

**EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO
WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
SCHEDULE “C”
CITY OF BRAMPTON**

PUBLIC INFORMATION CENTRE (PIC) #1

Please sign in and then review the information and displays presented here at the Public Information Centre. You are encouraged to express your opinions and comments at any time and you can fill out a comment sheet. City staff and members of the consult team are here to answer your questions about this study.

PURPOSE OF PIC

In this PIC you will learn about this study, Municipal Class Environmental Assessment (EA) Process, summary of existing conditions inventories, needs and opportunities, assessment criteria for evaluation and selection of the planning alternative solutions, and the next step.

Table of Contents - PIC Boards:	
Study Area and Overview	Existing Transit and Active Transportation Network
Study Objectives	Archaeological Potentials
Roadway Characteristics	Existing Natural Heritage Features
Overview of the Municipal Class EA Process	Traffic Analysis (Existing and Future Conditions)
Problem/Opportunity Statement	Traffic Analysis Conclusion
Planning for North-West Brampton: Policy Context	Alternative Evaluation Criteria
The Needs for East-West Connection	Next Steps and Study Contacts

STUDY AREA AND OVERVIEW

- The City of Brampton, through WSP Canada Inc., has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for a East-West Connection Road between Mount Pleasant GO Station and west of Mississauga Road.
- Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years.
- As part of a strategic future road network assessment, extension of Lagerfeld Road to the west of Mississauga Road is considered to address these problems and provide opportunities to enhance the future community, and facilitate sustainable modes of transportation.
- The boundaries of the immediate study area are Mississauga Road to the west, Bovaird Drive West to the south and CN Railway to the north.
- This EA is being conducted to assess the opportunity to pursue this road link.



ROADWAY CHARACTERISTICS

General Roadway Characteristics:

- Ashby Field Road is a local street leading into the Mount Pleasant GO Station to the north and a residential area to the south. The speed limit is 50km/h.
- GO Transit operates its Georgetown service on the CNR line with the Mount Pleasant GO Station located on the north side of Bovaird Drive, east of Mississauga Road.
- Mississauga Road is a major north-south arterial road. It is currently a two-lane road with a rural cross-section, and has a posted speed limit of 80 km/h.
- Bovaird Drive is a major east-west arterial roadway. The posted speed limit is 70km/h.



Mount Pleasant GO Station



East-West Connection between Ashby Field Road to Mississauga Road



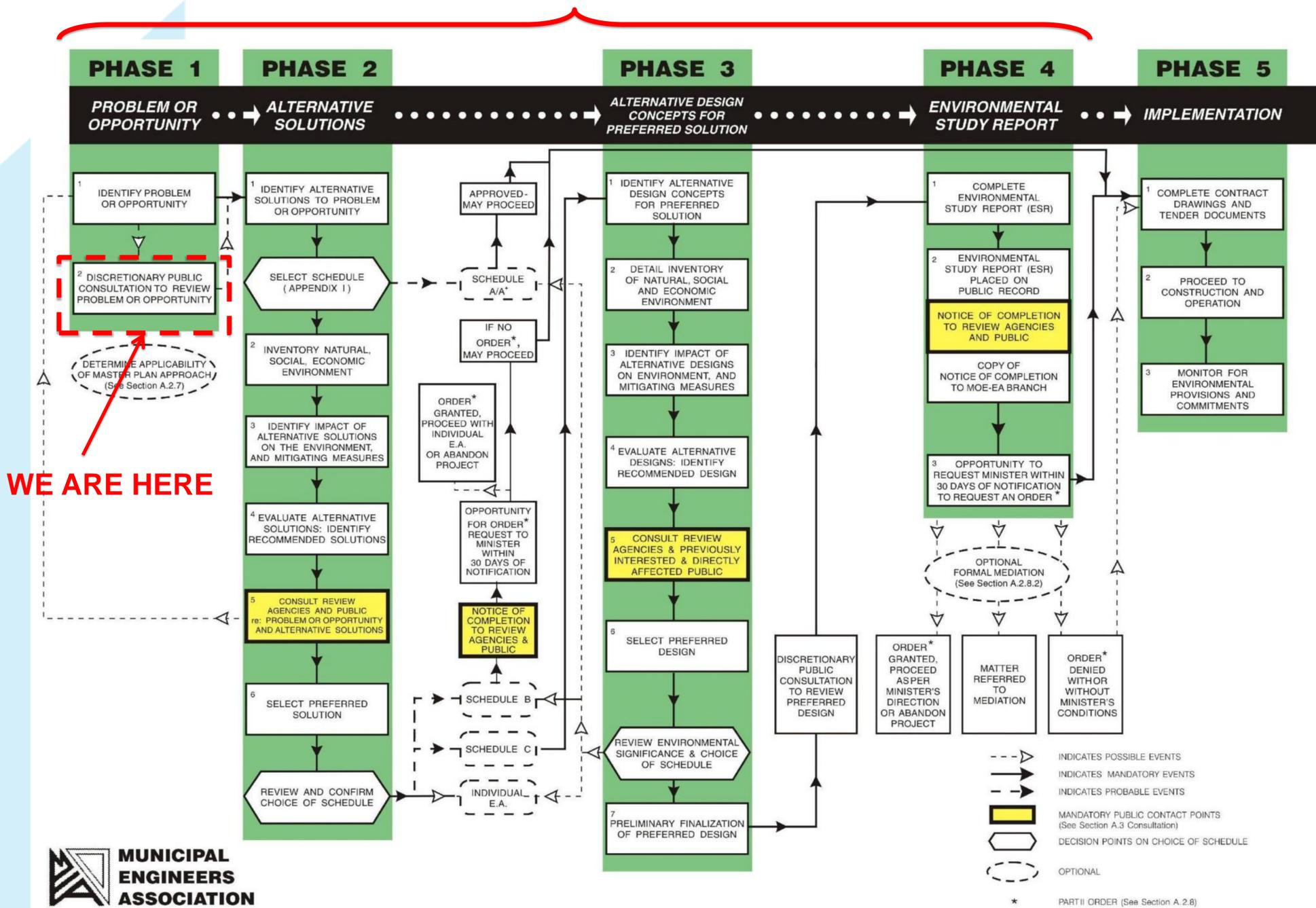
Bovaird Drive West & Mississauga Road intersection (looking west)

STUDY OBJECTIVES

- Satisfy Environmental Assessment (EA) requirements:
 - Provide clear justification of the need for and the protection of this connection;
 - Investigate a range of alternative alignments and designs;
 - Develop criteria and measures against which alternatives/designs can be measured:
 - i.e. Environment, Endangered Species at Risk, Multi-Modal Connectivity, Place-Making, etc
 - Recommend a preferred solution, considering and identifying intersections and access requirements.

This Study is following the Municipal Class Environmental Assessment (EA) planning process

THE STUDY EA PHASES



- This study is being conducted in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class EA (October 2000, as amended in 2007 & 2011), which is approved under the Ontario EA Act.
- The Municipal Class Environmental Assessment (2000) (Class EA) process, which is approved under the Environmental Assessment Act, enables the planning of municipal infrastructure projects in accordance with a proven procedure for protecting the environment.
- The Schedule 'C' Class EA process includes public and review agency consultation, an evaluation of alternatives, an assessment of the effects on the environment, and identification of reasonable measures to mitigate any adverse effects.
- There is an opportunity at any time during the Class EA process for public input, including this Public Information Centre (PIC).
- Upon completion of the Class EA, an Environmental Study Report (ESR) will be available for public review.



Source: The process flow chart was adapted from the Municipal Class Environment Assessment documentation at www.municipalclassea.ca.

Note: The current step of the Class EA process is highlighted in red.



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MUNICIPAL CLASS EA
June 16, 2015



PROBLEM / OPPORTUNITY STATEMENT

- Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years
- Alternative solutions to address capacity will consider opportunities to enhance the future community, and facilitate sustainable modes of transportation
- Address transportation/access needs while respecting unique environmental features and functions, including the habitat of Species at Risk, to develop a complete and sustainable community
- Needs to support the City's endorsed Community Design Principles that include Transit Oriented Development in an Urban Core around Mount Pleasant GO Station. Currently there is no direct access from the Mount Pleasant GO Station, which can provide an important alternative route for bus transit vehicles and GO patrons accessing the station.
- Needs for east-west active transportation facilities to connect with the north-south trails that follow watershed tributaries

Roadway capacity and intersection operations will deteriorate without improvements therefore:

With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031.

THE NEED FOR EAST-WEST CONNECTION

The east-west connector will:

- Provide needed roadway connectivity, and multi-modal capacity
- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station
- Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)

Opportunities and Constraints:

- An opportunity to provide community connectivity, logical infrastructure delivery while dove-tailing two projects for lowest environmental impact
- Crossing of the Huttonville Creek
- Anticipated financial constraints
- The coordination of infrastructure for environmental mitigation and areas of mutual interest
- Osmington OPA

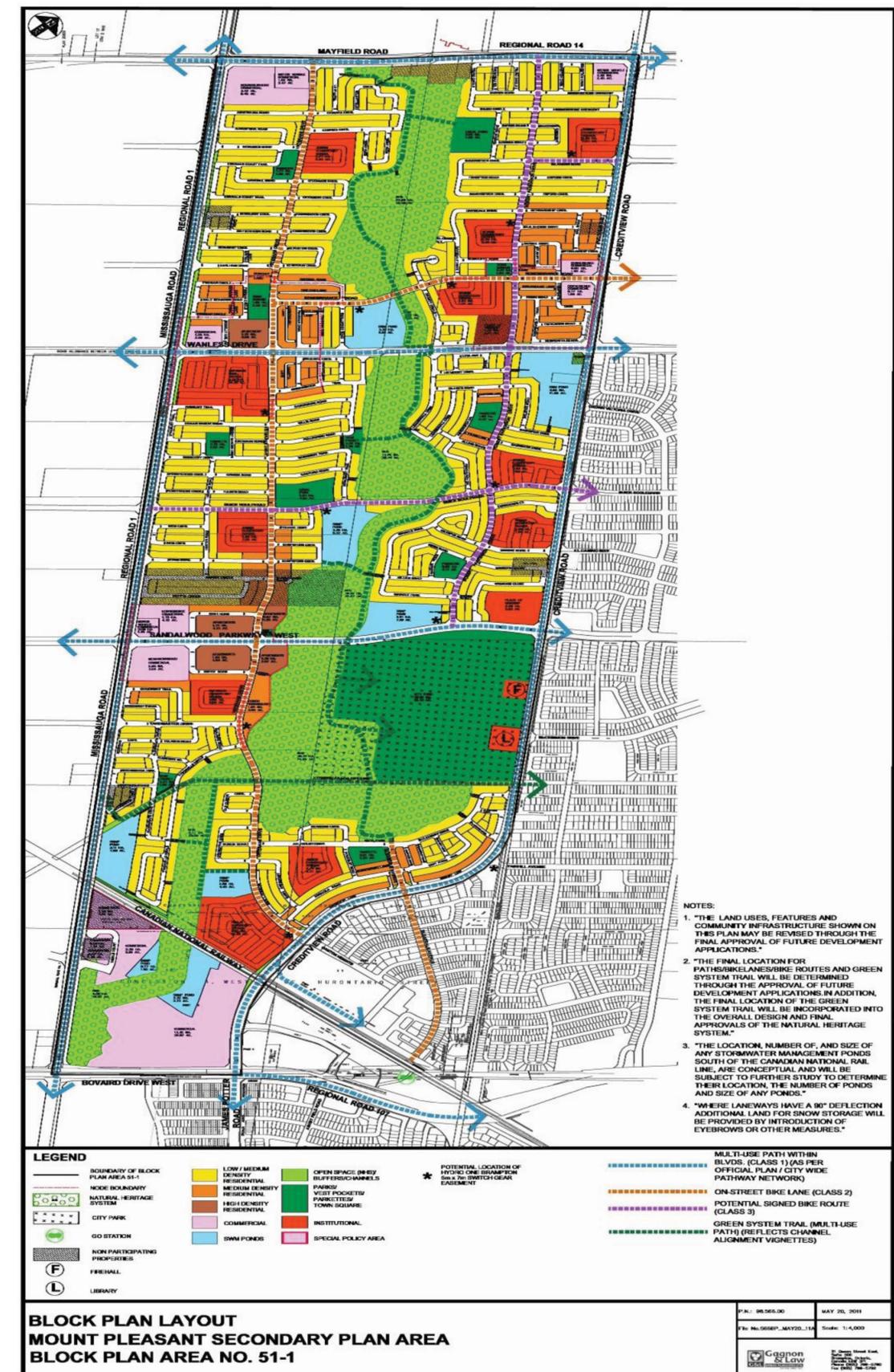
PLANNING FOR NORTH-WEST BRAMPTON: POLICY CONTEXT

- City of Brampton:
 - 2014 Transportation Master Plan Update
 - Mount Pleasant Secondary Plan/TMP
 - Heritage Heights Secondary Plan/TMP
- Region of Peel:
 - Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013
 - Project is moving forward to Detailed Design for Capital Construction, where timing is critical



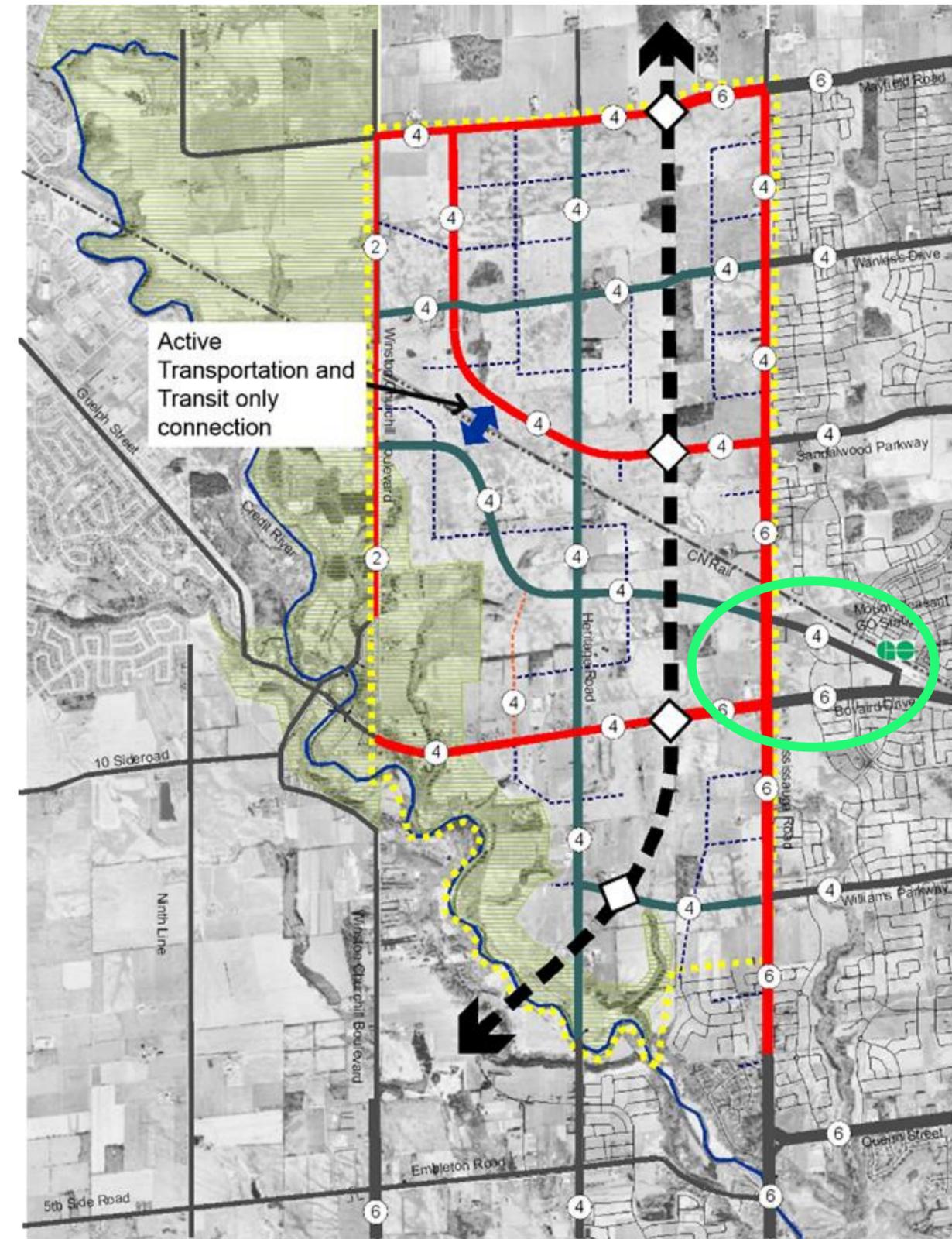
MOUNT PLEASANT

- Mount Pleasant Secondary Plan, 2011
- Mount Pleasant Mobility Hub, Transit-Oriented Development, mixed uses, tighter grid networks, protection of environmental systems functions through protection and enhancement of a Natural Heritage System
- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 *Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity*



HERITAGE HEIGHTS

- Heritage Heights Secondary Plan development in process
- Draft Heritage Heights Transportation Master Plan recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO-Transit two-way, all day service improvements



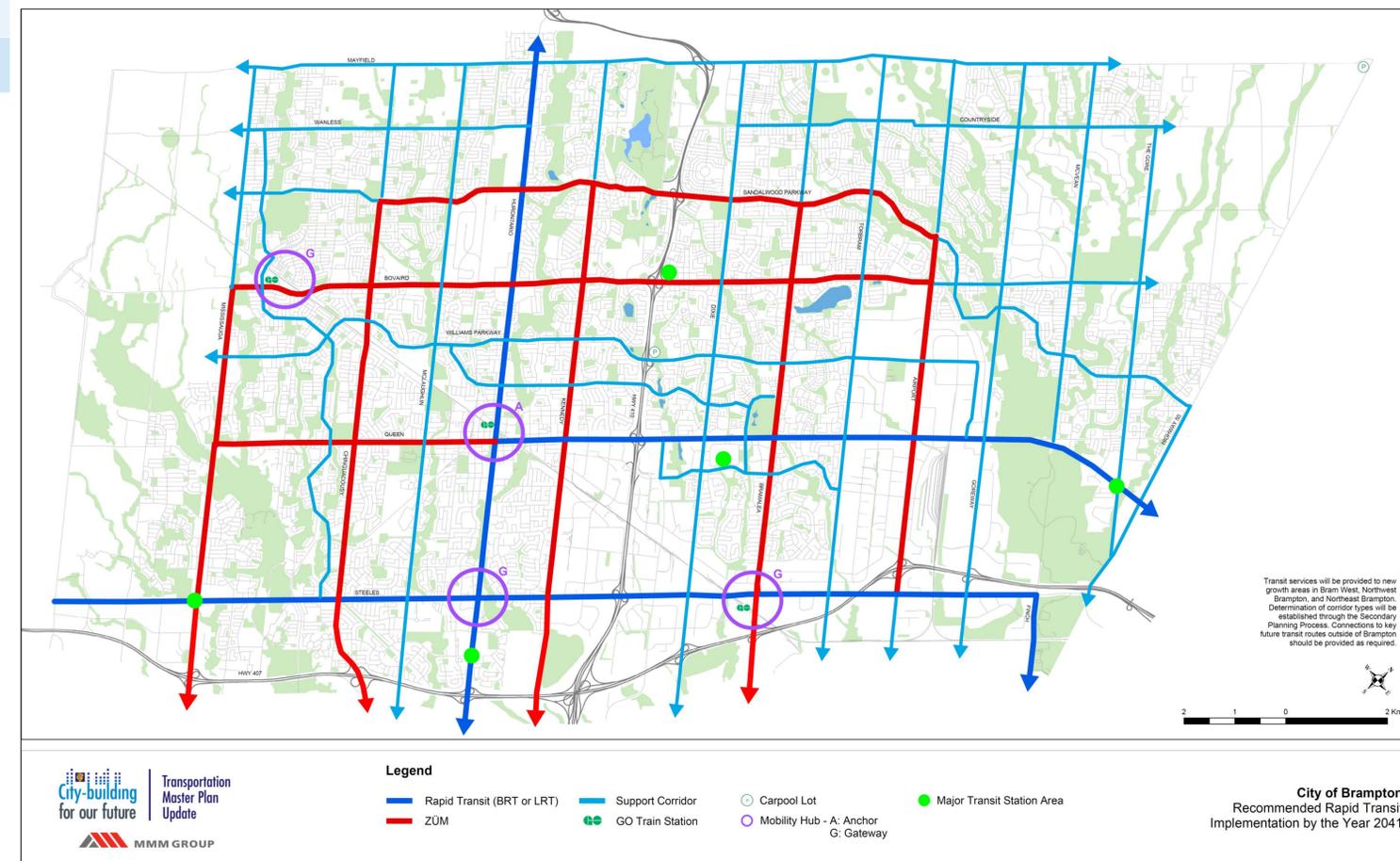
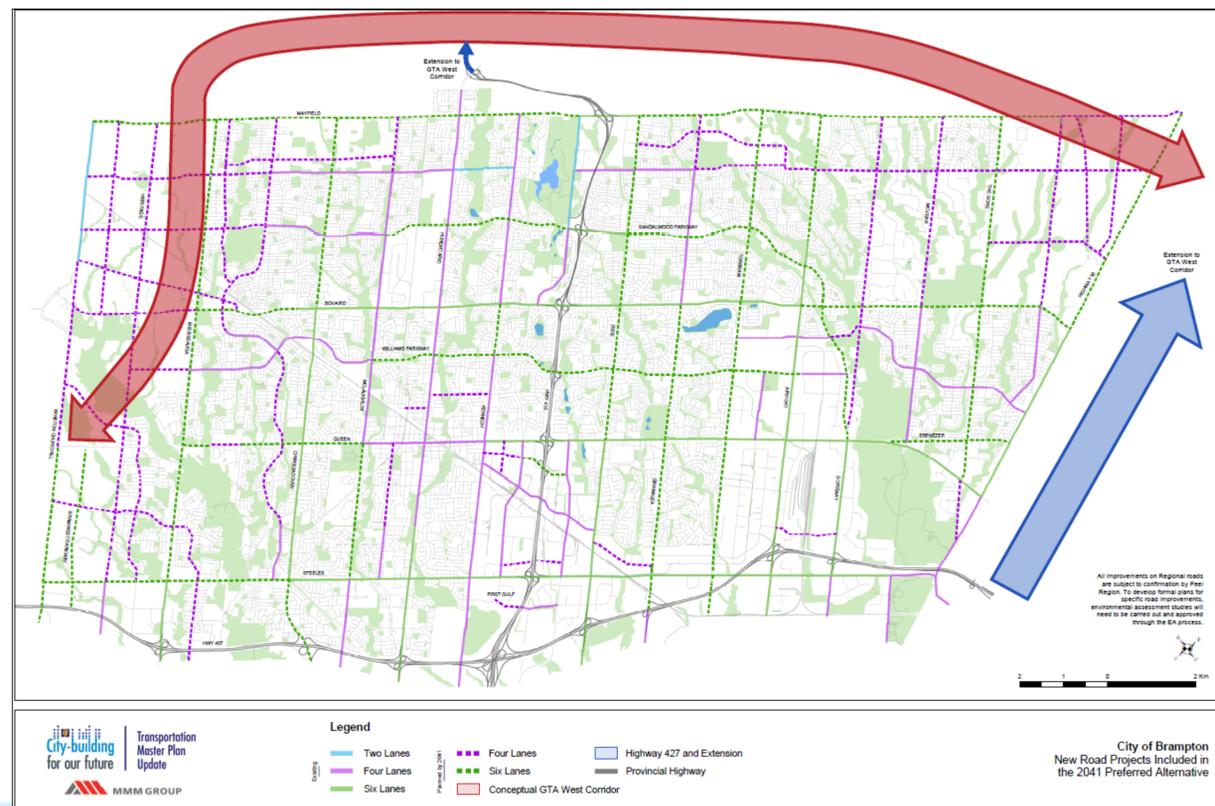
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MUNICIPAL CLASS EA
June 16, 2015

POLICY CONTEXT (CON'T)

- The study area land-use consists of a mixture of agricultural, residential, commercial, and industrial.
- North West Brampton is rapidly growing community.
- City of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041.

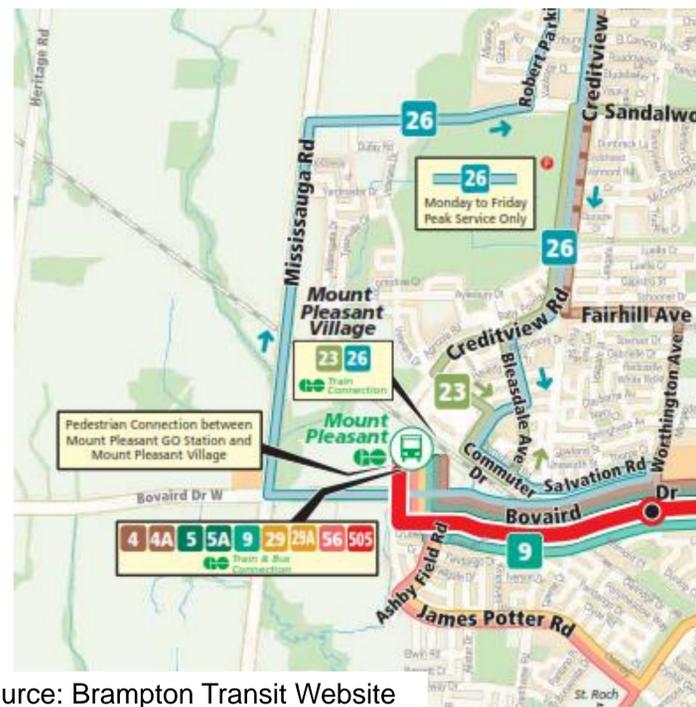
	City of Brampton		
	2021	2031	2041
Population	0.687 Million	0.837 Million	0.889 Million
Employment	0.244 Million	0.292 Million	0.322 Million

City of Brampton Official Plan Consolidation, November 2013



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June 16, 2015

EXISTING TRANSIT NETWORK



Source: Brampton Transit Website

Legend

- Züm Station Stops / Service
- Brampton Transit Route
- One Direction Only
- Bus Terminal
- Connections at Terminals to: MiWay, TTC, YRT and GO
- Other Transit Routes
- GO Transit Terminal
- Parkland
- Recreation Trails
- Industrial Areas
- Shopping & Commercial Areas
- Institutional Areas
- College / University
- Peel Police Station
- Fire Station
- Public Secondary Schools
- Catholic Secondary Schools

Existing Transit Services in the vicinity of the study area:

Routes 4 & 4A – Chinguacousy

- Mount Pleasant GO Station via Bridsdale Dr., Wanless Dr., Chinguacousy Rd. and Steeles Ave. to Brampton Gateway Terminal

Routes 5 & 5A – Bovaird

- Mount Pleasant GO Station via Bovaird Dr. and Goreway Dr. (Route 5) or Airport Rd. (Route 5A) to Westwood Mall Terminal

Route 9 – Vodden

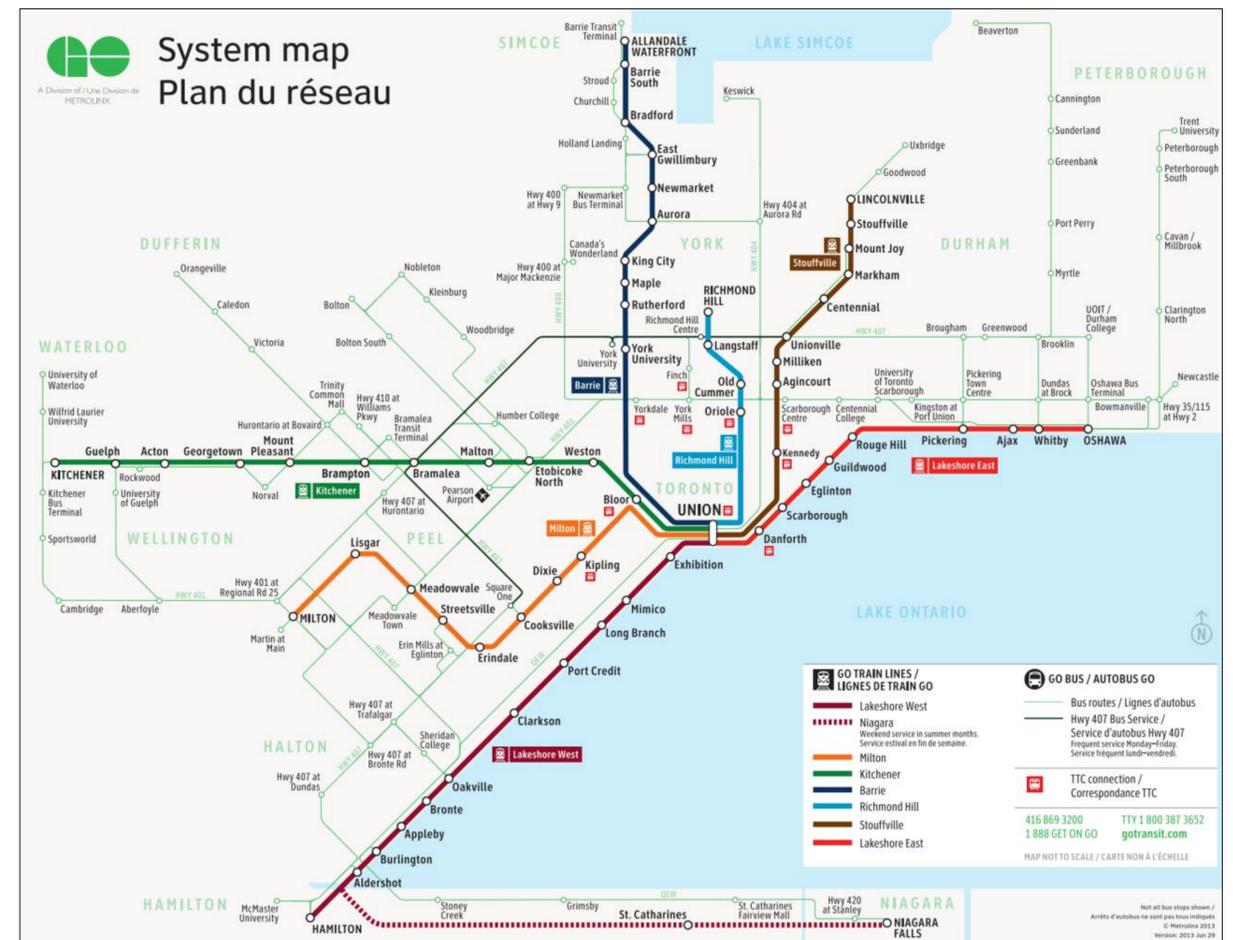
- Mount Pleasant GO Station via Vodden St. to Edvac Dr.

Routes 29 & 29A – Williams

- Mount Pleasant GO Station via Williams Parkway and Goreway Dr. to Kennedy St.

Route 56 – Springbrook

- Mount Pleasant GO Station via James Potter Rd., Williams Parkway & Queen St. W. to Downtown Brampton Terminal



Source: GO Transit website

Route 23 – Sandalwood

- Mount Pleasant Village via Sandalwood Parkway to Queen St. at Highway 50

Route 26 – Mount Pleasant

- Mount Pleasant Village via Mississauga Rd., Sandalwood Parkway and Creditview Rd. to Mount Pleasant Village

Route 505 - Züm Bovaird

- Mount Pleasant GO Station via Bovaird Dr. to Queen St. and Goreway Dr.

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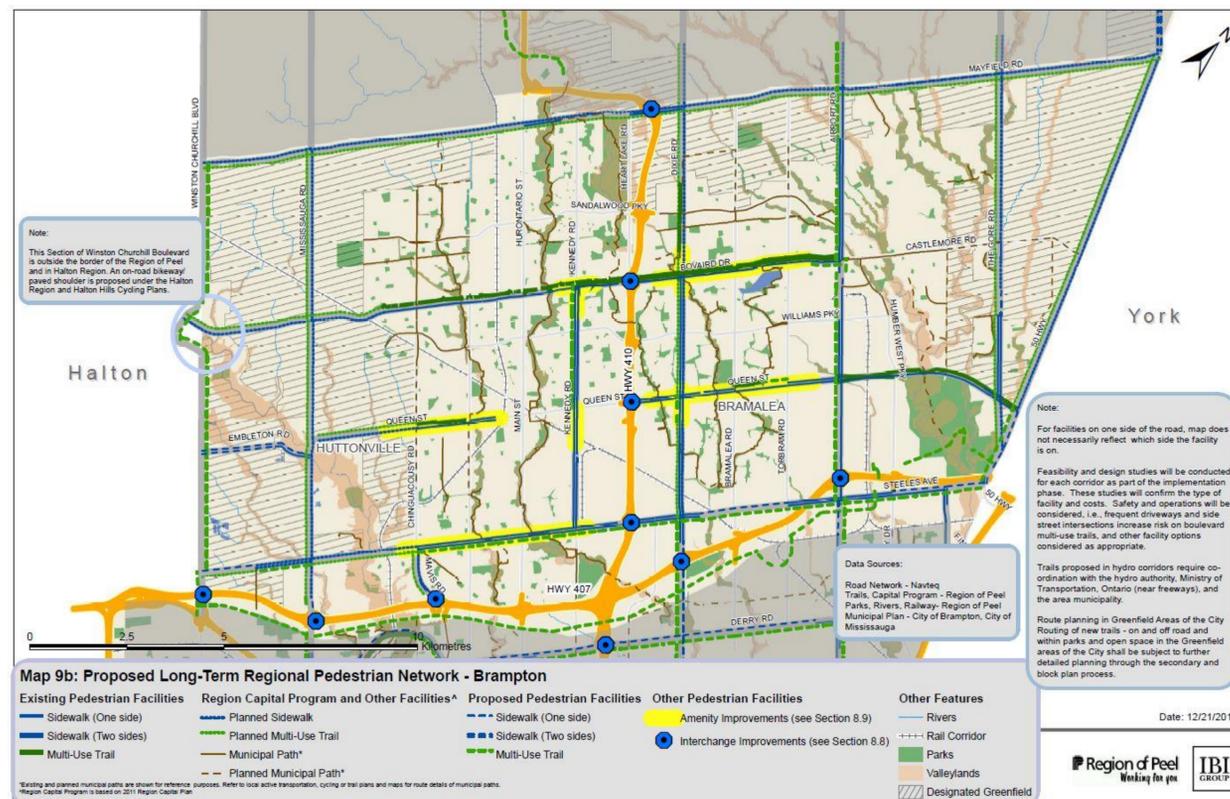
MUNICIPAL CLASS EA

June 16, 2015

EXISTING ACTIVE TRANSPORTATION NETWORK

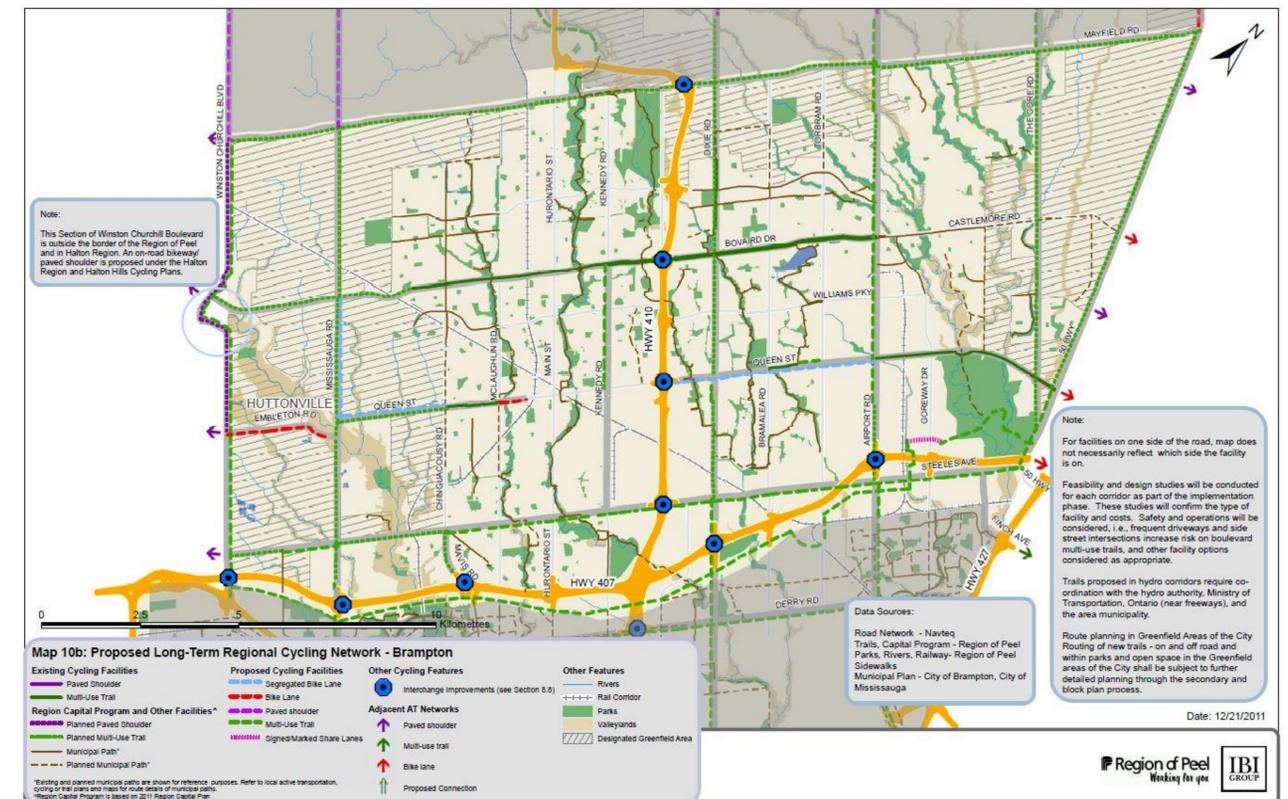
- City of Brampton has a large pathway system that connects parks and valleys, and provides convenient pedestrian and cycling routes across Brampton. Brampton's existing bicycle facilities include:
 - bicycle lanes
 - bicycle detectors at traffic signals
 - multi-use paths and trails

Brampton Pedestrian Network



Source: Peel Active Transportation Study Map 9b

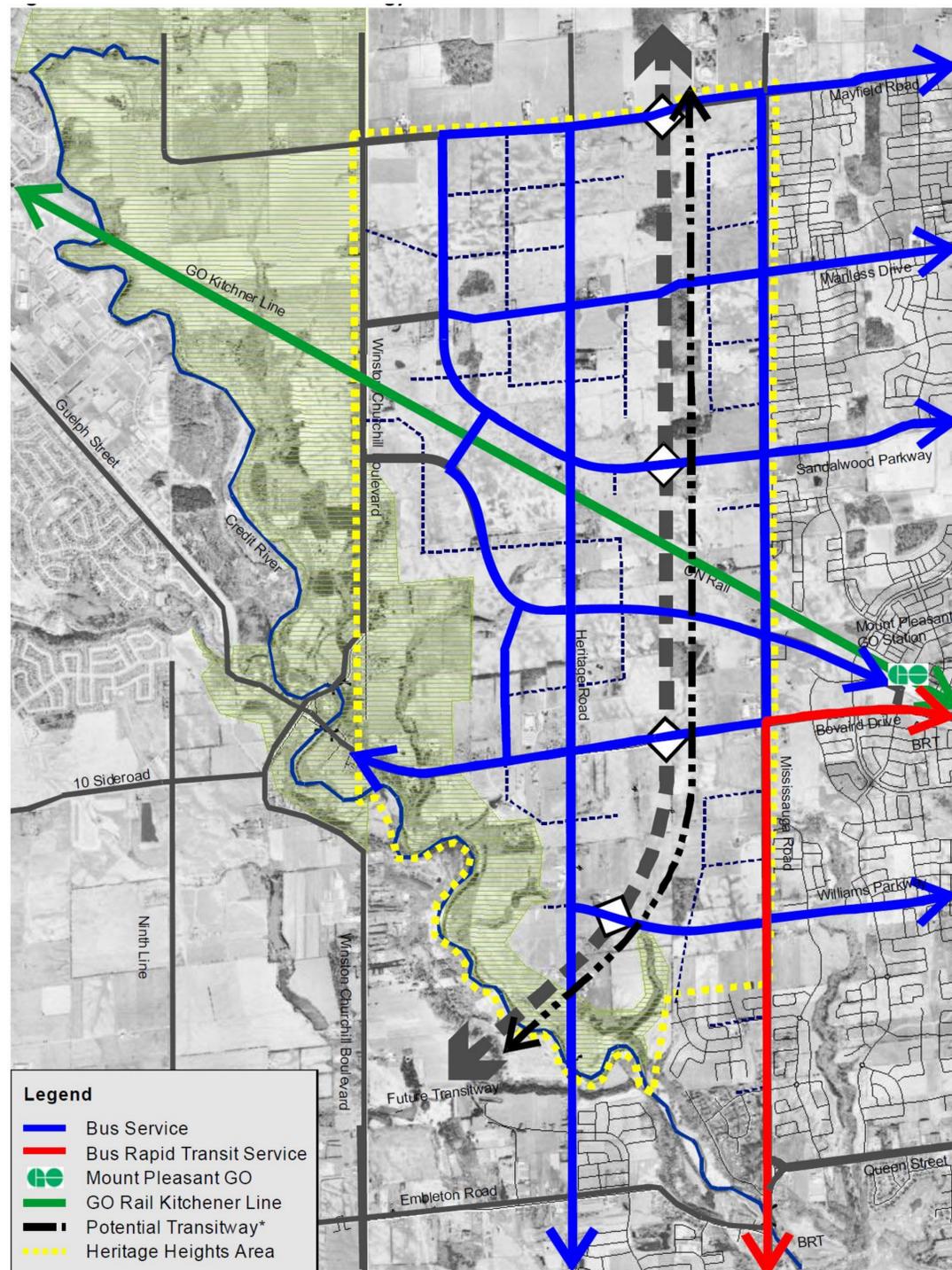
Brampton Cycling Network



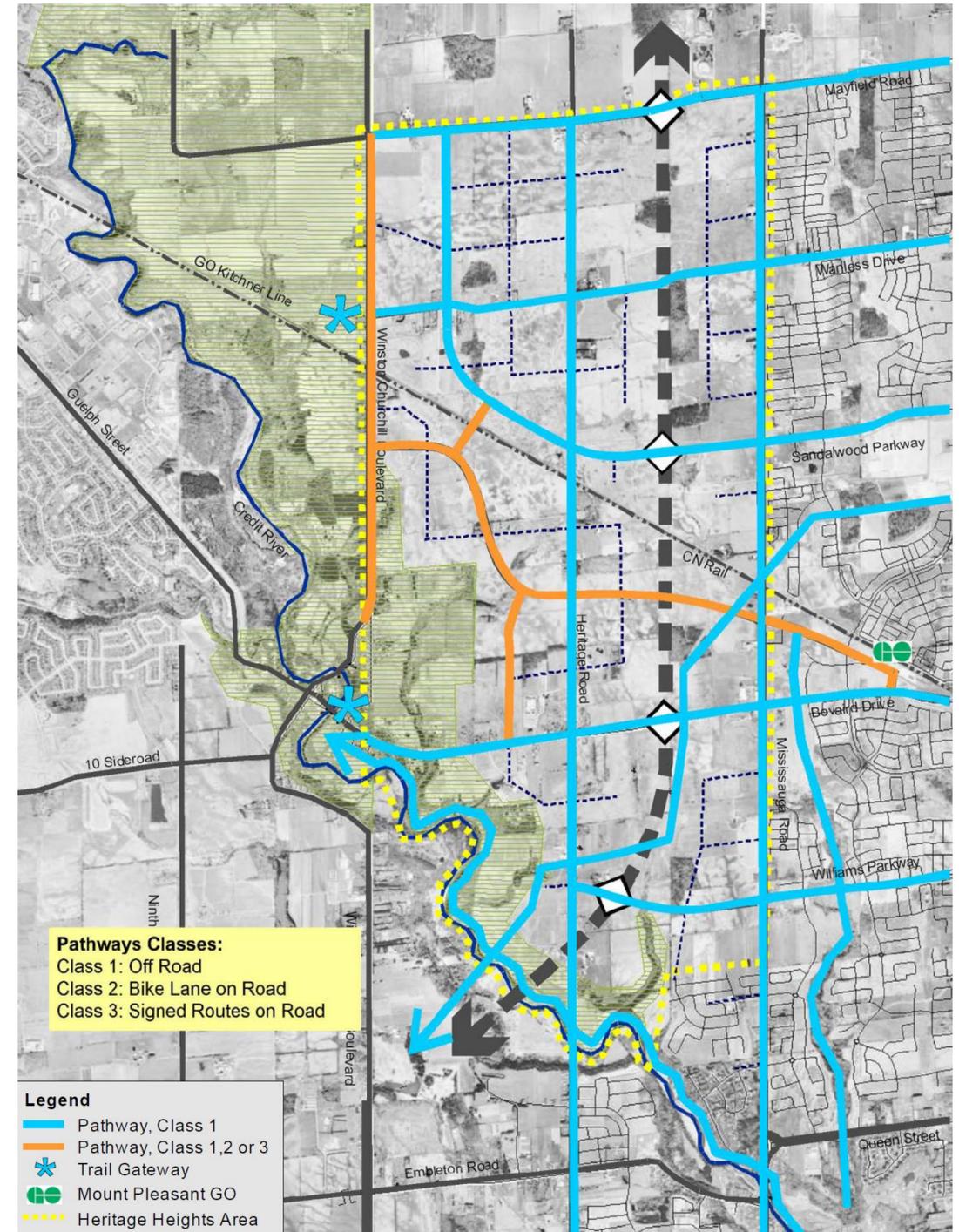
Source: Peel Active Transportation Study Map 10b

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HERITAGE HEIGHTS PROPOSED NETWORKS



Proposed Transit Strategy



Proposed Active Transportation Strategy

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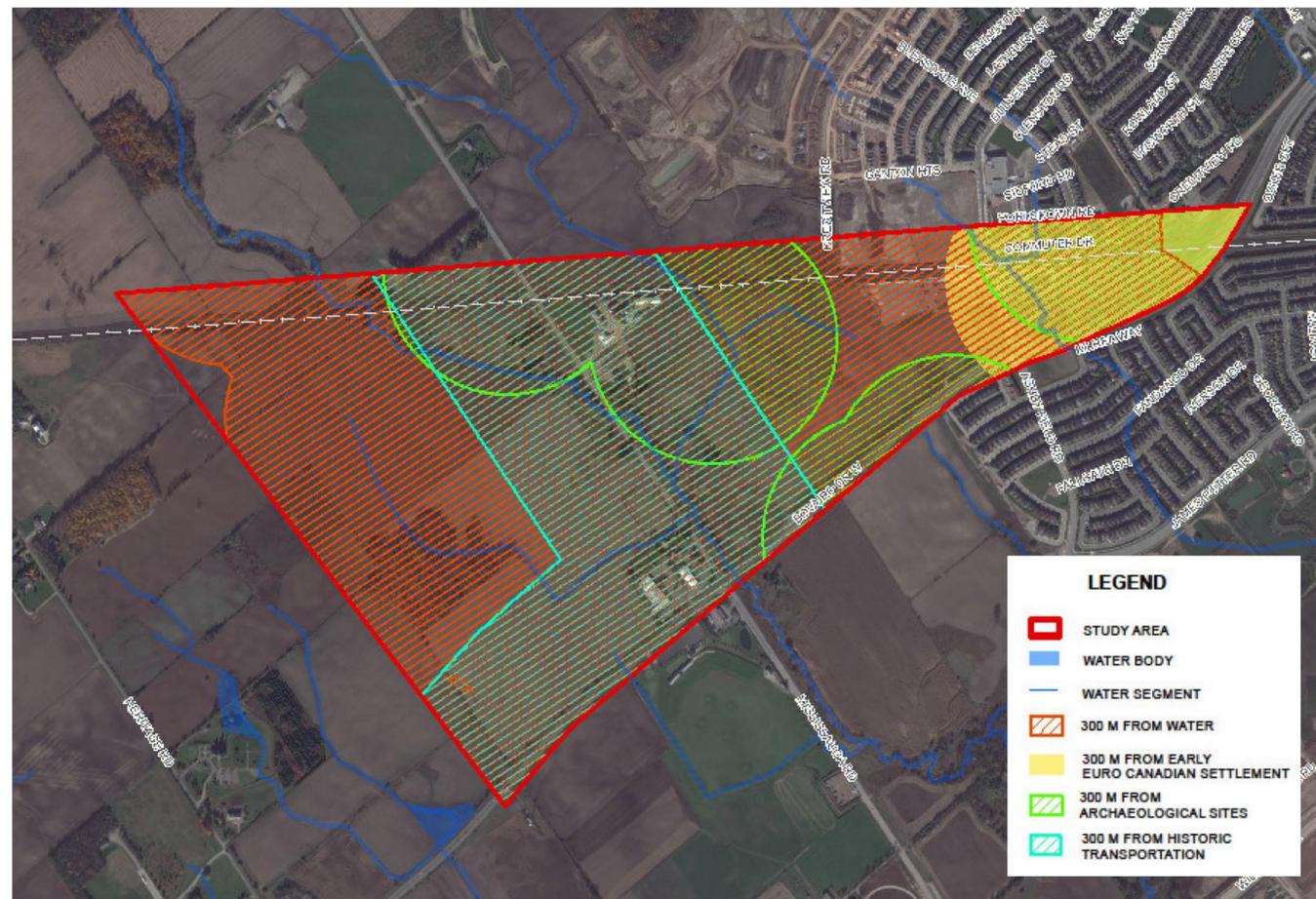
ARCHAEOLOGICAL POTENTIAL

A Stage 1 Archaeological Assessment completed in Jan 2014 determined:

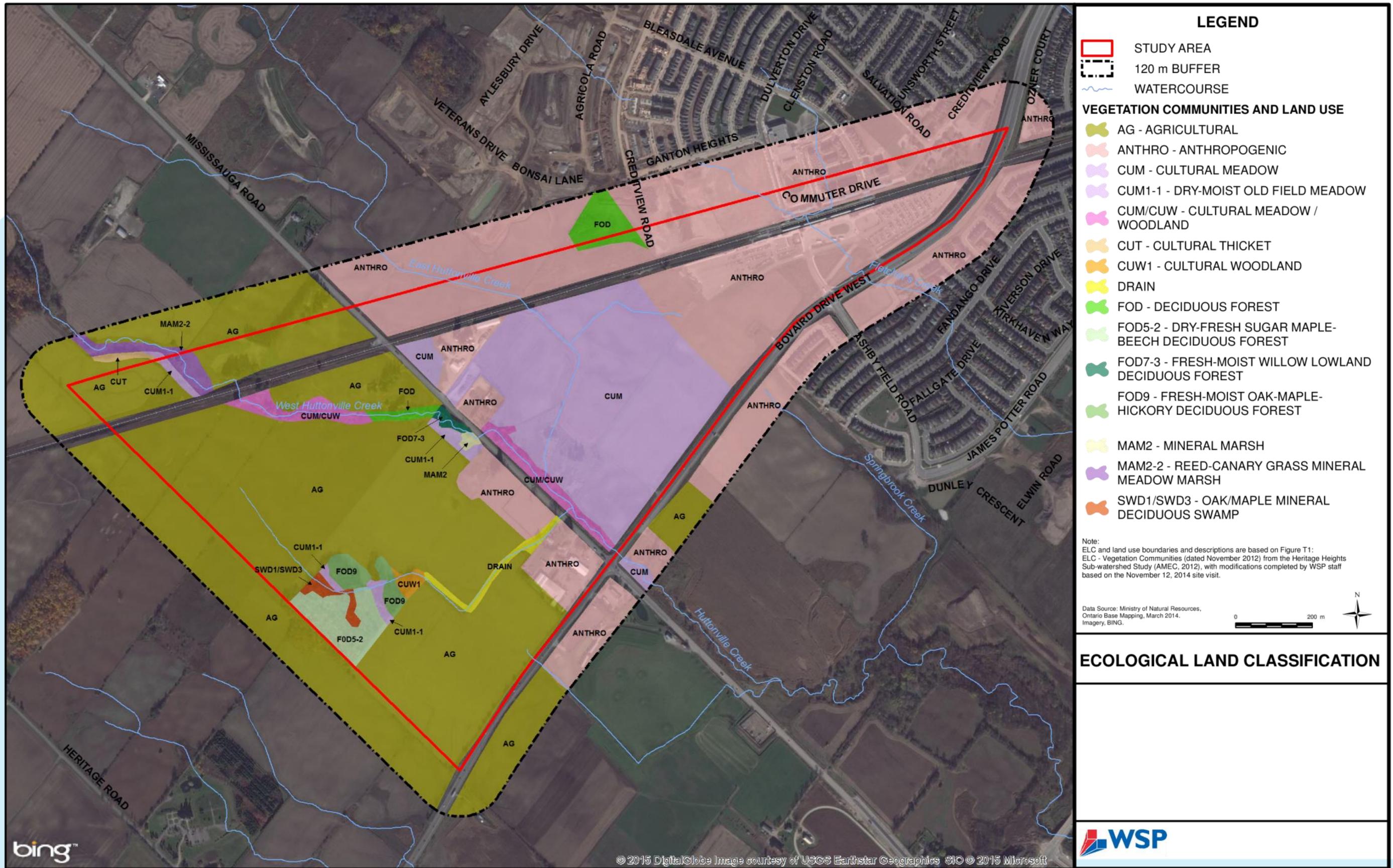
- There is archaeological potential for the discovery of pre-contract sites and historic Euro-Canadian sites on the undisturbed/previously unassessed areas of the Study Area.

Recommendations:

- The undisturbed areas within 300m of previously identified archaeological sites or within 300m of Huttonville Creek must be subject to Stage 2 survey. Areas of activity or recently cultivated agricultural land must be subject to pedestrian survey. All other areas where ploughing is not possible or viable must be subject to test pit survey.



- The undisturbed areas within 300m of early Euro-Canadian settlement and/or property listed on a municipal register or designated under the Ontario Heritage Act must be subject to Stage 2 survey. Areas of actively or recently cultivated agricultural land must be subject to pedestrian survey. All other areas where ploughing is not possible or viable must be subject to test pit survey.
- The undisturbed areas within 100m of early historic transportation routes must be subject to Stage 2 survey. Areas of actively or recently cultivated agricultural land must be subject to pedestrian survey. All other areas where ploughing is not possible or viable must be subject to test pit survey.



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MUNICIPAL CLASS EA
 June 16, 2015

EXISTING NATURAL HERITAGE FEATURES

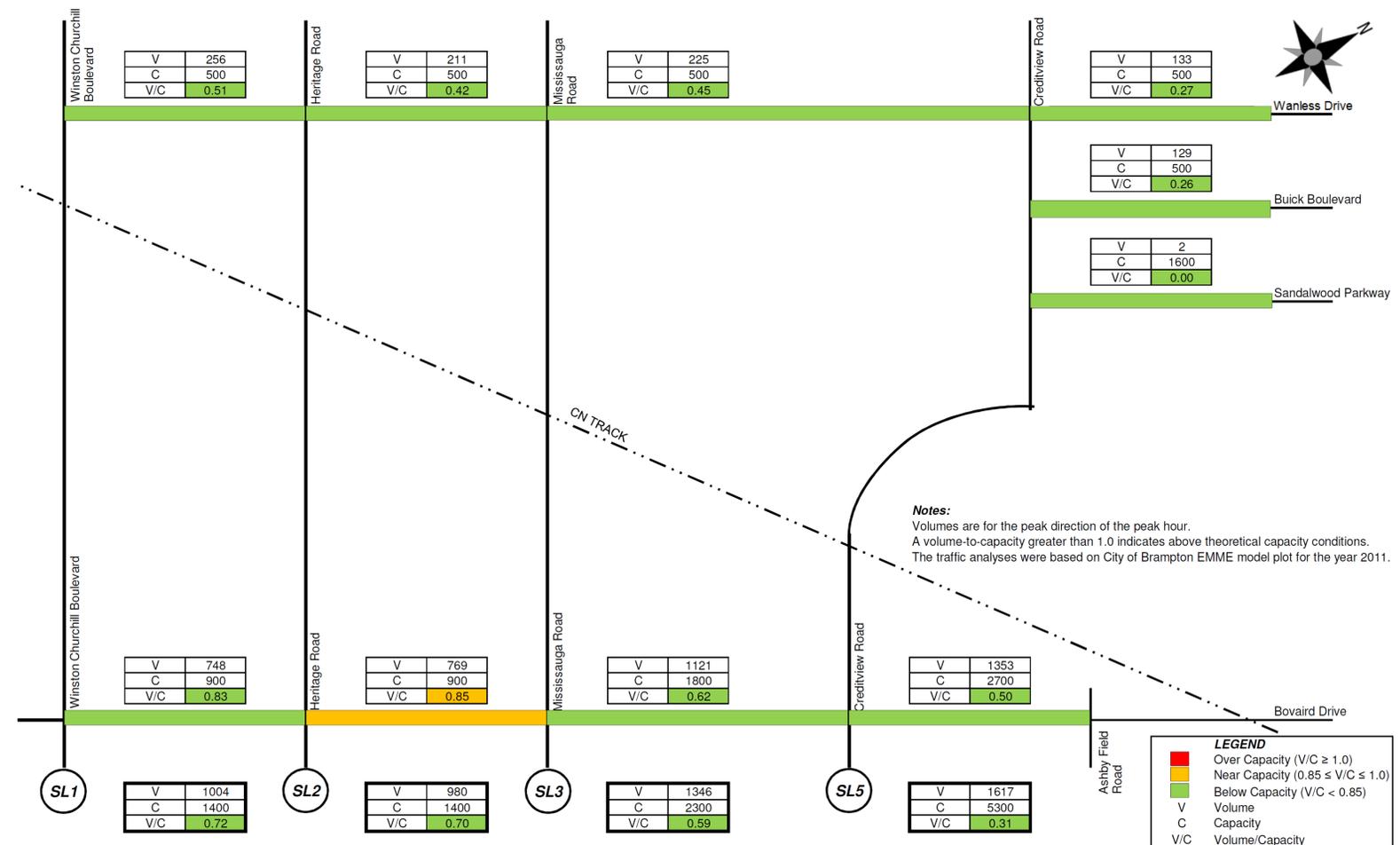
- Two watercourses are located within the study area – the east and west branches of Huttonville Creek, a tributary of the Credit River. Both watercourses are considered to be fish habitat.
- Huttonville Creek is a designated coldwater fish habitat and provides habitat for the Redside Dace, an Endangered species.
- 36 species of breeding birds were observed on or within 120m of the site over the two survey periods, between May 24 and July 10, 2014. Breeding evidence was noted for 35 out of 36 total species observed in the study area.
- Historical observations in the vicinity of the Study Area were noted for the Threatened Bobolink and Eastern Meadowlark. These species were not observed during the surveys conducted between May 24 and July 10, 2014.
- Barn Swallow, a provincially listed Species at Risk, was observed on site. However, there was no breeding evidence, and suitable nesting structures were not identified within the Study Area.
- No other species at risk were observed within the Study Area.
- Wooded areas within the Study Area have been identified as a Core Area of the Greenlands System. Vegetation communities observed within the Study Area are common within southern Ontario.
- There are no Provincially Significant Wetlands within the Study Area. The Springbrook Wetland Complex is located south of Bovaird Drive and approaches to within 300m of the study area.

TRAFFIC ANALYSIS – Existing Conditions

Traffic analysis was carried out to assess the east-west capacity along parallel within the study area, including Wanless Drive, Buick Boulevard, Sandalwood Parkway to the total available capacity (volume-to-capacity ratio or V/C)

Analysis Findings:

- Bovaird Drive between Heritage Road and Mississauga Road currently operates near capacity with a V/C of 0.85
- The remaining links within the network have available capacity with V/C of less than 0.85



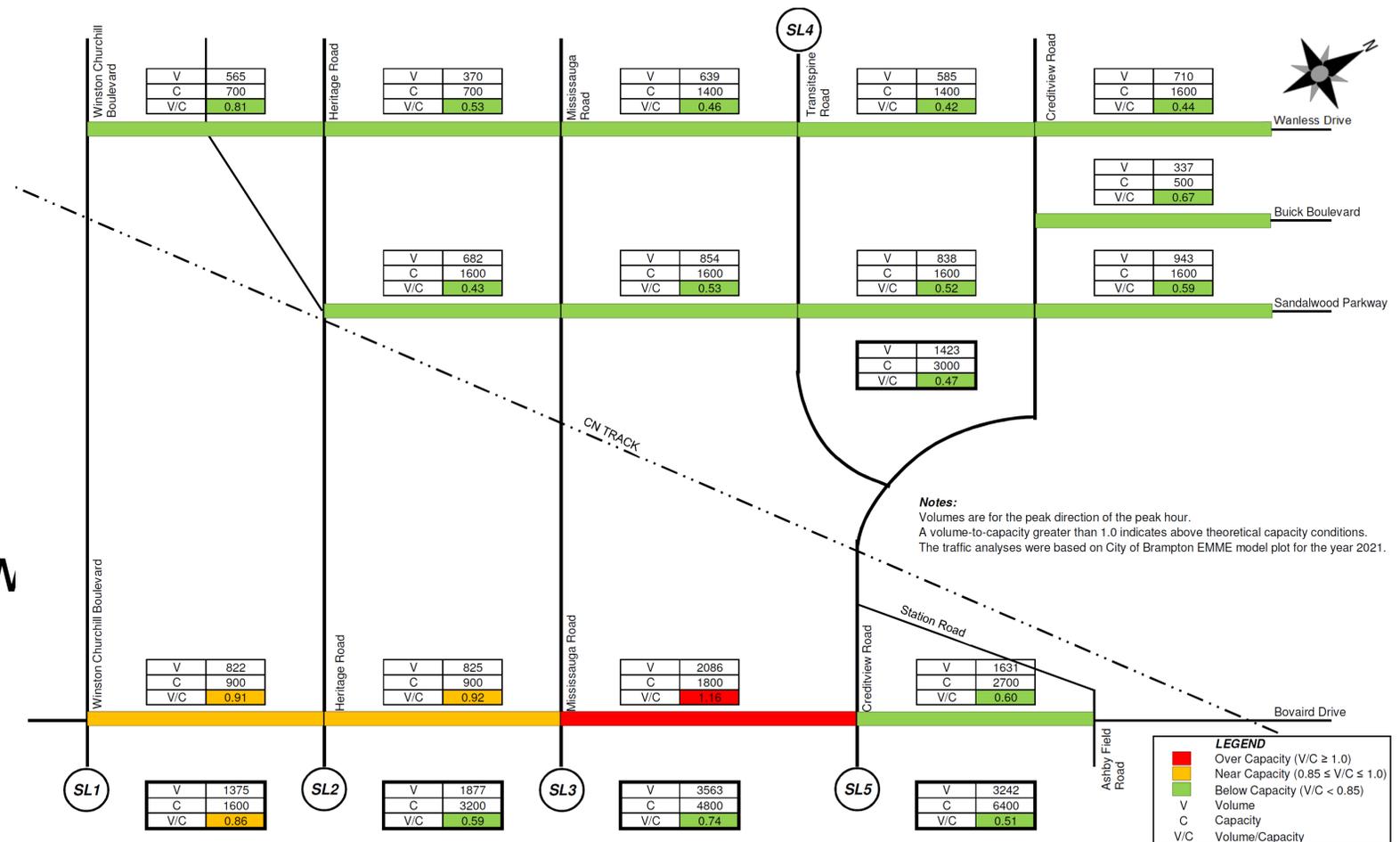
TRAFFIC ANALYSIS

2021 Future Conditions (Do-Nothing)

Traffic analysis was carried out under future background condition assuming all planned future road improvements

Analysis Findings:

- Bovaird Drive between Winston Churchill Boulevard and Mississauga Road will operate near capacity with a V/C of 0.91 to 0.92
- Bovaird Drive between Mississauga Road and Creditview Road will operate over capacity with a V/C of 1.16.



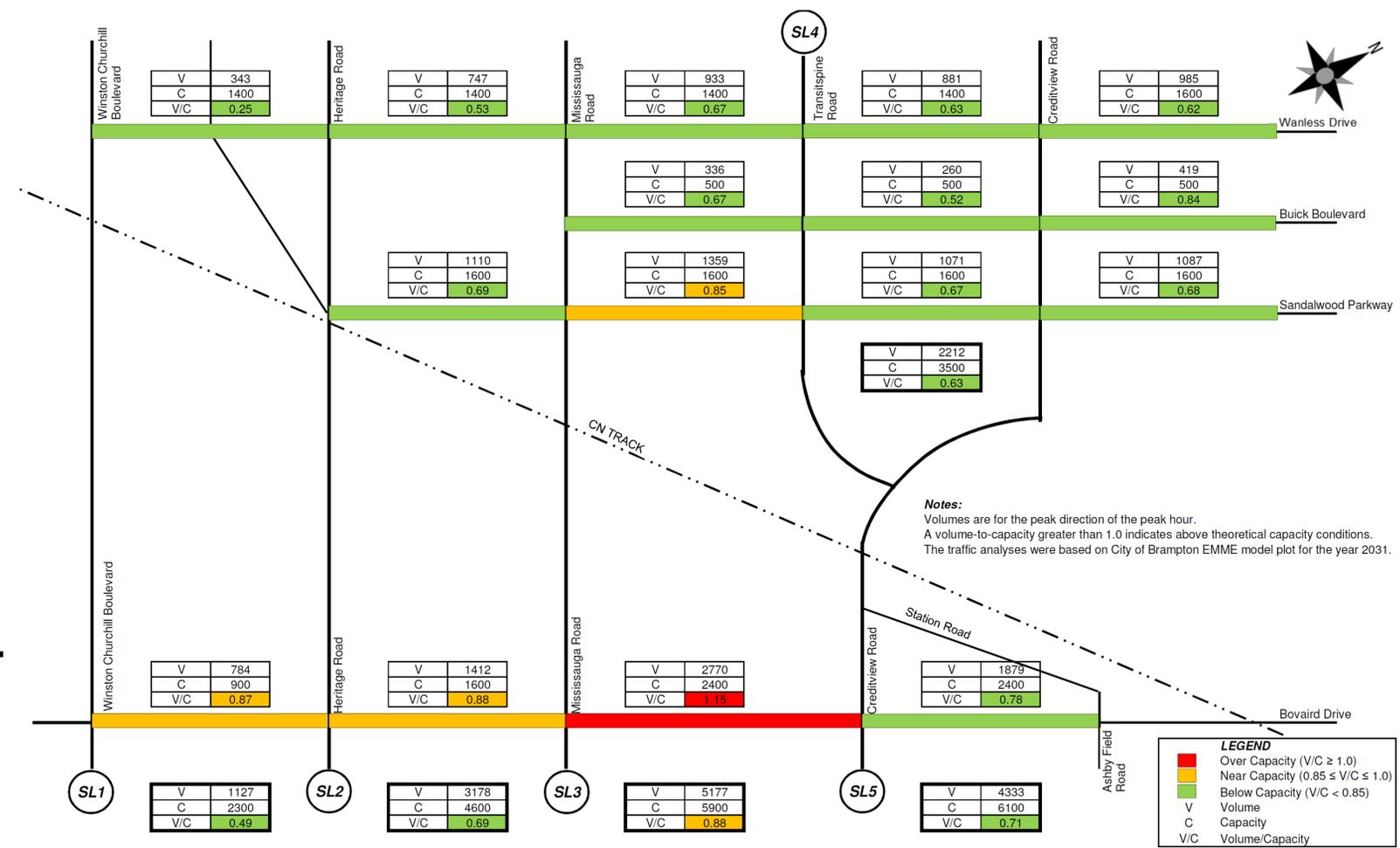
TRAFFIC ANALYSIS

2031 Future Conditions (Do-Nothing)

Traffic analysis was carried out under future background condition assuming all planned future road improvements

Analysis Findings:

- Sandalwood Parkway between Mississauga Road and Transit Spine Road will operate near capacity with a V/C of 0.85
- Bovaird Drive between Winston Churchill Boulevard and Mississauga Road will operate near capacity with a V/C of 0.87-0.88
- Bovaird Drive between Mississauga Road and Creditview Road will operate over capacity with a V/C of 1.15



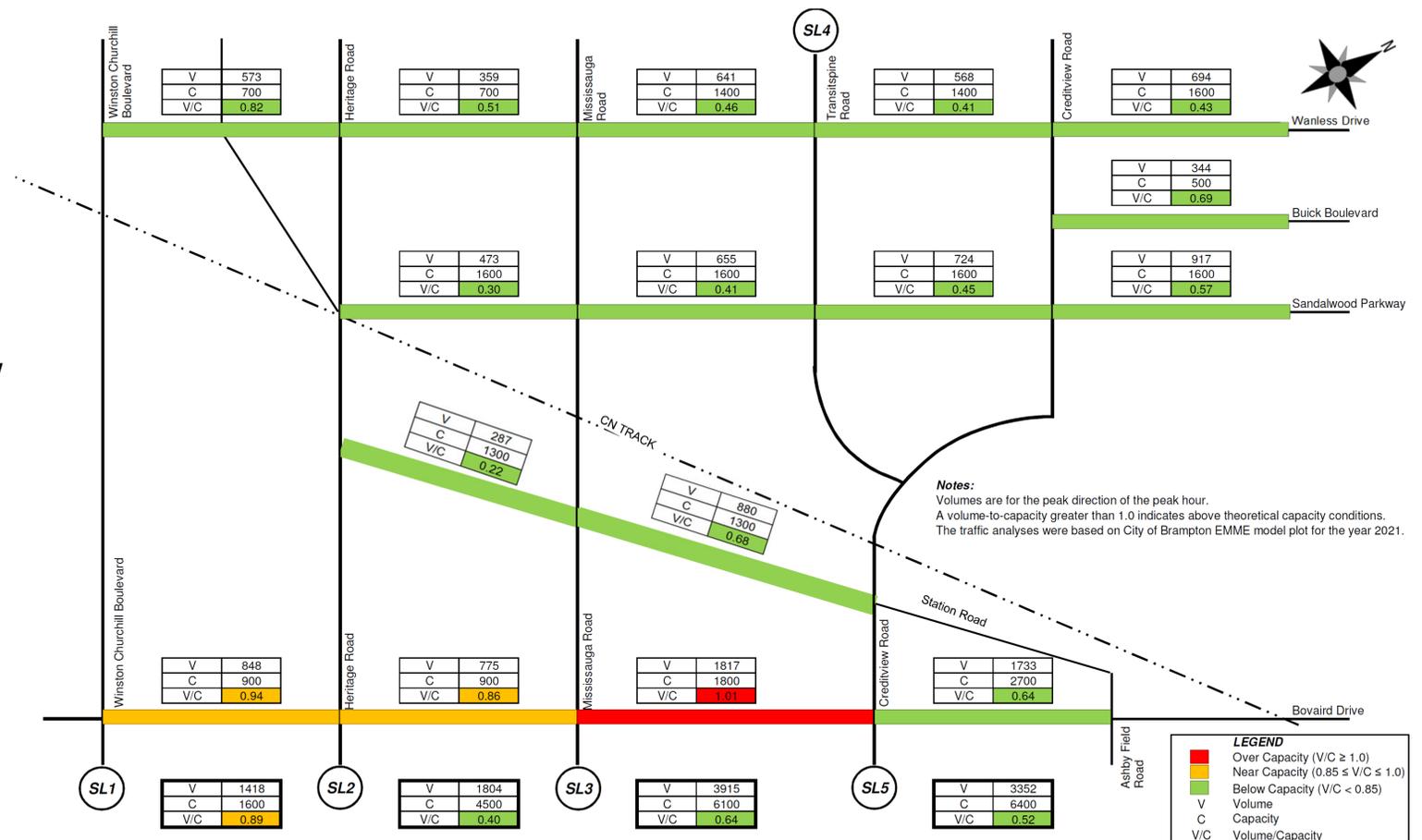
TRAFFIC ANALYSIS

2021 Future Conditions

Traffic analysis was carried out under future background condition assuming all planned future road improvements plus the East-West Connection

Analysis Findings:

- The East-West Connection alleviates approximately 270 vph from Bovaird Drive between Mississauga Road and Creditview Road compared to the 2021 Do-nothing network and the link V/C reduces from 1.15 to 1.01



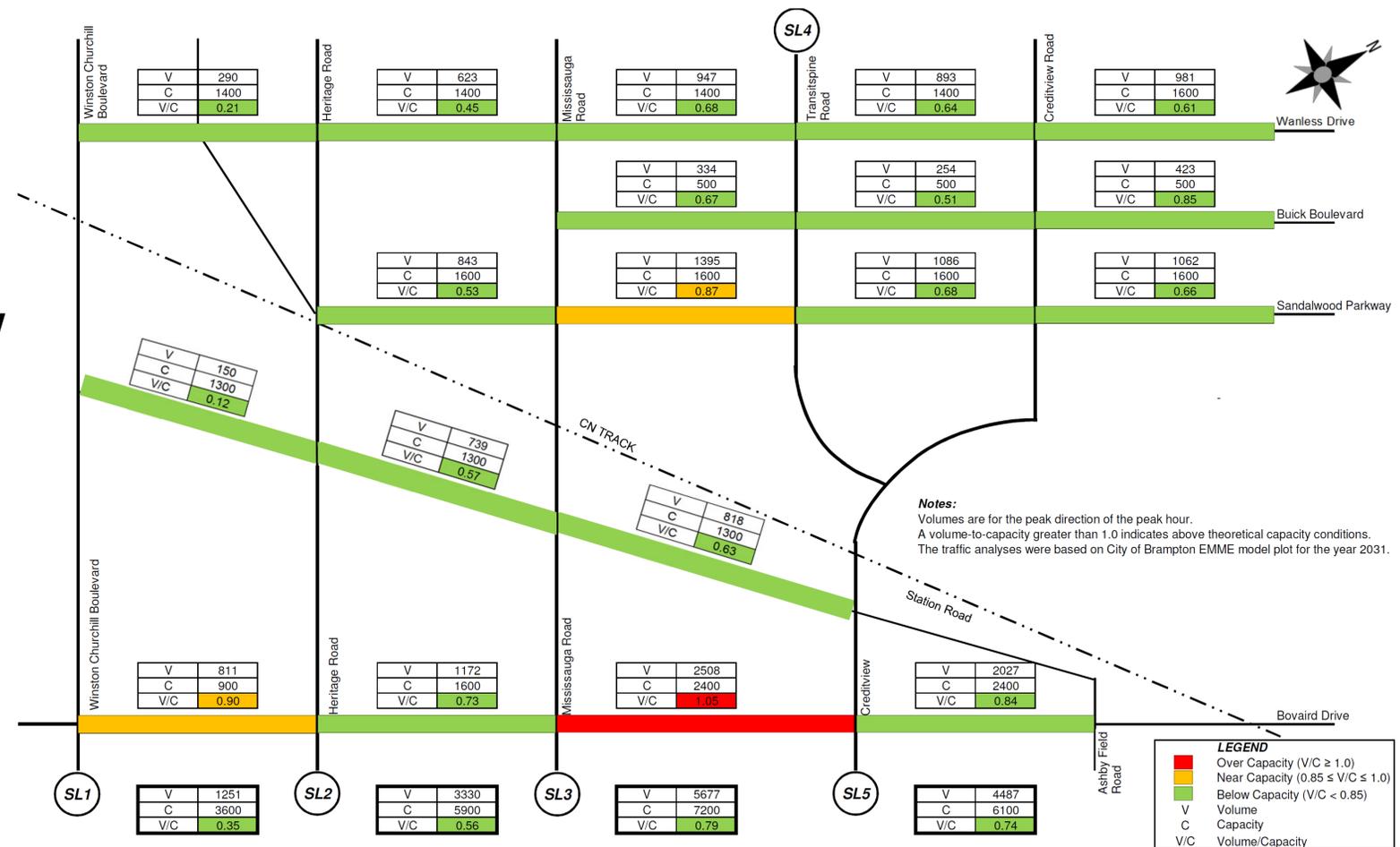
TRAFFIC ANALYSIS

2031 Future Conditions

Traffic analysis was carried out under future background condition assuming all planned future road improvements plus the East-West Connection

Analysis Findings:

- The East-West Connection alleviates approximately 260 vph from Bovaird Drive between Mississauga Road and Creditview Road compared to the 2031 Do-Nothing network and the link V/C ratio reduces from 1.15 to 1.05



TRAFFIC ANALYSIS CONCLUSION

- City of Brampton will continue to grow, reaching population of approximately 840,000 people and employment of more than 290,000 jobs in 2031.
- Existing transportation system of roads, transit, pedestrian linkages and pathways will not adequately accommodate the mobility needs of future population and employment in the expanding community.
- The estimated “2031 Do Nothing” volume-to-capacity ratios indicate that individual roadway segments are projected to be at or near capacity in 2031:
 - Sandalwood Parkway between Mississauga Road and Transit Spine Road
 - Bovaird Drive between Winston Churchill Boulevard and Creditview Road
- The results of the traffic analysis suggested at/over capacity operations along Bovaird Drive.
- An East-West Connection from Mount Pleasant GO Station extending west will be necessary.
- This connection will contribute to a connected, grid network, linking major destinations.

ALTERNATIVE EVALUATION CRITERIA

Transportation/Technical

- Ability to Improve East-West Capacity
- Effects on Access & Circulation
- Effects on Safety / Traffic Operations
- Support for Transit / Non-Auto Modes
- Ability to Improve Drainage System
- Emergency Services Impacts
- Utilities Impacts

Natural Environment

- Effects on Existing Environmentally Sensitive Areas
- Effects on Vegetation
- Effects on Habitat Areas
- Effects on Existing Watercourses, Water Quality / Quantity
- Effects on Air Quality

ALTERNATIVE EVALUATION CRITERIA (Cont.)

Social-Cultural Environment

- Support for Future Designated Growth Areas
- Effects on Adjacent Land-uses/Properties
- Effect on Noise Levels
- Short Term Construction Related Impacts
- Traffic Infiltration Effects
- Potential Impact on Heritage Resources & Archaeological Features

Cost

- Effects on Travel Time
- Effect on Road Operation and Maintenance Costs
- Capital Costs

NEXT STEPS and STUDY CONTACTS

Following this Public Information Centre, the City of Brampton and their consultant, WSP, will:

- review all comments submitted
- develop reasonable planning solutions to address the problem statement
- evaluate alternatives and identify recommended solutions
- present recommended solutions at PIC No. 2

Please talk with a Study Team member and complete / submit a comment sheet by June 30, 2015. You can also provide comments for this PIC via e-mail or phone to:

Consultant for the Class EA:

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