acceptable transportation design standards, and to systematically evaluate the alternatives according to established impact criteria and mitigation potential.
- To complete a functional design for the preferred concept that outlines an approach to environmental impact mitigation and enhancement, provides appropriate solutions to traffic growth, presents project costs, and addresses community issues.
- To prepare an Environmental Study Report (ESR).

MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment

PROJECT NEED & JUSTIFICATION AND PROBLEM STATEMENT

With any significant Environmental Assessment project, it is incumbent upon the proponent to properly outline the **NEED AND JUSTIFICATION** for the proposal, which may be summed up in a **PROBLEM STATEMENT**:

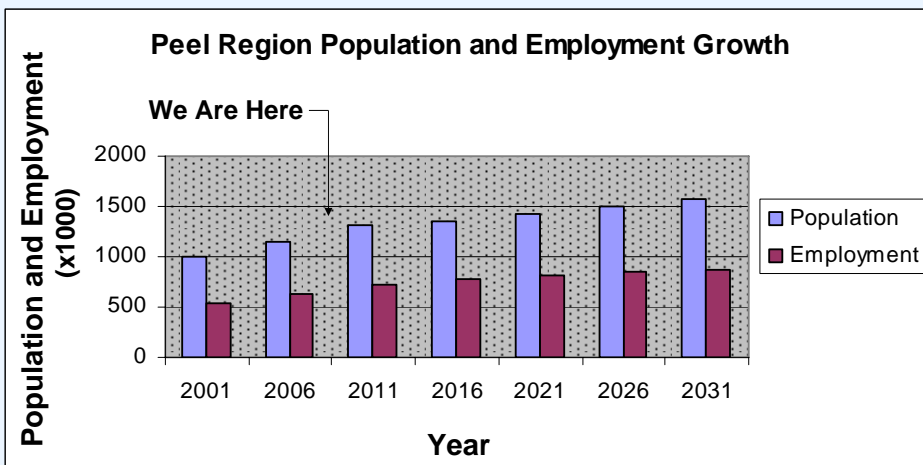
Need and Justification

Population

- It is projected that the population of Peel Region will increase approximately 28% from its current level to approximately 1,571,000 in 2031.
- Brampton and Caledon combined populations are projected to increase approximately 45% to a total of 779,000 in 2031.

Employment

- It is projected that employment in Peel Region will increase approximately 25% from its current level to 869,000 jobs in 2031.
- Brampton and Caledon combined employment will increase approximately 36% from its current level to 347,000 jobs in 2031.



MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment

PROJECT NEED & JUSTIFICATION AND PROBLEM STATEMENT

TRAFFIC ASSESSMENT

General

- A traffic assessment was undertaken that accounts for anticipated changes in travel patterns associated with planned, committed, and recently completed infrastructure, such as the extension of Highway 410 and Highway 427. Traffic forecasts were prepared for the years 2012, 2017 and 2032, while intersection operations were assessed for the same horizon years, under various future road network scenarios.
- A “Safety Performance Review” was also completed for Mayfield Road, in conjunction with iTRANS’ Traffic Study.

Safety Performance Review

- Mayfield Road intersects with eight (8) north-south roads within the study area, three being signalized intersections as noted in the aerial photo.
- The Posted speed varies between 60 km/hr and 80 km/hr, as illustrated on the accompanying aerial photo.

60 km/hr: 490 metres west of Airport Road
to 100 metres east of
Goreway/Innis Lake Road

80 km/hr: 100 metres east of
Goreway/Innis Lake Road to 315 metres
west of The Gore Road



60 km/hr: 315 metres west of
The Gore Road to 805 metres
east of The Gore Road

80 km/hr: 805 metres east of
The Gore Road
to east of Coleraine Drive



Traffic Assessment Findings

- The traffic study found that by 2012, the existing Mayfield Road will be operating at an unacceptable Level of Service (LOS) as outlined in the following board.
- This assessment was based on projected population and employment figures and took into account existing and planned transportation network improvements, including the widening of Mayfield Road and other roads in the study area, as well as the extensions of Highway 410 and Highway 427.

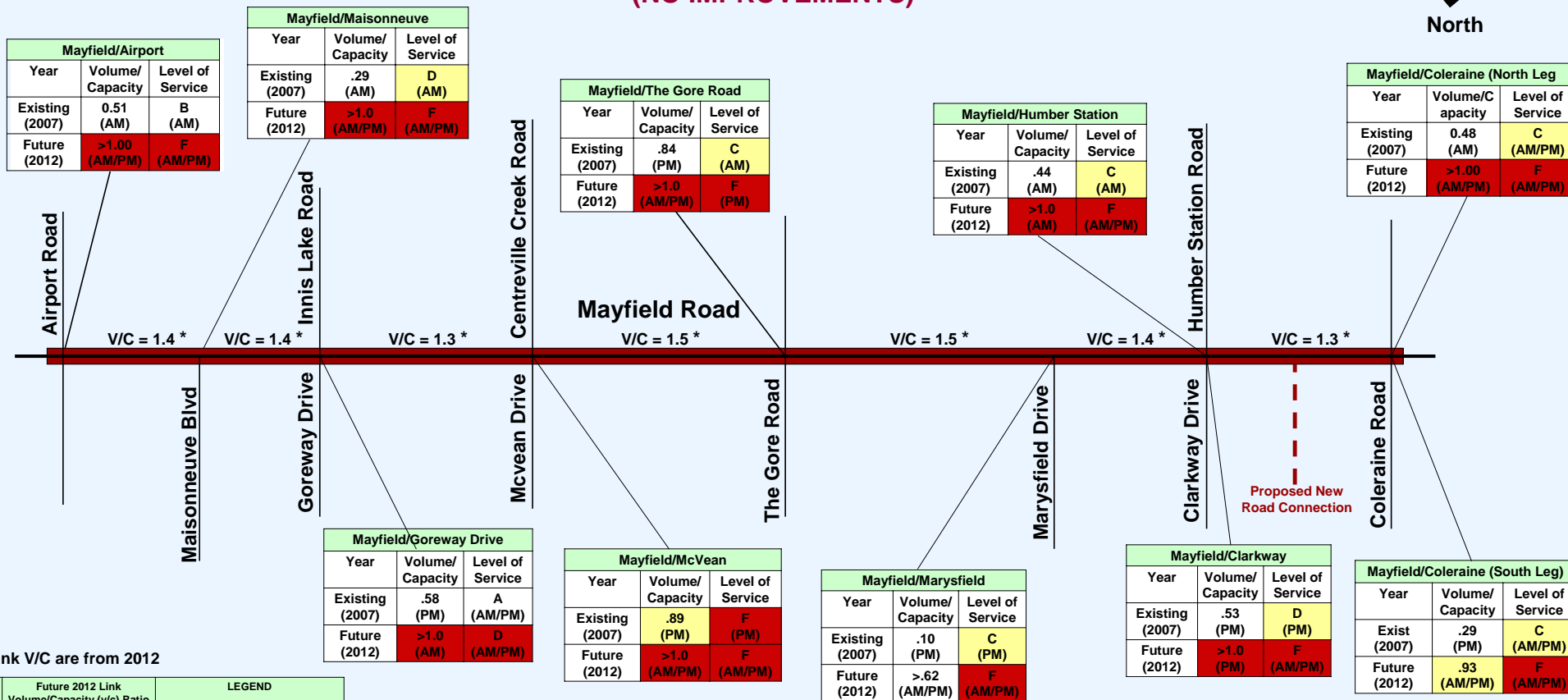
MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment



EXISTING AND FUTURE TRAFFIC CONDITIONS (NO IMPROVEMENTS)



LOS	Future 2012 Link Volume/Capacity (v/c) Ratio	LEGEND
A	0.0 ≤ v/c < .85	Sufficient Capacity
B		
C	.85 ≤ v/c < 1.0	Approaching or At Capacity
D		
E		
F	v/c > 1.0	Over Capacity

MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment

PROJECT NEED & JUSTIFICATION AND PROBLEM STATEMENT

Problem Statement

Based on the projected population, employment, development forecasts and other planned road improvements, Mayfield Road between Airport Road and Coleraine Drive is expected to operate at an unacceptable Level of Service by the year 2012. Improvements must be made in order for Mayfield Road to operate at an acceptable Level of Service in the future.



MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment

OTHER TECHNICAL STUDIES / INVESTIGATIONS

A number of other technical studies and investigations are being undertaken a part of this Class EA Study. The studies include:










- Cultural and Built Heritage Report
- Stage I Archaeological Report
- Geotechnical (Soils) and Pavement Assessment
- Drainage Assessment
- Stormwater Management Report
- Hydrogeological Study
- Natural Environment Assessment
- Culvert/Structural Report
- Contaminated Soil Screening Study
- Tree and Vegetation Inventory



MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment

Screening of Alternative Solutions To Address Problem/Opportunity Statement			
Alternative Solutions	Description	Screening Evaluation	Recommendation
Do Nothing 	This alternative identifies what would happen if no action is taken to address current deficiencies within the corridor, in both the short and long terms. This assessment provides a baseline to which other project alternatives may be measured.	The traffic study completed as part of this project has found that there will be capacity deficiencies on Mayfield Road by 2012 if the "Do Nothing" alternative is followed.	Do not carry forward
Traffic Operation Improvements 	Opportunities may exist along the Mayfield Road corridor to improve existing traffic signal timings or to add additional signal systems, to optimize the amount of traffic capacity that the existing road can handle and to improve safety at various intersections.	The traffic study completed as part of this project has found that even with traffic signal improvements, there will be Level of Service deficiencies (i.e. delays) on Mayfield Road.	Do not carry forward
Access Management 	Some of the existing traffic and safety operational issues, within the Mayfield Road corridor, may be attributed to vehicles attempting to enter and exit properties. Consideration may be given to consolidating or restricting accesses, raised centre medians, and centre left turn lanes.	Closing, restructuring or combining accesses will not solve the capacity issues on Mayfield Road. However, access management may be considered in conjunction with the final recommended concept to enhance the operations and capacity of Mayfield Road.	Carry forward in conjunction with other recommended alternatives
Intersection Improvements 	The addition of auxiliary lanes to accommodate turning movements at intersections may reduce traffic delay times through the various intersections and improve the flow along Mayfield Road. Consideration will be given to new designated left turn and right turn lanes at existing intersections, both on Mayfield Road and the cross streets.	The addition of turning lanes at intersections will not solve the capacity and operational deficiencies on Mayfield Road. However, these improvements may be considered in conjunction with the final recommended concept to enhance the operations and capacity of Mayfield Road.	Carry forward in conjunction with other recommended alternatives
Roundabouts 	Roundabouts are characterized by their lack of traffic signals and a circulating roadway providing for continual traffic flow through the intersection. Roundabouts generally provide more traffic capacity than standard signalized intersections due to their ability to reduce delays.	This alternative will be analyzed in further detail as the introduction of a series of roundabouts may reduce the extent of widening, address or reduce traffic delays and improve safety at intersections. All existing major intersections on Mayfield Road will be analyzed for the suitability of roundabouts.	Carry forward in conjunction with widening alternative solution
Widening Mayfield Road 	Widening Mayfield Road will improve corridor capacity and address existing and future congestion issues.	The widening of Mayfield Road will be considered in conjunction with other improvements, such as intersection improvements and/or roundabouts.	Carry Forward
Transit Service 	This alternative would improve the level of transit service that may be provided within the corridor, in order to reduce vehicle traffic on Mayfield Road.	The traffic study for this project included all Region and City / Town plans for increased transit service within the area. Transit service will not in itself address the capacity issues on Mayfield Road, but all planned transit service enhancements in the area will continue to be implemented regardless of the alternative chosen for Mayfield Road.	Carry forward in conjunction with other recommended alternatives
Upgrade Other Routes 	By improving other existing road corridors that perform similar functions as Mayfield Road, traffic could potentially be diverted away from Mayfield Road.	The traffic study for this project included all Region / City / Town plans for upgrading other routes in the area. This alternative in itself will not address the capacity issues on Mayfield Road. However, planned upgrades to other roads will have to be undertaken regardless of the alternative chosen for Mayfield Road.	Carry forward in conjunction with other recommended alternatives
Build Other Routes 	Ongoing transportation studies are currently examining this option, including the "GTA West Corridor Environmental Assessment (preliminary stages)" and the "Highway 427 Extension Project".	The traffic study for this project included the provincial plans for building other routes in the area. This alternative in itself will not address the capacity issues on Mayfield Road. However, the construction of other planned roads in the area will have to be undertaken regardless of the alternative chosen for Mayfield Road.	Will be implemented as per existing plans regardless of solution chosen

MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment



DESIGN CONCEPT EVALUATION CRITERIA

Preliminary Evaluation Criteria for Mayfield Road Class EA Study	
Study Element	Criteria
1) Traffic Capacity, Operations & Safety	
Existing Traffic	How does the alternative serve the current volume of vehicular, pedestrian, transit, and cycling traffic?
Forecasted Traffic/ Transportation Network	Does the alternative accommodate forecasted traffic to/from existing and future planned developments and properties?
	Will the alternative address the transportation network demand needs and be compatible with other transportation plans?
Safety	Does the alternative address identified traffic safety issues along the corridor or at specific locations?
Access Management	What effect will the alternative have on traffic access to properties fronting on Mayfield Road?
Transit Use	How does the alternative serve future transit needs?
Cycling Needs	How does the alternative serve future cycling needs?
Pedestrian Needs	How does the alternative serve future pedestrian traffic needs?
2) Natural Environment	
Aquatic Habitat, Fisheries, and Surface Water	How does the alternative affect the aquatic life and aquatic habitats contained within various watercourses crossing Mayfield Road?
Terrestrial Habitat	How does the alternative affect existing vegetation i.e. trees, and woodlots?
Floodplain	What effect would the alternative have on the flood plains of various watercourses?
Wetlands	What impact does the alternative have on any evaluated wetlands within the project area?
Trees (Landscaping)	Are there any impacts to existing tree plantings and tree canopies within the study limit?
Wildlife	What are the effects of the alternative on "species at risk/endangered" within the project area?
Property Contamination	Are there any known or potentially contaminated sites that require further investigation, and how will they affect any improvements?

MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment

DESIGN CONCEPT EVALUATION CRITERIA

Preliminary Evaluation Criteria for Mayfield Road Class EA Study	
Study Element	Criteria
3) Social Environment	
Heritage and Archaeological Impacts	What impact does the alternative have on the following : Built Heritage Resources and Features, Cultural Heritage Landscapes , and Archaeological Impacts?
Cultural & Recreational	Are there any cultural or recreational institutions within the project area that may be affected by the alternative?
Business Impacts	How would the alternative affect existing businesses and how will businesses be affected during construction?
Construction Impacts	Is it constructable? How long will construction take?
Streetscaping	Can the alternative incorporate streetscaping features to maintain and enhance the character of the community?
Private Property Impacts	How does the alternative impact residential and commercial properties along the corridor?
	How much property will be required, if any, for the alternative?
Air Quality & Noise	What effect does the alternative have on air quality and noise levels within the project area?
4) Costs	
Utility Relocation	What would be the extent of impacts on existing utilities that must be relocated and/or protected to construct the alternative?
Initial Capital Cost	What is the initial capital cost of the alternative?
Restoration/Environmental Cost	What are the costs as a result of restoration or compensation as a result of loss of environmental habitat?
Life-Cycle Cost	What is the total life-cycle cost of the alternative including the cost for construction, utility relocations, property acquisitions as well as ongoing operation and maintenance costs?

MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment



WHAT ARE THE NEXT STEPS IN THE PROJECT?

The Project Team will collect all comments obtained from the public at this Public Information Centre.

The next steps in the study process will include:

- Select a preferred alternative solution
- Develop alternative design concepts for the preferred alternative solution, including a preliminary recommended design concept
- Finalize environmental and technical studies (i.e. archaeological, natural environment, geotechnical, stormwater management, structural, etc.)
- Hold the second Public Information Centre to present the preferred alternative solution and preliminary recommended design concept



MAYFIELD ROAD IMPROVEMENT

AIRPORT ROAD TO COLERAINE DRIVE

Class Environmental Assessment



HOW WILL I RECEIVE FURTHER NOTIFICATION REGARDING THIS PROJECT ?

Adjacent property owners and members of the public registering at this Public Information Centre will receive any forthcoming additional information and be notified of future meetings. Advertisements will also be placed in local newspapers advising the public of upcoming Public Information Centre and the filing/ availability of the Final Environmental Study Report.

Contact Information

We encourage you to comment on the study and the work that has been completed to date by either writing us, filling out the comment sheets, emailing or calling us.

Ms. Solmaz Zia, P.Eng.
Project Manager, Project Planning & Studies
Transportation Division
Region of Peel
9445 Airport Road
Brampton, ON L6S 4J3
Telephone: 905-791-7800 ext. 7845
Fax: 905-791-1442
Email: solmaz.zia@peelregion.ca

Mr. Dave Hallman, P.Eng.
Project Manager
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, ON N2H 6M7
Telephone: 519-585-7444
Fax: 519-579-4239
Email: dave.hallman@stantec.com

