

Municipal Class Environmental Assessment

Mayfield Road from  
Chinguacousy Road to  
Winston Churchill Boulevard

Public Information Centre #1


Date: Wednesday, November 27, 2013

Time: 6:30 p.m. – 8:30 p.m.

Location: Peel Regional Police Association  
Banquet Hall  
10675 Mississauga Road, Brampton

# 1

## Welcome to PIC #1

- 
- Please sign in and take a comment sheet
  - If you have questions, our team is available to help you
  - Place your completed comment sheets in the Comment Box or send them to:

Neal Smith

Project Manager

[neal.smith@peelregion.ca](mailto:neal.smith@peelregion.ca)

by **Friday, December 13, 2013**

# 2

## Purpose of PIC #1

The purpose of this Public Information Centre (PIC) is to:

- Explain the Municipal Class Environmental Assessment process
- Present information from technical studies that have been completed to date
- Share with you the:
  - ✓ Problem / Opportunity Statement
  - ✓ Preliminary Alternative Solutions
  - ✓ Preliminary Evaluation Criteria
- Explain what will happen next
- Ask for your input

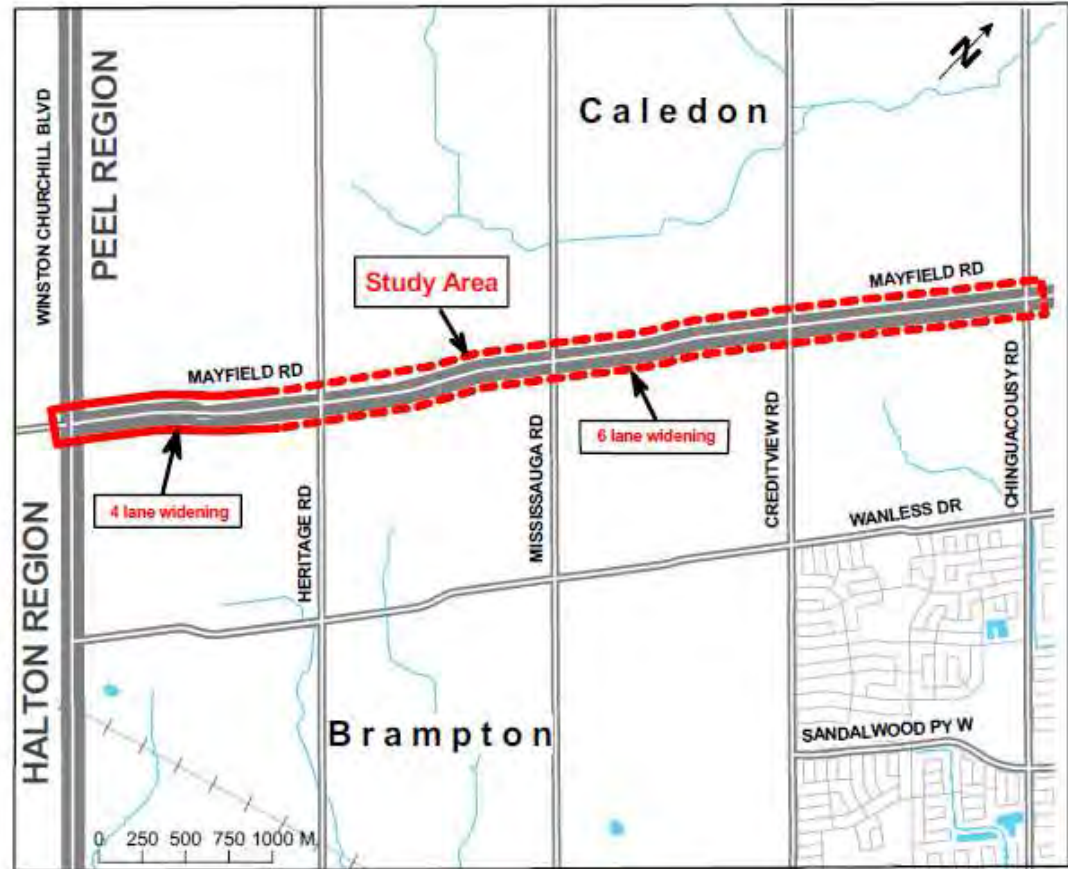


Mayfield Road and Winston Churchill Boulevard

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## Study Area

The Study Area extends from Chinguacousy Road to Winston Churchill Boulevard for a distance of approximately 5.4km



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# Municipal Class EA Process

## Phases

### Phase 1: Problem or Opportunity

- Identify and describe the problem and opportunities

### Phase 2: Alternative Solutions

- Identify alternative solutions to the problem
- Inventory the natural, social, economic & cultural environments
- Identify the impact of the alternative solutions after mitigation
- Evaluate the alternative solutions with consideration of environmental and technical impacts
- Identify a recommended alternative solution

### Phase 3: Alternative Design Concepts for the Preferred Solution

- Confirm preference for recommended solution
- Identify alternative designs to implement the preferred solution
- Inventory the natural, social, economic & cultural environments
- Identify the impact of the alternative designs after mitigation
- Evaluate alternative designs with consideration of the impacts (preliminary recommendation made)
- Confirm the recommended design concept

### Phase 4: Environmental Study Report

- Complete an Environmental Study Report (ESR) which sets out all of the activities undertaken to date through Phases 1, 2 and 3
- Notify the public and government agencies of completion of the ESR and of the PART II Order provision in the EA Act
- Place ESR on public record for 30 calendar days for review

### Phase 5: Implementation

- Proceed to design and construction of the project
- Property acquisition utility relocation
- Initiate construction as appropriate
- Monitor for environmental provisions and commitments

### Notice of Study Commencement

#### PIC#1 November 27, 2013

- Needs and Justification
- Planning Alternative Solutions
- Evaluation of Planning Alternative Solutions
- Preliminary Recommended Solution

The Region of Peel's Long Range Transportation Plan satisfies the requirements of Phases 1 and 2

We are here

#### PIC#2 Fall 2014

- Alternative designs for the preferred solution
- Evaluation of alternative design concepts
- Preliminary recommended design concept

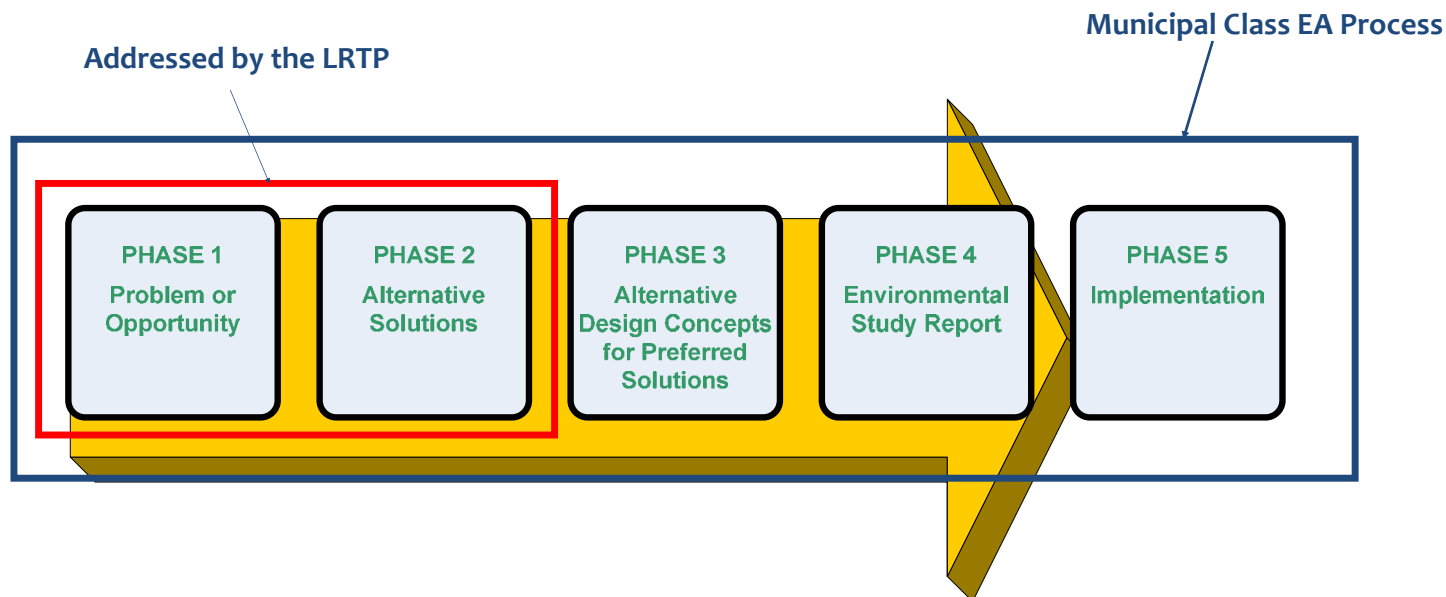
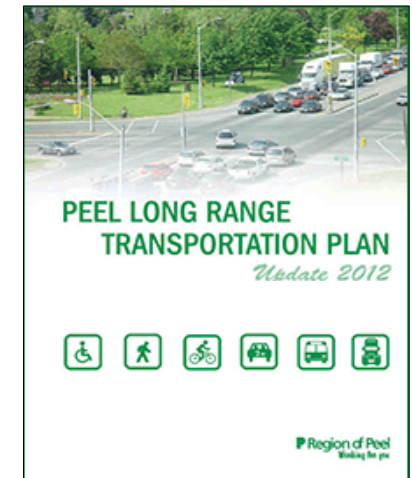
### Notice of Study Completion and Filing the ESR



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# 2012 Long Range Transportation Plan Update

- The 2012 Long Range Transportation Plan (LRTP) Update identifies the transportation challenges anticipated in the Region of Peel over the next 20 years and a road improvement plan to address those challenges
- The LRTP was conducted as a master plan transportation study that satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process



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# Region-wide Evaluation Matrix

## Recommended Solution

- L RTP recommends the following improvements to Mayfield Road:
  - Until 2021 – widening from 2-4 lanes from Chinguacousy Road to Winston Churchill Boulevard
  - Until 2031 – widening from 4-6 lanes from Chinguacousy Road to 1.5km west of Mississauga Road
- The widening of Mayfield Road will accommodate future growth in traffic demand and allow for connectivity with the surrounding road network needed for future development
- Region of Peel realizes that the widening of roads will not be enough to meet the projected future travel demand

## Region-wide Evaluation Matrix\*

	Alternative 1: Do Nothing	Alternative 2: TDM Only	Alternative 3: Road Widening	Alternative 4: All
Impacts on Transportation Service				
Environmental Impacts (GHG emissions)				
Social Impacts				
Cultural Impacts				
Economic Impacts				
Costs				
<b>Overall</b>	<b>Not Recommended</b>	<b>Not Recommended</b>	<b>Not Recommended</b>	<b>Recommended</b>

RECOMMENDED

**Legend**

Least Preferred

Most Preferred

\*as outlined in the 2012 L RTP Update

<http://www.peelregion.ca/planning/residents/transportation/long-range.htm>

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## Problem/Opportunity Statement

Improvements are needed along the Mayfield Road study area to address/accommodate:

1. Existing and future traffic demands
2. Pedestrian and cyclist movements through the study area
3. Access control
4. Goods movement

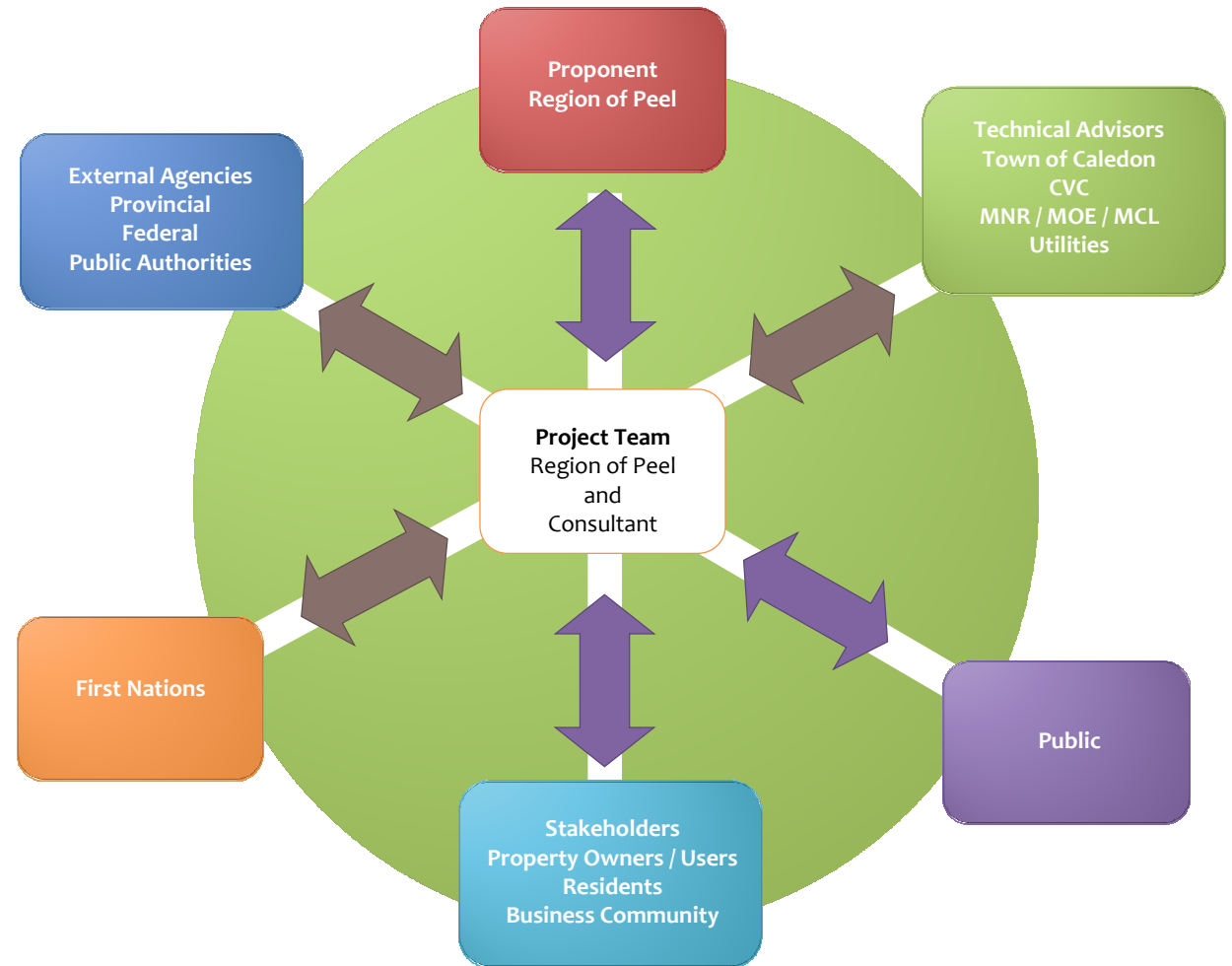


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# Study Objectives and Organization

## Study Objectives

- Identify problems and opportunities
- Develop planning alternative solutions and a preferred solution
- Develop and evaluate design concepts for the preferred solution
- Complete a functional design for the preferred concept
- Prepare a formal Environmental Study Report (ESR) documenting the study findings and recommendations



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## Supporting Studies

The following supporting studies are being completed:

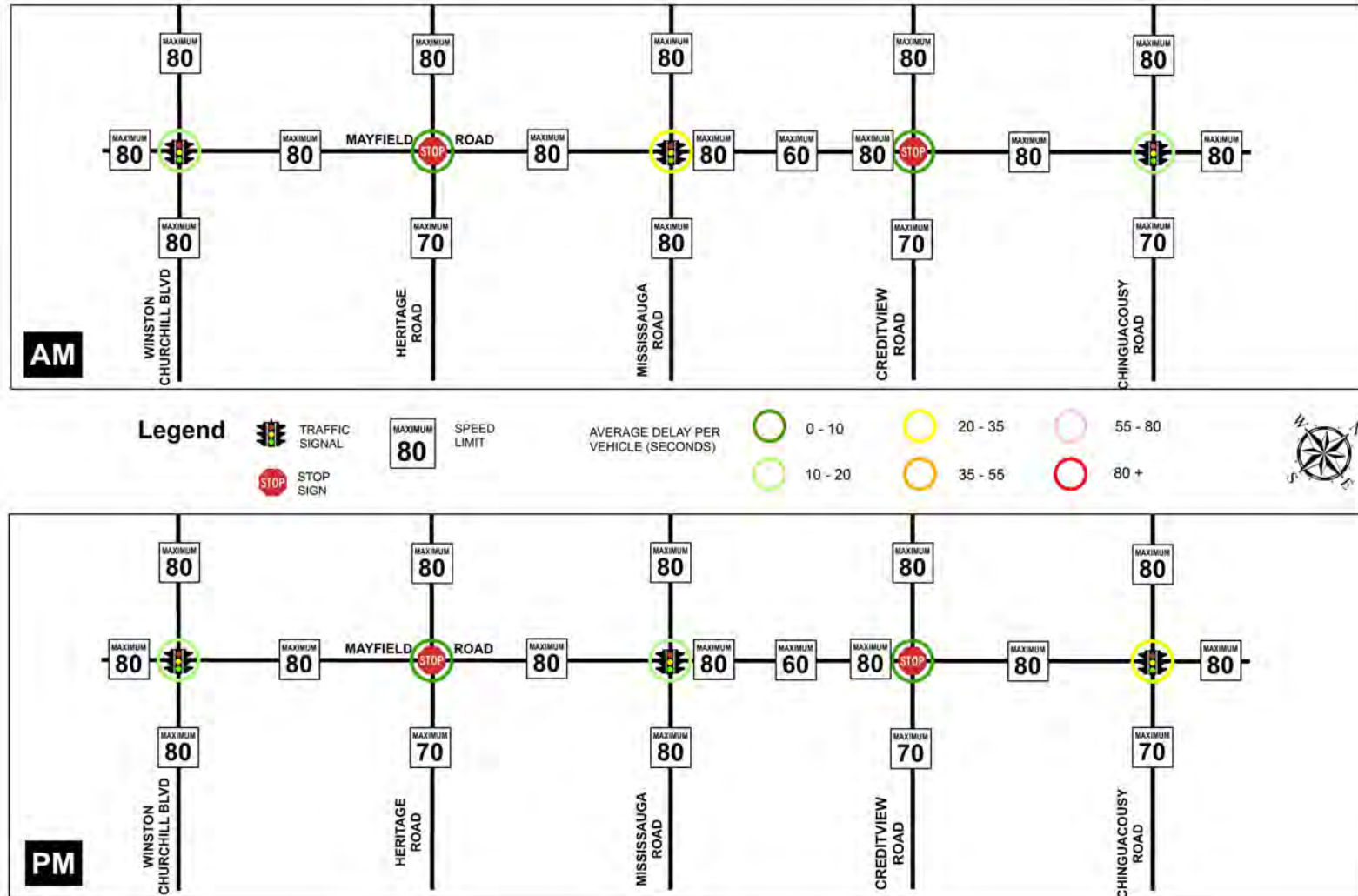
- Transportation and Traffic
- Natural Environmental Assessment (including Vegetation Assessment)
- Drainage and Stormwater Management
- Existing Natural Environment
- Geotechnical Investigation and Pavement Design
- Archaeological and Cultural and Built Heritage Assessments
- Contaminated Soil Screening
- Noise Study
- Air Quality

The Transportation and Traffic study builds on the analysis and findings of the LRTP

- The purpose of the study is to:
  - Confirm timing for future improvements along the corridor
  - Define specific intersection design improvements (e.g. turn lanes, tapers)
  - Identify opportunities to improve:
    - Active transportation
    - Transit
    - promote Transportation Demand Management measures
- Traffic analysis assumed:
  - Both background (elsewhere in Peel Region and GTHA) and new development growth (due to Mount Pleasant Block Plans 51-1 and 51-2)
  - Development of Heritage Heights and GTA West are not included

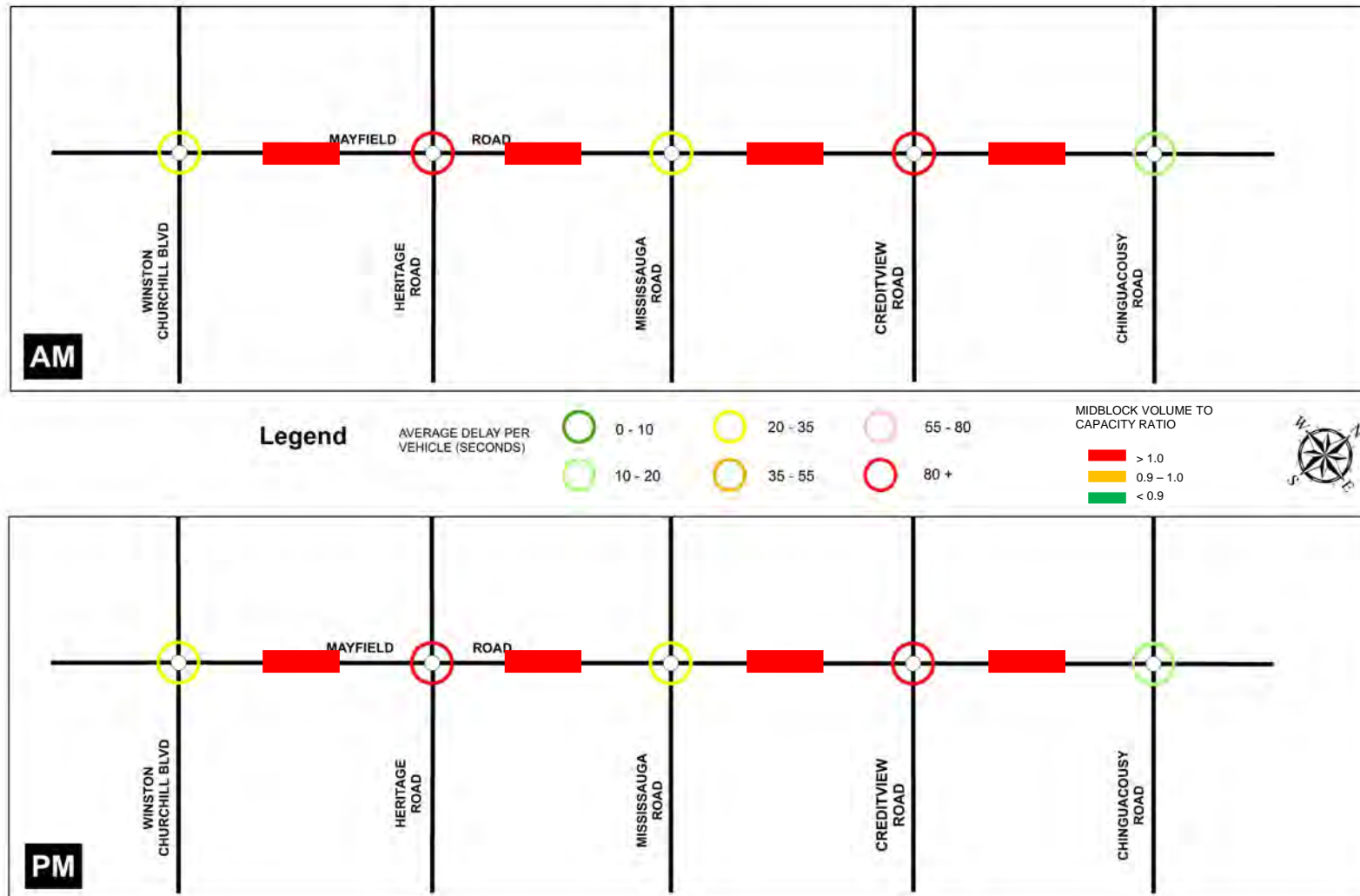
# Transportation and Traffic Study

## 2013 Existing Conditions



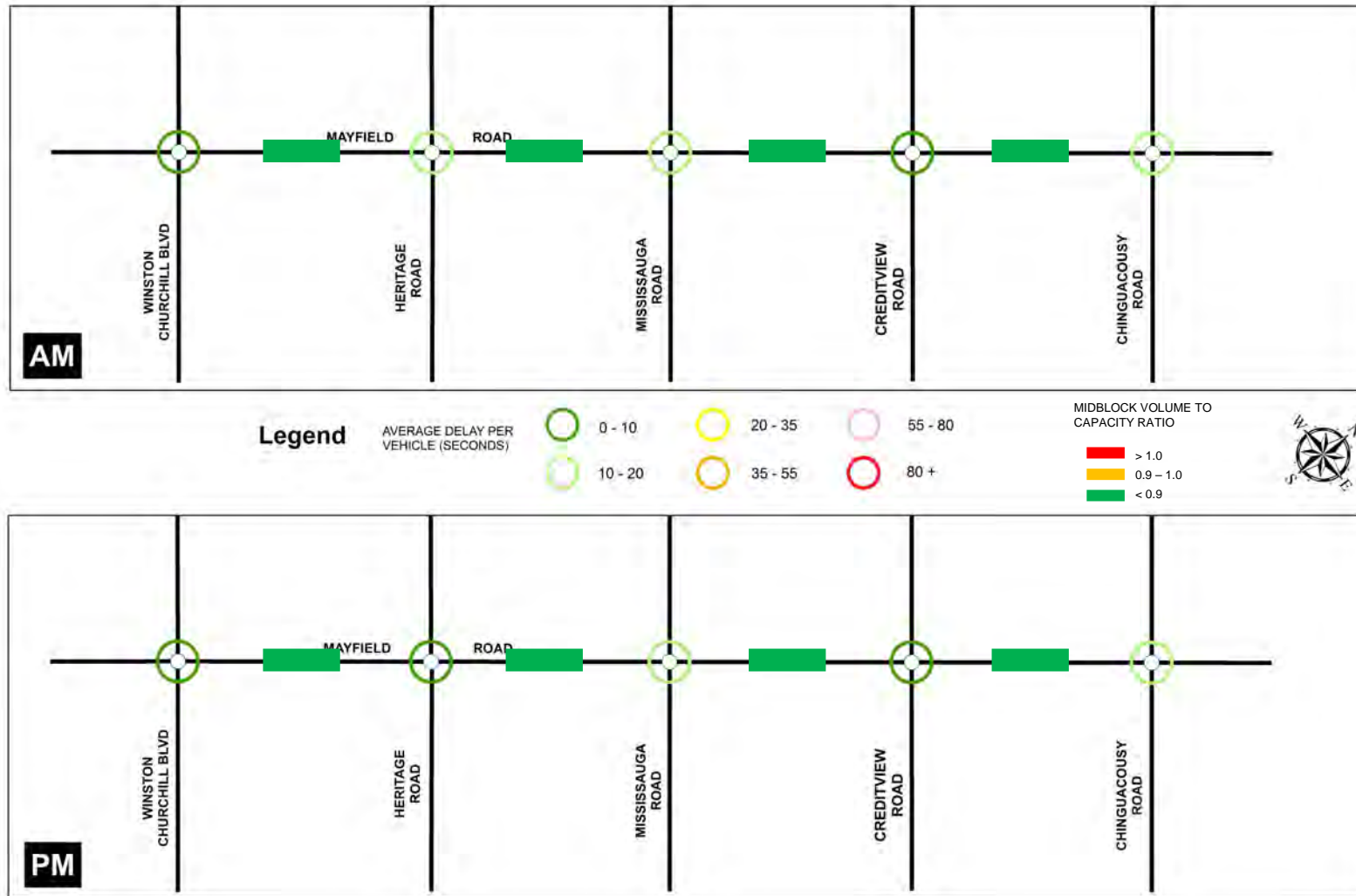
# Transportation and Traffic Study

## 2021 Without Improvements to Mayfield Road



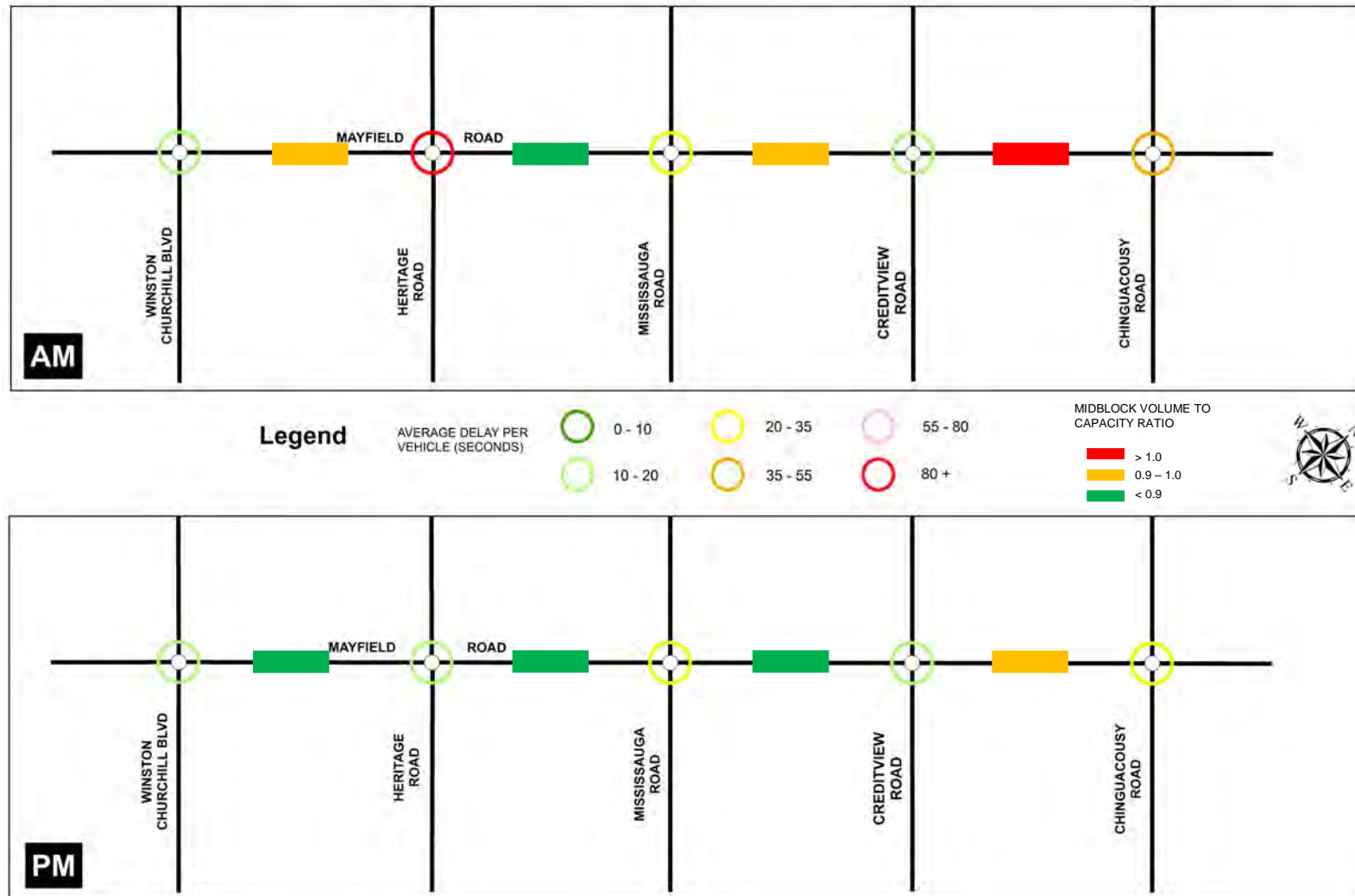
# Transportation and Traffic Study

## 2021 With Widening of Mayfield Road to 4 Lanes and Other Planned Road Improvements



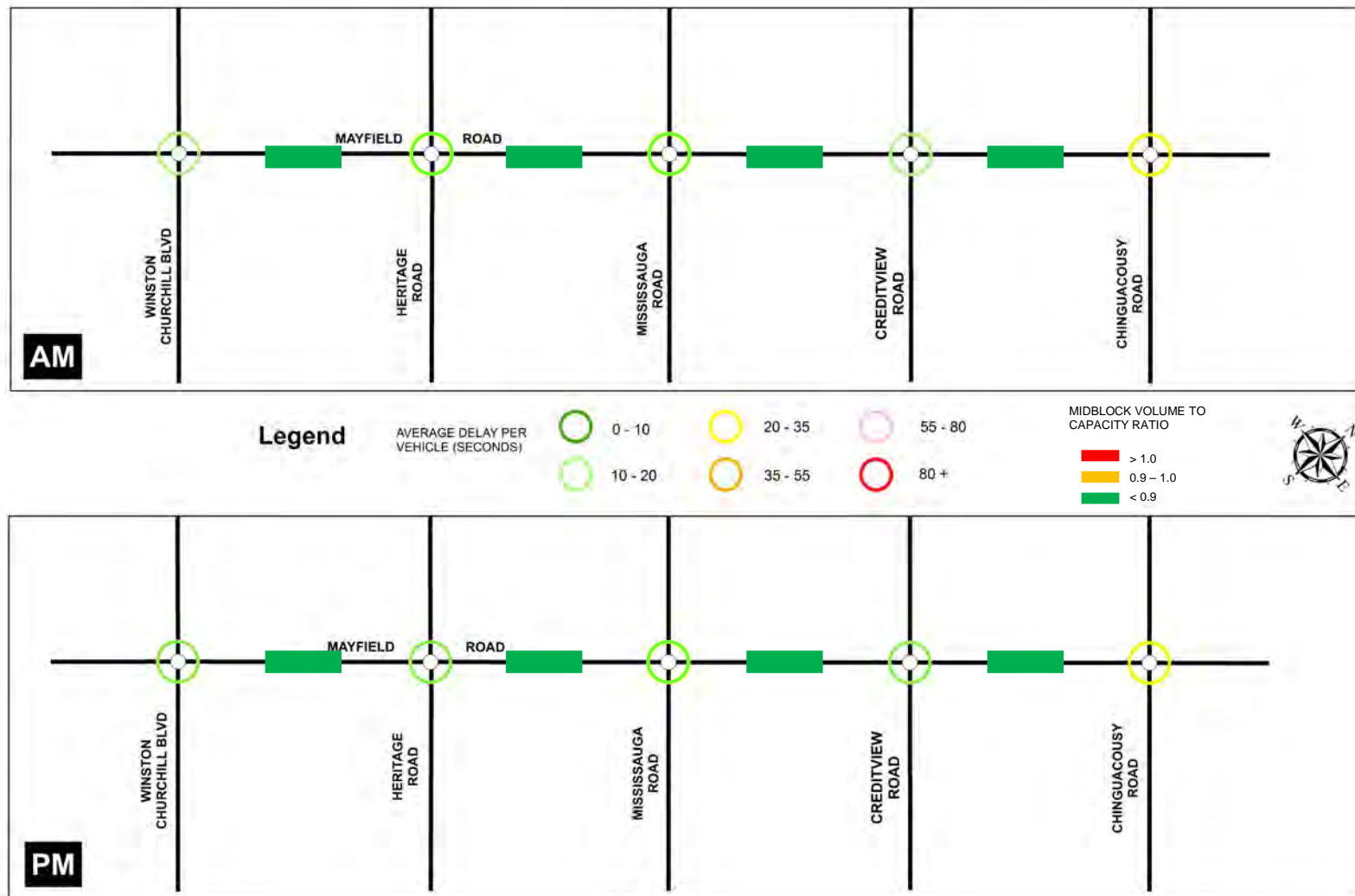
# Transportation and Traffic Study

## 2031 With Widening of Mayfield Road to 4 Lanes (and Other 2021 Planned Road Improvements), But Without 6 Lanes



# Transportation and Traffic Study

## 2031 With Widening of Mayfield Road to 6 Lanes





# Transportation and Traffic Study

## Scenario Analysis Highlights

	2021	2031
Without improvements to Mayfield Road	<ul style="list-style-type: none"> <li>Over capacity conditions midblock and unacceptable delays for at least one turning movement at each intersection</li> </ul>	<ul style="list-style-type: none"> <li>Over capacity conditions for most midblock sections and unacceptable delays for at least one turning movement at most intersections</li> </ul>
With improvements to Mayfield Road	<ul style="list-style-type: none"> <li>Widening to 4 lanes and adding intersection turn lanes and traffic signals (roundabouts) will provide acceptable average delays</li> <li>Only one left turn movement (WB lefts at Heritage Road) will operate at capacity</li> </ul>	<ul style="list-style-type: none"> <li>Widening to 6 lanes will provide acceptable average delays</li> <li>A few left turn movements will operate at capacity</li> </ul>

# Transportation and Traffic Study

## Preliminary Conclusions

- Traffic analysis supports:
  - widening of Mayfield Road to 4 Lanes from Chinguacousy Road to Winston Churchill Boulevard by 2021
  - widening of Mayfield Road to 6 Lanes from Chinguacousy Road to Creditview Road by 2031 with intersection improvements at Mississauga Road, Heritage Road and Winston Churchill Boulevard
- The 6 lane widening of Mayfield Road from Creditview Road to GTA West will provide connected routes and accommodate planned growth
- Proposed multi-use trail on the south side of Mayfield Road and sidewalk on the north side will improve opportunities for pedestrian and bicycle travel in the study area

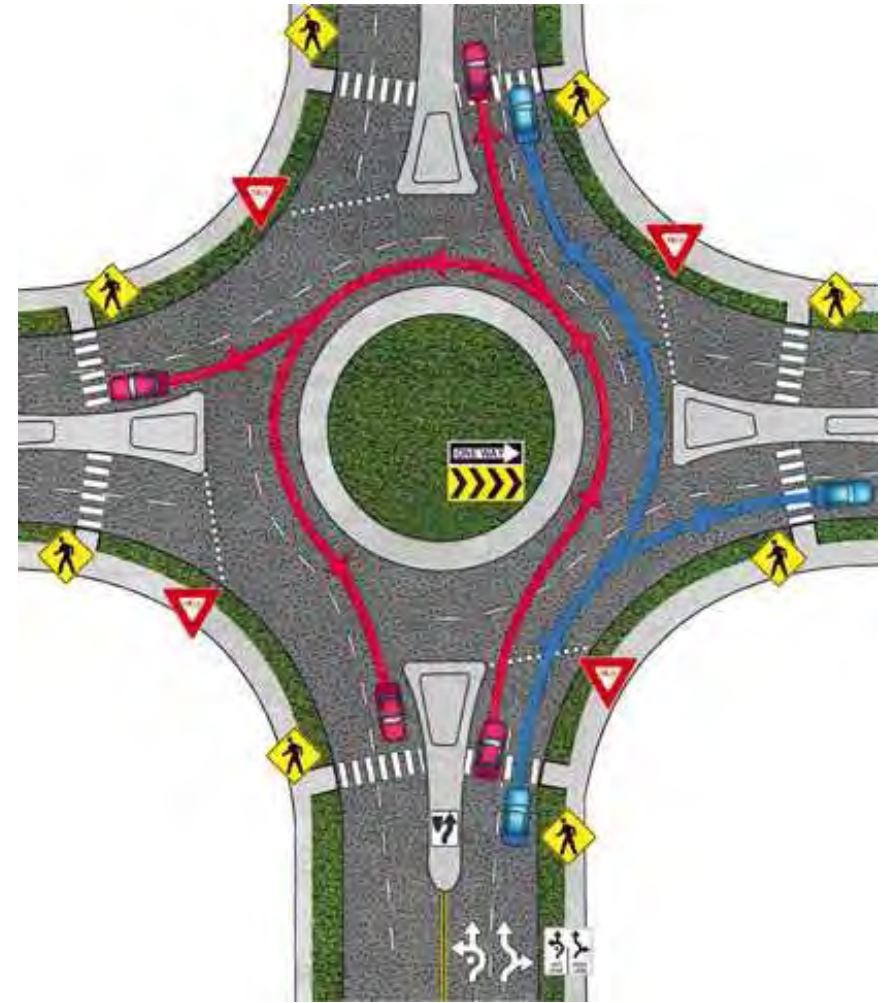
# Transportation and Traffic Study

## Roundabouts

Roundabouts are being considered at two locations in the study area:

1. Heritage Road and Mayfield Road
2. Winston Churchill Boulevard and Mayfield Road Road

The study will develop preliminary designs and assess capacity and delay for existing and future conditions.



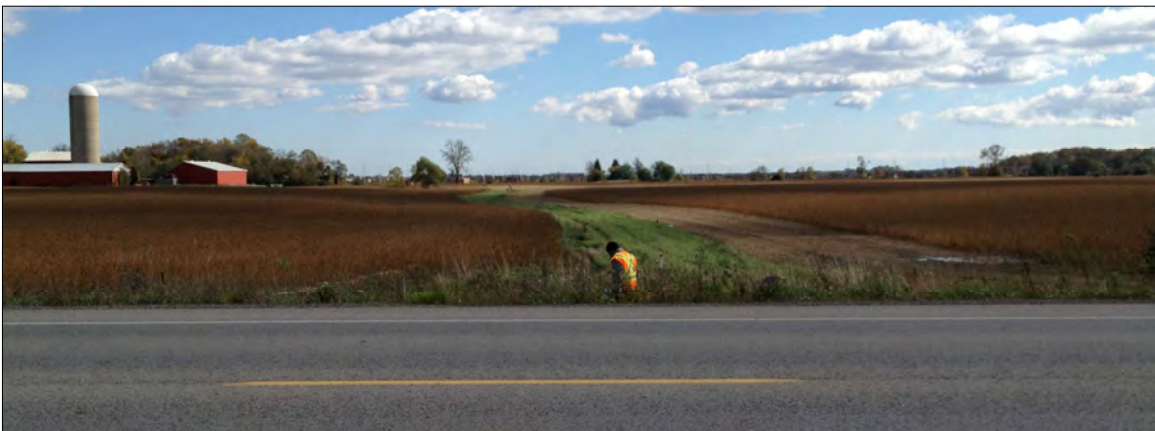
# 19

## Existing Natural Environment

- There are no identified Areas of Natural and Scientific Interest or Environmentally Sensitive Areas in the immediate study area
- Huttonville Creek and Fletcher's Creek subwatersheds traverses Mayfield Road
- The Regional and Local Official Plans indicate that the study area contains many headwaters that flow into the Credit River system



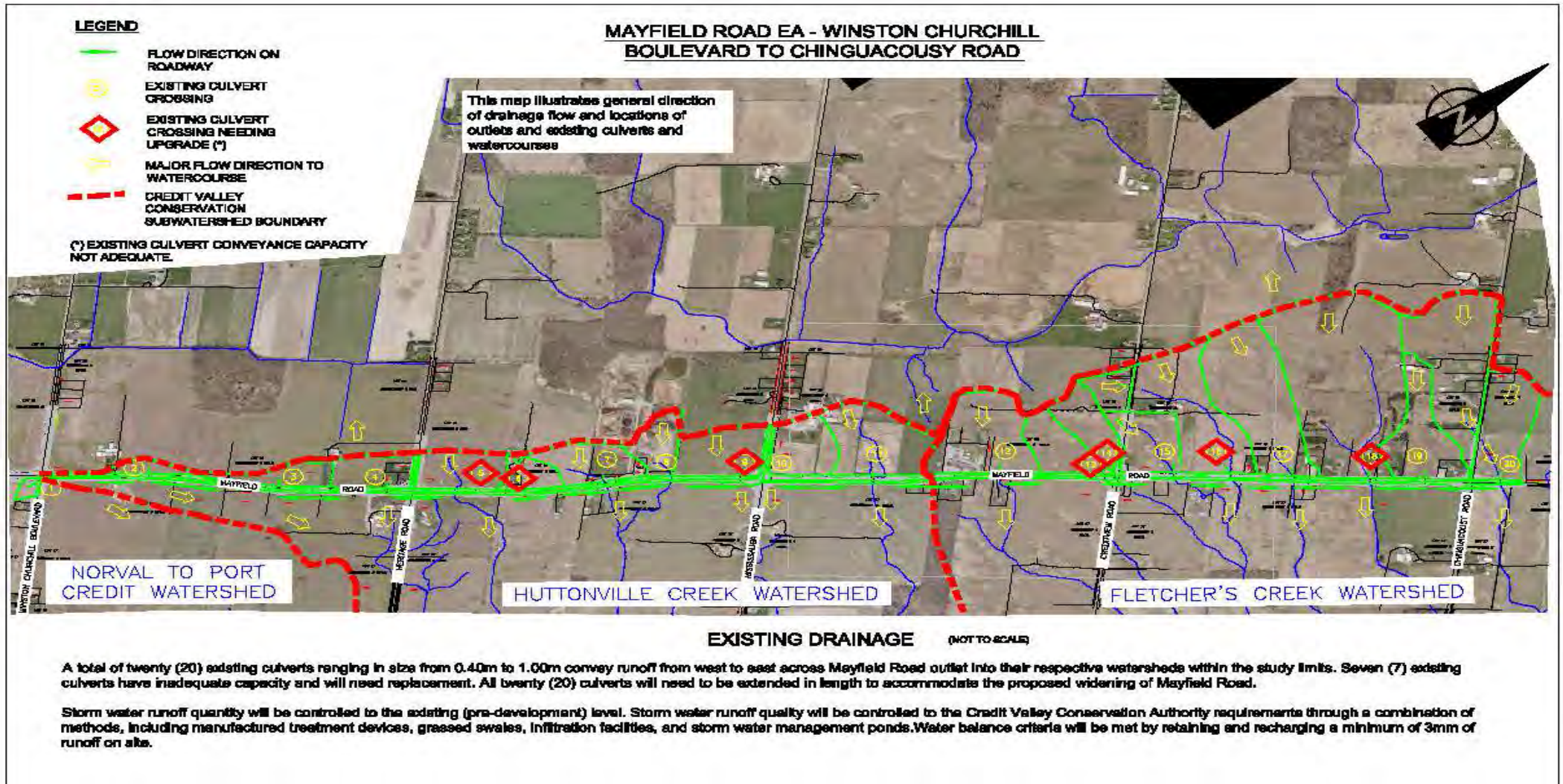
Huttonville Creek Tributary



Fletcher's Creek Tributary

The study area is dominated by agricultural land and/or undeveloped land with the exception of a small rural development





## Archaeological Assessment

Stage 1 Archaeological Assessment determined there are many areas that have not been previously disturbed and require a Stage 2 Archaeological Assessment

## Built Heritage Assessment

### 17 Cultural Heritage Resources

- 4 roadscapes\*
- 11 farm complexes\*
- 1 church
- 1 house



12017 Creditview Road



Home United Church

\*Roadscapes = 2-lanes in width with the absence of shoulders or narrow shoulder only, ditches, tree lines, bridges culverts

\*Farm Complexes = 2 or more buildings one of which must be a farmhouse or barn

# Preliminary Evaluation Criteria

Criteria	Evaluate
Traffic Operations and Safety	How well do the alternatives manage motor vehicle, cycling and pedestrian traffic in a safe manner?
Natural Environment	What impacts do the alternatives have on natural environment features such as vegetation, wildlife and drainage?
Socio-Cultural Environment	What impacts do the alternatives have on existing established communities and businesses, property, noise, air/vibration, potential archaeological resources, built heritage features and visual character?
Economic Environment	What is comparative cost to construct each alternative, including utility location, capital, property, maintenance and operating costs?
How the Alternative Complies / Supports Regional and Municipal Official Plans and Policies	Active Transportation Plan
	Goods Movement Strategic Network
	Road Characterization Study
	Region of Peel's Long Range Transportation Plan and other municipal transportation plans



# Design Considerations

- Home United Church
- Alloa Public School
- Hydro One Networks
- Roundabouts
- Enhanced Streetscaping/  
Landscaping
- Addition of multi-use trails  
to implement the Region  
of Peel's **Active  
Transportation Plan**  
recommendation



Home United Church



Alloa Public School



Winston Churchill Boulevard / Mayfield  
Road



Hydro One Networks Station



Heritage Road / Mayfield Road

# Design Criteria

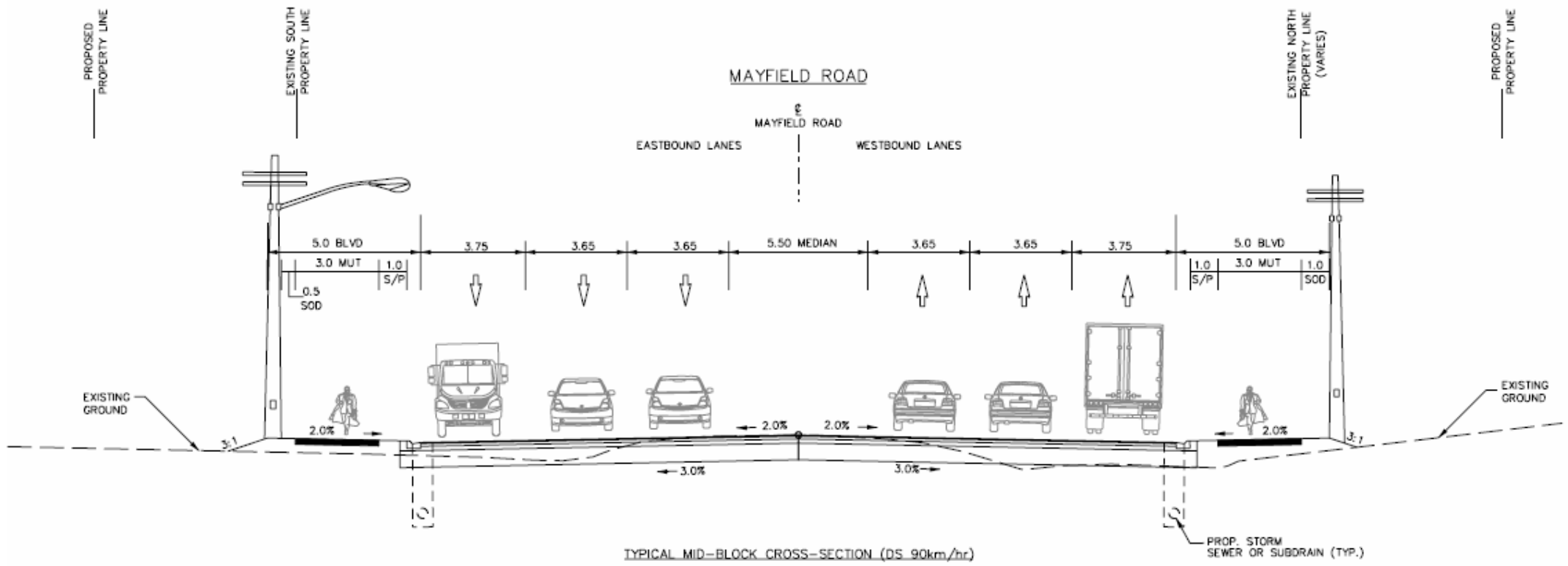
DESIGN PARAMETERS	PRESENT CONDITIONS	DESIGN STANDARDS		PROPOSED STANDARDS
		TAC	MTO	
Row Width	36m	20 - 45	N/A	50.5m <sup>(1)</sup>
Posted Speed	80km/hr	80 km/hr	80 km/hr	80km/hr
Design Speed (D.S.)	90km/hr	90 km/hr	90 km/hr	90km/hr
Minimum Stopping Sight Distance	N/A	130-170 m	160 m	160 m
Equivalent Minimum 'K' Factor for 90km/hr D.S.	N/A	30 – 40 Sag 32 – 53 Crest	40 Sag 50 Crest	40 Sag 50 Crest
Minimum Radius for 90km/hr D.S.	N/A	380 m	N/A	380 m
Lane Width for 90km/hr D.S.	2 x 3.6 m	3.5 – 3.7 m	3.5 m	3.75m Curb Lanes, 3.65m Inside Lanes 3.5m Turn Lanes, 5.5m Median <sup>(2)</sup>
Superelevation	N/A	$e_{\max}=0.04$	$e_{\max}=0.04$	$e_{\max}=0.04$
Boulevard Width	N/A	3.0 m	3.0m	5.5m Min.

**NOTE:**

(1) ROW width may be greater than 50.5m based on grading and design selected at the intersections.

(2) A four lane interim condition will be considered in advance of the ultimate six lane widening.

# Preliminary Typical Cross-Sections



# Utility Relocations



- Receive public comments by Friday, December 13, 2013
- Review and confirm preferred planning alternatives and assessment in light of comments received from the public and agencies to date and confirm / modify design
- Complete supporting studies
- Develop alternative design concepts
- Complete detailed impact analysis
- Develop proposals for mitigation of negative effects
- PIC #2 – Fall 2014

# Timeline



# What happens next?

## How can you provide comments on the project?

Please fill out the comment sheet today or send comments by email/fax/letter to **Neal Smith** by **Friday, December 13, 2013**.

You can view tonight's information boards again on our website:

<http://www.peelregion.ca/pw/transportation/enviro-assess/mayfield-road-ea-2.htm>



**Neal Smith, C.E.T.**

Project Manager

Regional Municipality of Peel

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## Thank you for your participation