

Appendix C.2
Public Information Centre#1

Region of Peel

**Highway 50 & Mayfield Rd. EA
Public Information Centre #1**

Brampton ON

June 2010

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1. INTRODUCTION

In the fall of 2009 the Region of Peel initiated a Class Environmental Assessment (EA) planning study for Highway 50 (Mayfield Road to Castlemore Road) and Mayfield Road (Highway 50 to Coleraine Drive) to identify future needs and requirements of the two corridors. Consultation with stakeholders related to the corridor is a key part of the process, in order to ensure the road network functions in the future as the area develops. The study is being undertaken and prepared in accordance with the guidelines of the Municipal Engineers Association *Municipal Class Environmental Assessment*, June 2000 (Revised 2007). The EA is conducted in compliance with a **Schedule “C”** project of the guidelines. A Schedule “C” project is one that generally entails the construction of new facilities or a major expansion of existing facilities. The objectives are to assess potential impacts associated with the proposed roadway widening and to identify appropriate environmental mitigation measures.

A key component of the study is consultation with interested stakeholders and two Public Information Centres have been planned to aid this process.

The purpose of this report is to summarize the results of the first of the two Public Information Centres.

2. PUBLIC INFORMATION CENTRE (PIC) #1

2.1 Date, Time and Location

The first Public Information Centre (PIC 1) for the Highway 50 and Mayfield Road EA study was held on Thursday, June 3, 2010 at the Calderstone Public School (160 Calderstone Road) in Brampton. The purpose of PIC 1 was to provide background information on the study, including the alternative solutions being considered. Representatives from Peel Region, City of Brampton and York Region were present at the PIC to answer questions and discuss the next steps in the Study. The format was an informal open house session from 6:30 pm to 8:30 pm, where panels, background reports and an aerial photograph were available for public viewing.

The PIC notice was published in the Brampton Guardian, Caledon Enterprise and Vaughan Citizen in late May; it was also mailed out on May 19, 2010 to approximately 124 residents, land owners and business owners in the study area. In addition, conservation authorities, Federal and Provincial agencies, First Nations, businesses and utility companies were notified by letter and/or email. This resulted in the mailing of 100 notices to agencies. A copy of the notices and the materials presented at the PIC has been provided in at the end of this report. Agencies contacted include:

FEDERAL	PROVINCIAL
Environment Canada	Chiefs of Ontario Office
Environment Canada Halton-Peel District Office	GO Transit
Fisheries and Oceans Canada District Office	Government of Ontario, Management Board Secretariat Land Development Branch
Fisheries and Oceans Canada Canadian Coast Guard, Central and Arctic Region	Indian and Northern Affairs – Ontario
Ministry of Aboriginal Affairs, Policy and Relationships Branch	Ministry of Agricultural, Food & Rural Affairs Agricultural Land Use
Transport Canada - Ontario Region	Ministry of Culture
	Ministry of Environment - Central Region Technical Support Section
	Ministry of Municipal Affairs and Housing
	Ministry of Natural Resources Aurora District
	Ministry of the Environment
	Ministry of the Environment Halton-Peel District Office
	Ministry of Tourism and Recreation
	Ministry of Transportation Engineering Office
	Ontario One Call

	Ontario Provincial Police
	Ontario Realty Corporation

REGIONAL	UTILITIES
Dufferin-Peel Catholic District School Board	AT & T Canada
Dufferin-Peel Roman Catholic Separate School Board	Bell Canada
Peel District School Board H.J.A. Brown Education Centre	Brampton Transit
Peel District School Board Planning and Accommodation Department	Enbridge Gas Distribution Inc.
Peel Region Police Department	Enersource Hydro Mississauga
Peel Regional Paramedic Services (EMS)	Hydro One Brampton
Region of Peel	Hydro One Inc.
The Humber Watershed Alliance	Ontario Power Generation
Toronto and Region Conservation Authority, Development Services Section	Rogers Cable TV Limited
	Telus Communications

LOCAL AGENCIES AND STAKEHOLDERS	
Brampton Environmental Community Advisory Panel	Mississaugas of the Scugog Island
Brampton Fire and Emergency Services	Six Nations of Grand River
Caledon Countryside Alliance	St. Patrick's Cemetery Committee
City of Brampton	The Association of Iroquois and Allied Indians
City of Brampton Engineering & Construction Division Works and Transportation Department	Town of Caledon
City of Brampton, Fire Department	Trout Unlimited
Delta Urban	Union of Ontario Indians, Nipissing First Nation
Mississaugas of the New Credit First Nation	

The following representatives from the Region of Peel, City of Brampton, York Region and HDR | iTRANS were in attendance at the PIC.

Region of Peel: Solmaz Zia, Project Manager
Imre Tot
Bob Nieuwenhuysen

HDR | iTRANS: Stephen Keen, Consultant Project Manager
Barry McLaughlin, Consultant Project Coordinator

City of Brampton: Carla Stewart

York Region: Christopher Scott

2.2 PIC Attendance and Display Materials

Upon arrival attendees were asked to sign a sign-in sheet then were invited to view the display boards either on their own or with a member of the project team escorting them. They were also told of the large roll plan for their review along with background reports and finally were asked to fill out a comment sheet if they had anything to share. Approximately 25 members of the public attended the PIC.

Area landowners who attended the meeting enquired about the increased right-of-way and what land might be acquired. They were told it was too early in the project to tell at the moment, current and Official Plan designated right of way widths were shown on the roll plan, while noting the ultimate design may require additional right of way beyond that indicated in the Official Plan.

Two families who owned houses on the north side of Mayfield Road were concerned with losing any property to road widening and asked whether the road could be made to curve south around their properties to avoid losing any land. They were informed that such an option will be examined in the next phase of the project.

As of July 14, 2010, three comment sheets have been returned. One comment sheet with comments also related to the potential need to take property on Mayfield Road as well as a request to repave the area due to heavy truck use damaging pavement; one with questions about: the inclusion of turning lanes, how many new traffic signals will go up, how much right-of-way is required for the widening, and why the Highway 427 extension is not carried further north. A third comment sheet mentions the need for a centre turn lane to be included in the widening of Highway 50 to facilitate farm equipment to make turns into the lots along the corridor.

The PIC Materials and comment sheets can be found following this report.

3. WHAT'S NEXT

The project team will consider the input received from the PIC in the next phase of the project.

The next PIC, to address issues of design, is expected to take place in late 2010.

Welcome

to

Public Information Centre No. 1

for the

Highway 50 and Mayfield Road Class Environmental Assessment Study

June 3, 2010

You can participate in this study by:

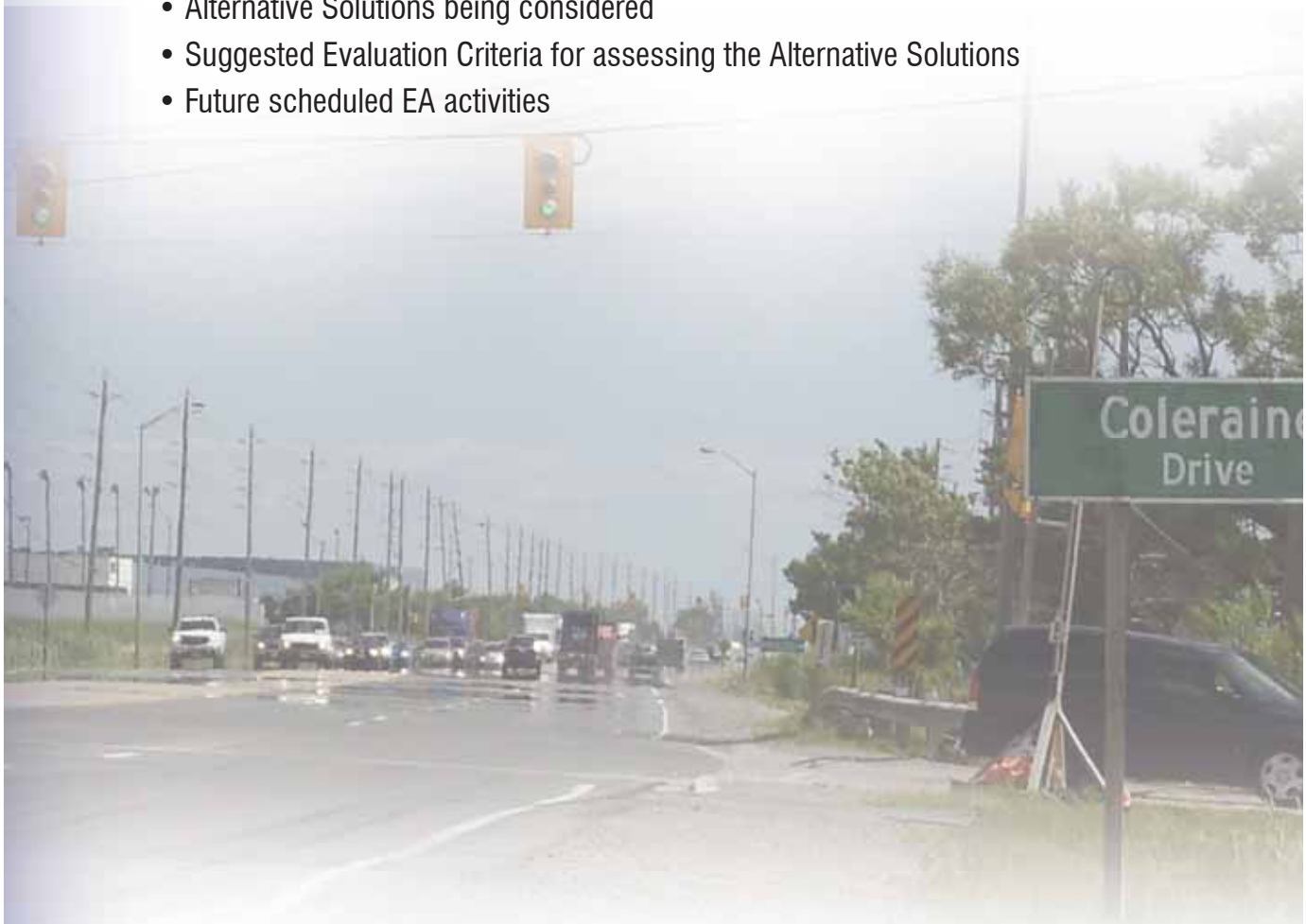
- Signing the attendance register
- Reviewing the display panels
- Asking questions and discussing your ideas with us
- Filling in a comment sheet (and submitting the comment sheet by June 17, 2010)
- Indicating on your comments sheet whether you would like to be added to the Study Mailing List

Purpose of Public Information Centre No. 1

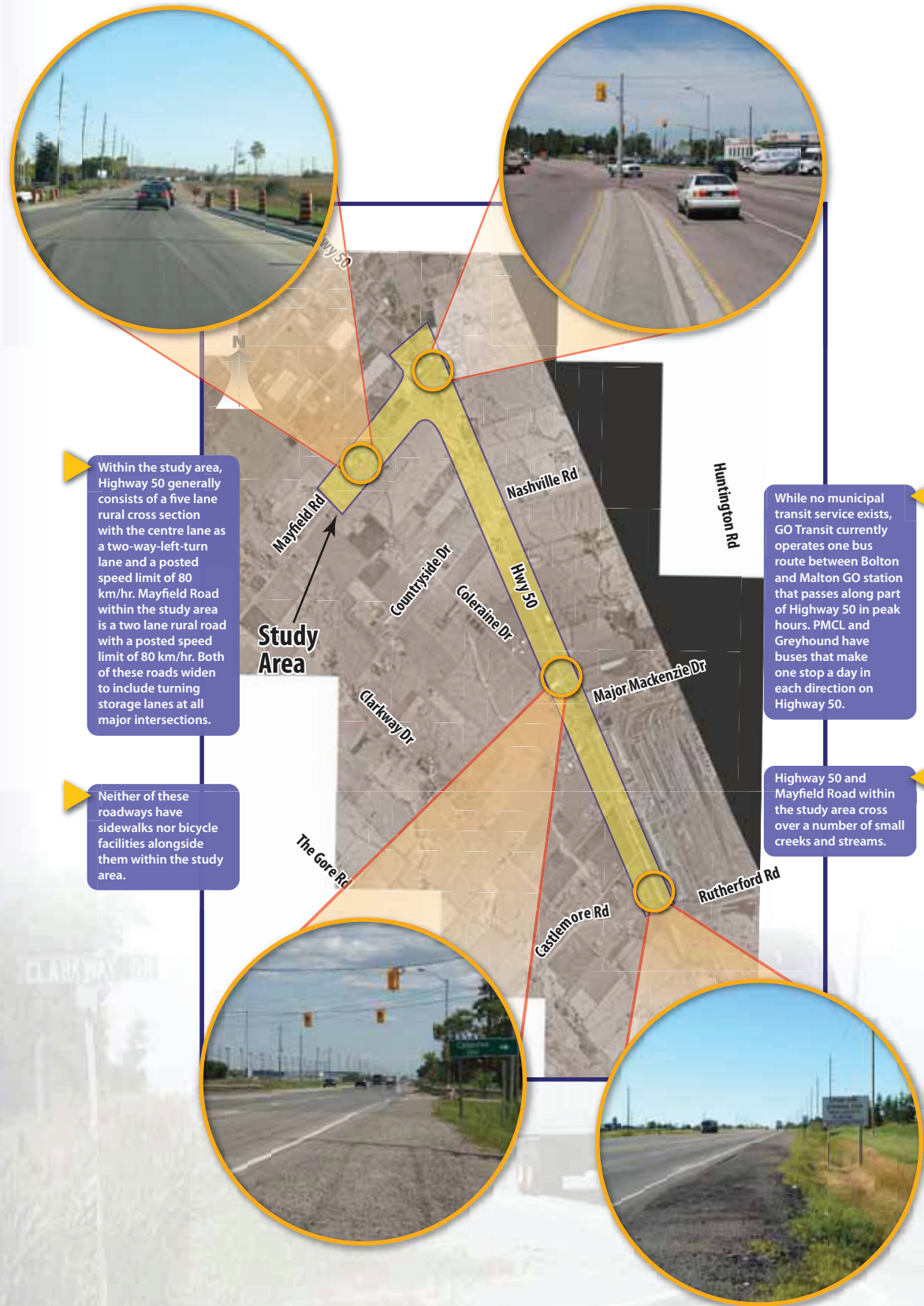
The purpose of the Public Information Centre (PIC) is to introduce the Study and provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making processes. The study will develop a preliminary design for Highway 50 from Castlemore Road/Rutherford Road to Mayfield Road/Albion-Vaughan Road, and for Mayfield Road from Highway 50 to Coleraine Drive to satisfy future needs to the year 2031.

This PIC is being held to present and receive public/agency input on the following:

- Need and justification (i.e.- problem or opportunity identification) for considering improvements to Highway 50 and Mayfield Road
- Background information
- Existing conditions within the Study Area
- Growth consideration
- Future traffic conditions
- Alternative Solutions being considered
- Suggested Evaluation Criteria for assessing the Alternative Solutions
- Future scheduled EA activities



Study Area Corridor



Class Environmental Assessment Process



The Study will be conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2007).

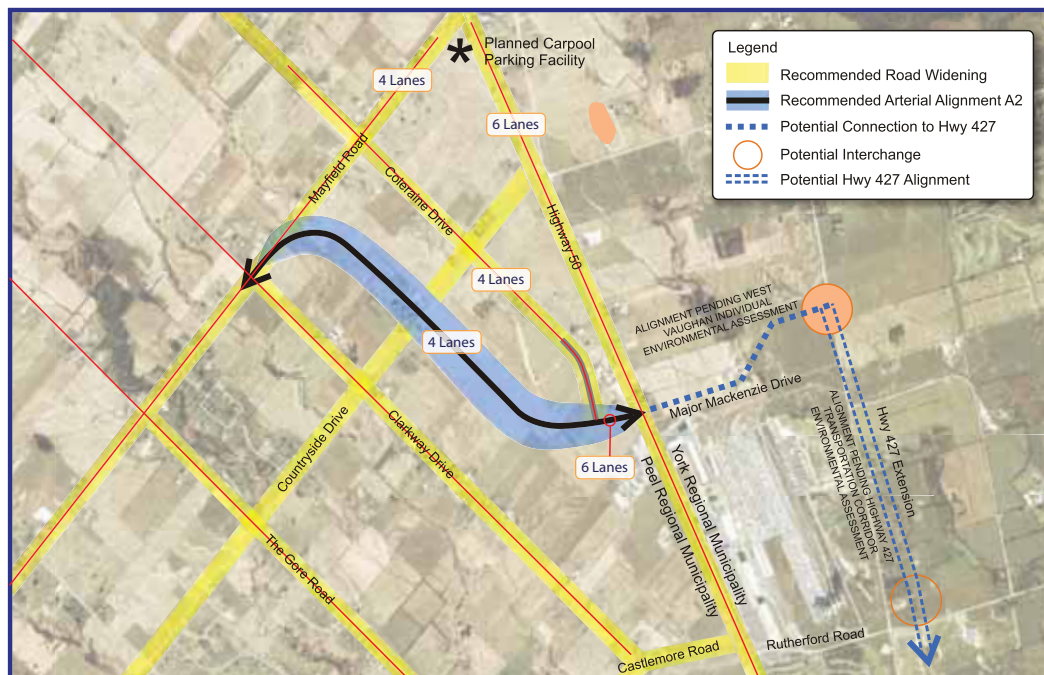
- The Class EA process enables the planning and implementation of municipal infrastructure projects to be undertaken in accordance with an approved procedure designed to protect the environment.
- The Class EA process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with the proposed improvements, and development of measures to mitigate identified impacts.

Recent Transportation Master Plans & Studies in the Area

The following area-wide studies has included Highway 50 and/or Mayfield Road in their study areas:

1. City of Brampton Transportation & Transit Master Plan (TTMP) Sustainable Update (2009);
2. Peel-Highway 427 Extension Area Transportation Master Plan (TMP) – Final Report (2009);
3. Caledon Transportation Needs Study Update (2009);
4. York Region Transportation Master Plan Update (2009); and
5. Western Vaughan Transportation Improvements Individual Environmental Assessment (ongoing); and
6. Mayfield Road Environmental Assessment –Airport Road to Coleraine Drive (ongoing).

Recommended 2031 Road Network Improvements in the Study Area

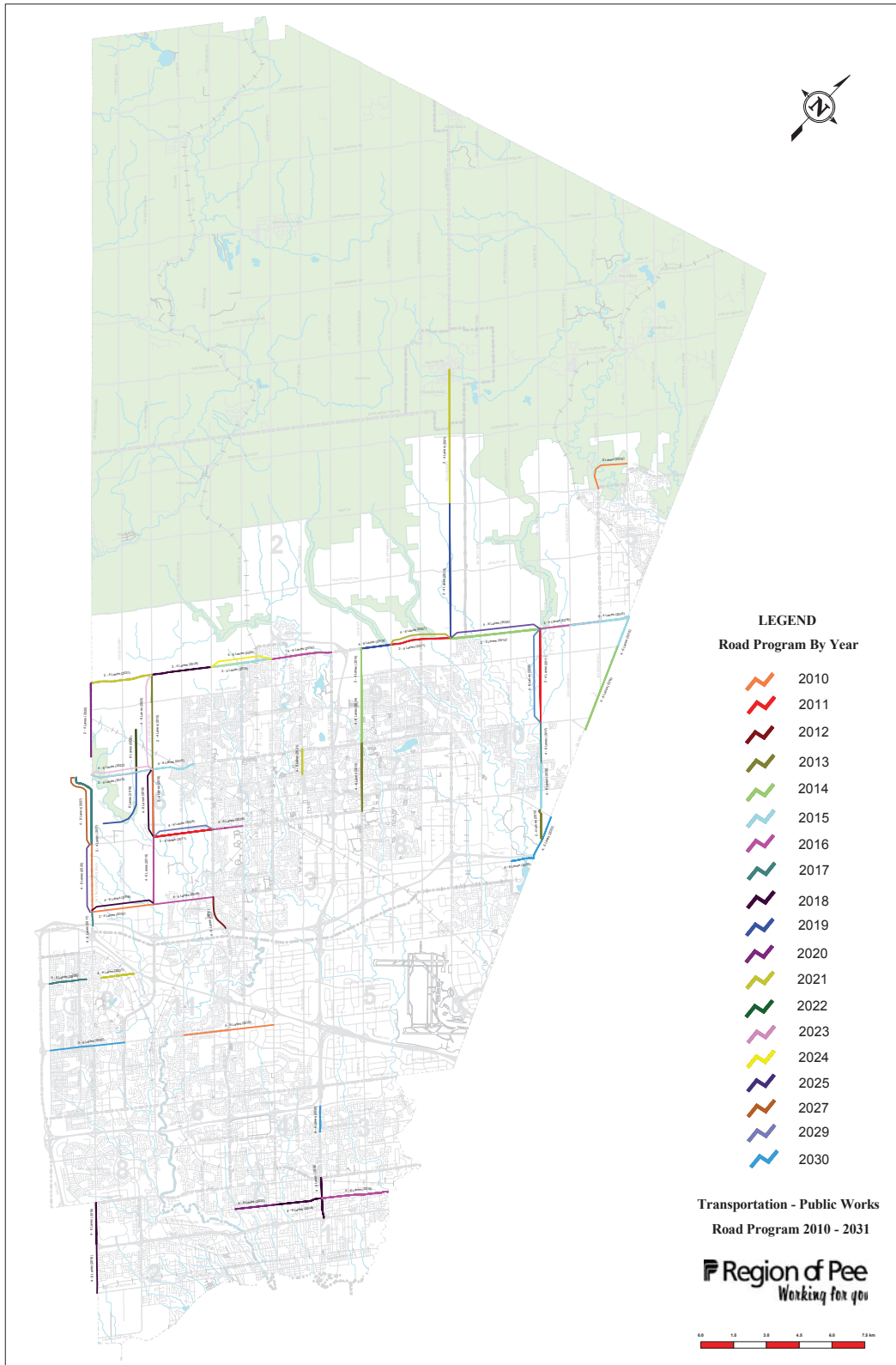


Recent Transportation Master Plans & Studies in the Area (continued)

Road Widening Plans in Western Vaughan as Shown in York Region Capital Plan

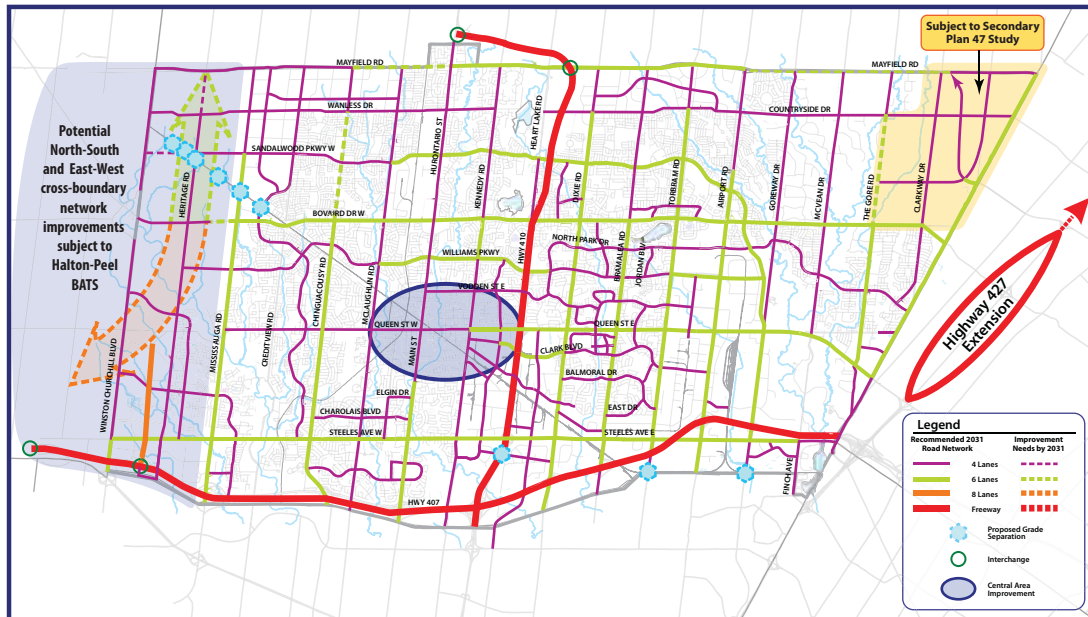


Recent Transportation Master Plans & Studies in the Area (continued)



Recent Transportation Master Plans & Studies in the Area (continued)

Recommended 2031 Road Network as shown in Brampton TTMP



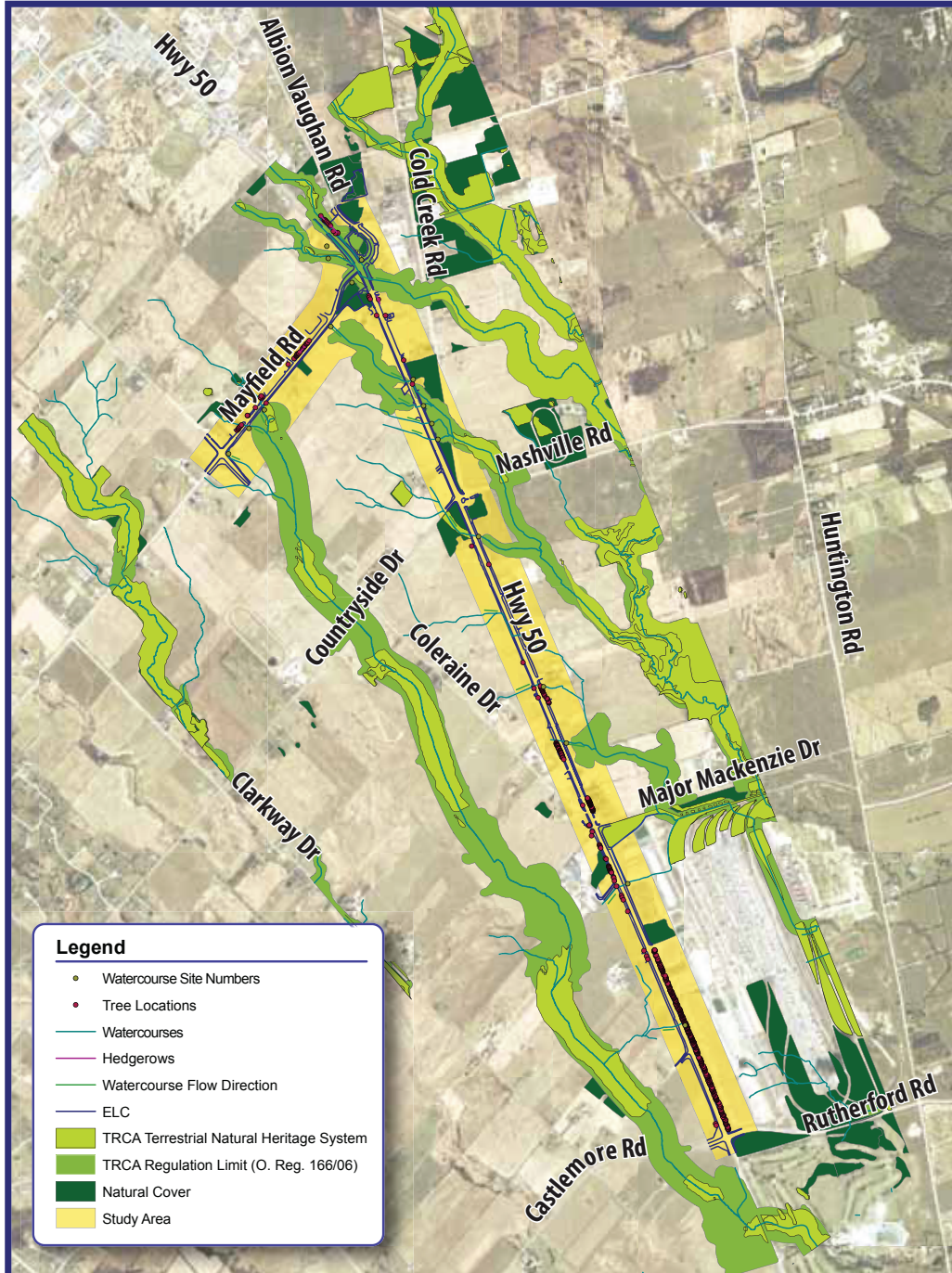
Common findings among these Master Plans include:

- Widening of Highway 50 to 6 lanes;
- Widening of Mayfield Road to 4 lanes by 2021;
- Each of the Master Plans outlines a desire to promote the use of transit and increase transit modal share as well as promote the use of active transportation modes (cycling and walking).

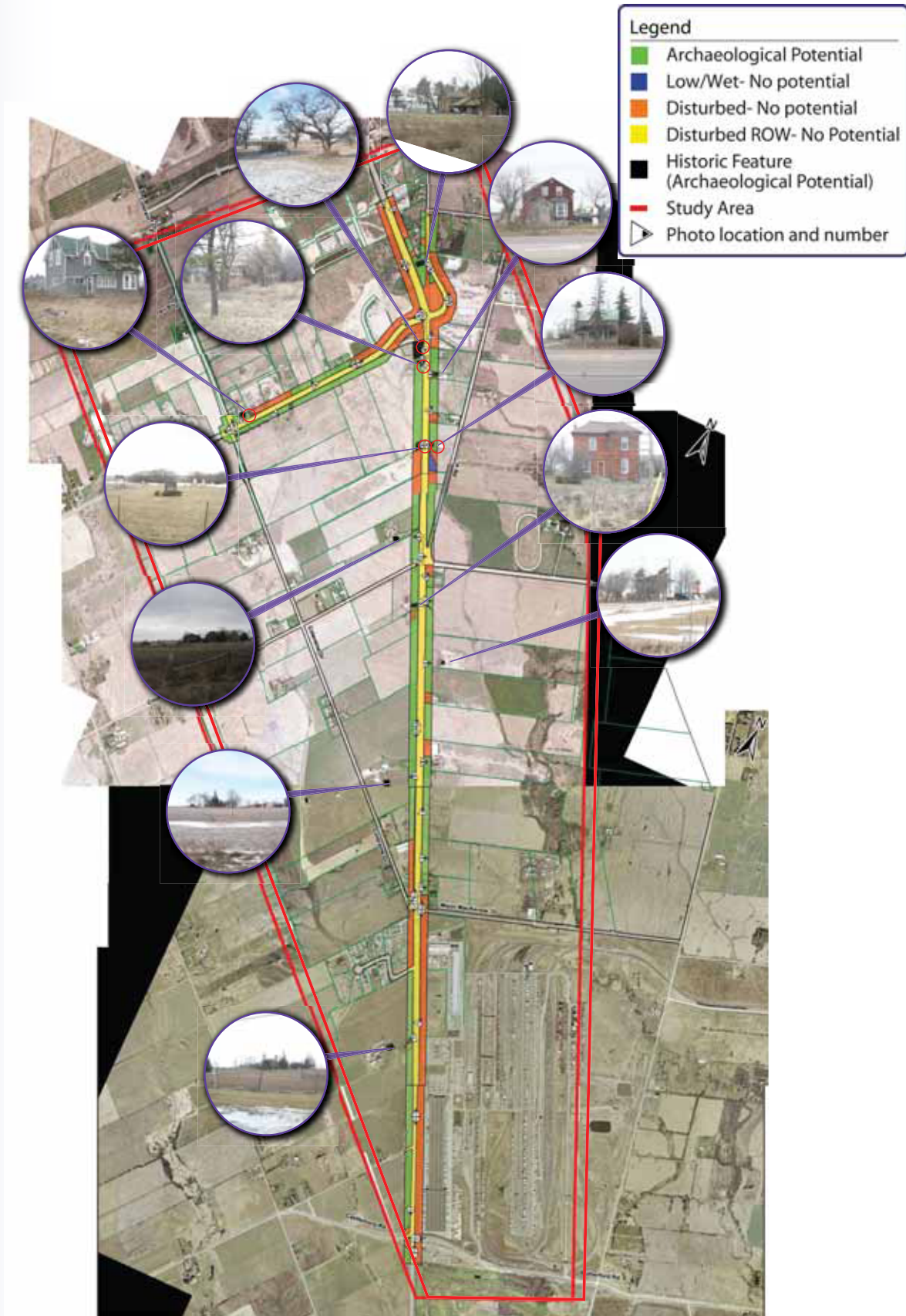
COPIES OF THE ABOVE REPORTS ARE AVAILABLE FOR REVIEW AT THE SIGN-IN DESK

Natural & Cultural Heritage Conditions

Natural Heritage Conditions

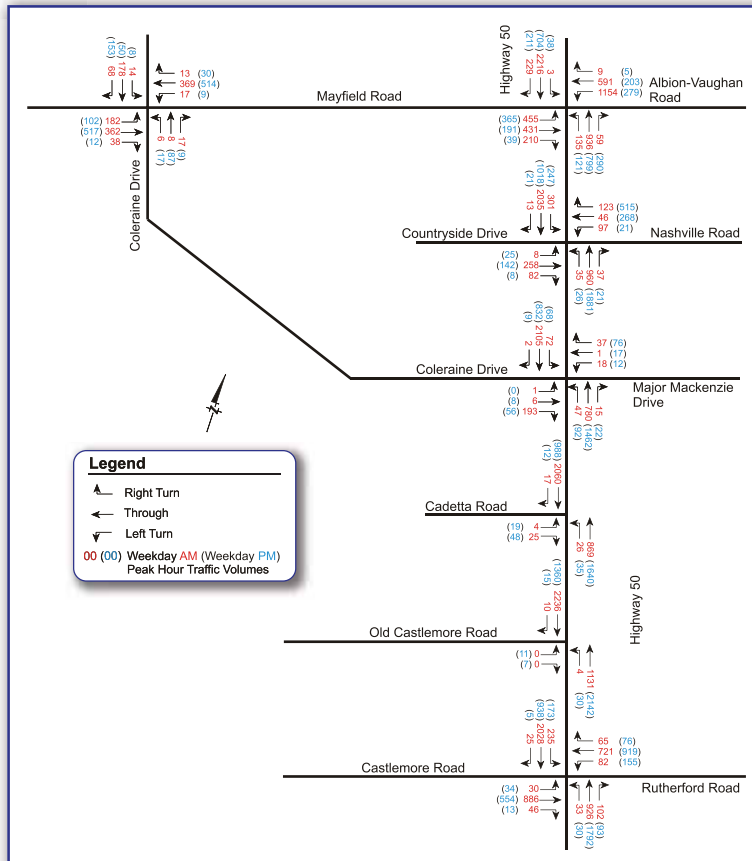


Archaeology

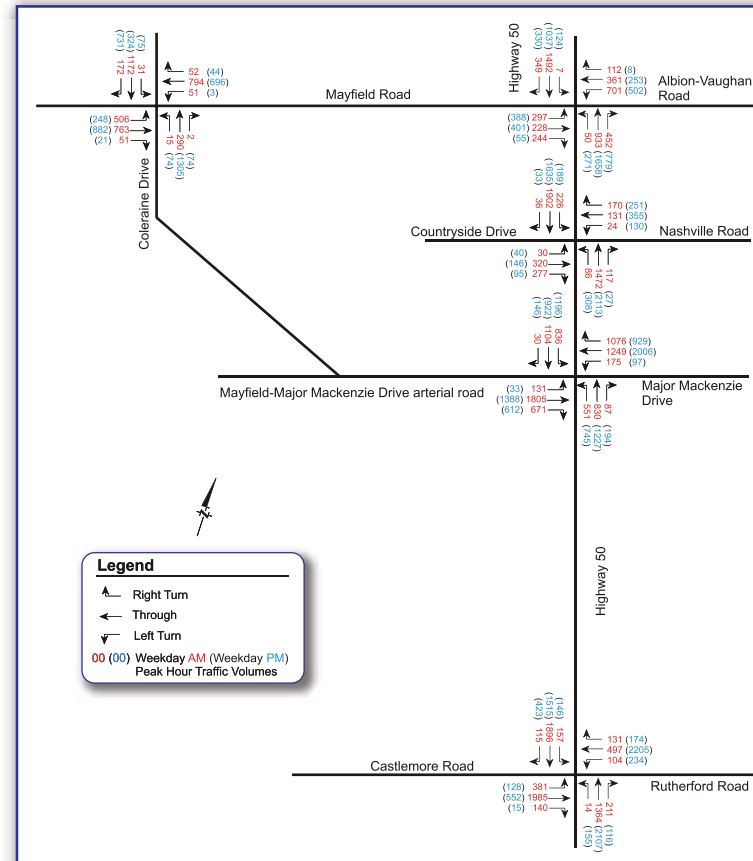


Existing & 2031 Traffic Volumes (AM & PM Peak Hours)

2009 Traffic Volumes

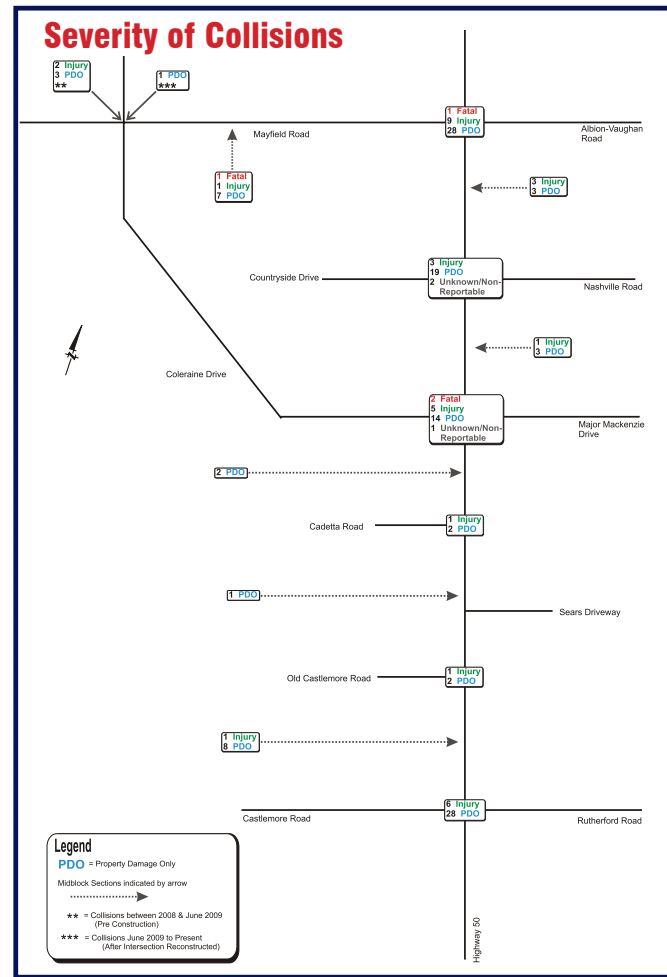
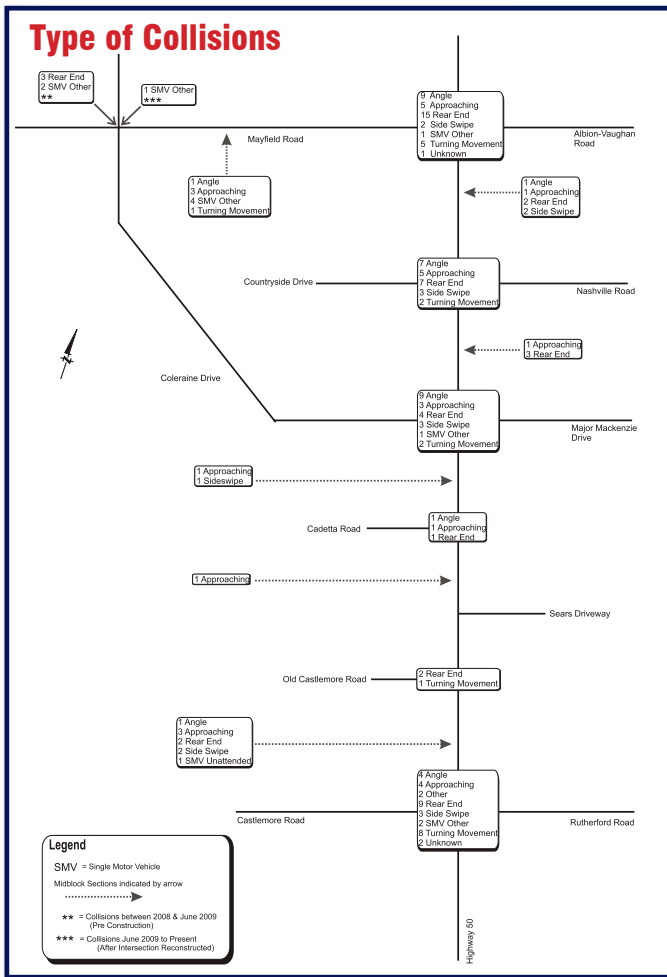


2031 Total Traffic



Truck volumes on Highway 50 are as much as 18% of total traffic in the peak periods. Similarly on Mayfield Road, trucks can be as high as 27% of total traffic.

Collision Analysis



To the left is a graphic representation of the collisions analyzed for the years 2005 to 2007. There are two displays—one showing the initial impact types for collisions at the intersections and mid block sections, and another showing the severity of the collisions at the intersections and mid block sections. It should be noted that as a result of the serious collisions occurring at the intersection of Hwy. 50/Coleraine Drive, the Regions of Peel/ York subsequently modified the intersection which is believed to have corrected this problem. The intersection of Coleraine Dr and Mayfield Rd was reconstructed in 2009. Included in the graphics is the before and after collision analysis for that intersection. Improvements have resulted from the construction.

Problem / Opportunity Statement

Problems:

- Additional road capacity is needed to serve new development planned in the immediate area as well as general traffic growth including high truck volumes.
- There is a high level of congestion with existing traffic and the volumes are forecast to increase greatly in the coming years.
- There is a lack of sidewalks and bicycle facilities along the corridors.
- There is no infrastructure (e.g. bus shelter/pads, priority measures) to support transit service.
- There are known storm water drainage problems along the corridor, particularly at the intersection of Mayfield Road and Highway 50.

Opportunities:

- Improve traffic capacity through the corridor.
- Provide for pedestrian and bicycle facilities along the corridors.
- Provide for transit supportive infrastructure.
- Improve known drainage problems.
- Introduce improved streetscaping along the corridor.

Alternative Planning Solutions

1. Do-nothing - no improvements to Highway 50 and Mayfield Road but proceed with the planned improvements (e.g. widen Coleraine Road and Gore Road, extend Highway 427, brand new route, etc.).
2. Widen Highway 50 to 6 lanes (Mayfield Road to Castlemore Road) and Mayfield Road to 4 lanes (Coleraine Road to Hwy. 50).
3. Widen or extend other roads beyond what is indicated in Master Plan studies - e.g. Coleraine Road, extend Highway 427, Gore Road, brand new route, etc.
4. Improve pedestrian and bicycle facilities along the corridor.
5. Pursue Travel Demand Management Measures, improve transit and protect for transit priority measures along corridor.

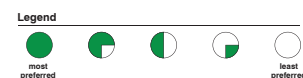
Evaluation Criteria

Factor	Criteria
Land Use and Social-Economic	Business Impacts
	Noise Impacts
	Archaeological/ Cultural Heritage Resources
City Building	Supports OP and Secondary Plan Objectives
	Conformity to Transportation Master Plans (Brampton TTMP, York TTMP and Hwy 427 Extension studies)
Transportation	Corridor Capacity and Level of Service
	Traffic Safety within the study area
	Accommodation for Pedestrians and Cyclists within the study corridors
	Accommodation of Truck Traffic
	Accommodation of Transit Service
	Accessible Transportation
	Transportation Network Considerations
Natural Environment	Erosion and Landforms
	Storm Water Management / Drainage
	Vegetation and Wildlife
	Aquatic Species and Habitat
	Air Quality
	Sustainability
Implementation	Construction feasibility
	Staging opportunities
Costs	Utility Relocation
	Capital Costs
	Property Acquisition



Assessment / Evaluation of Alternative Planning Solutions

	Alternative 1: Do Nothing / Base Case	Alternative 2: Widen Highway 50 and Mayfield Road	Alternative 3: Widen or Extend Other Roads Beyond What Is Indicated In Master Plan Studies	Alternative 4: Active Transportation - Improve pedestrian and bicycle facilities	Alternative 5: Transportation Demand Management (TDM) and Transit
LAND USE AND SOCIAL-ECONOMIC	<ul style="list-style-type: none"> No improvement (proceed with planned improvements). 	<ul style="list-style-type: none"> Improved access for businesses and properties in the area 	<ul style="list-style-type: none"> No improvement, proceed with other planned improvements. 	<ul style="list-style-type: none"> Improved access for employees and properties in the area 	<ul style="list-style-type: none"> No improvement to the immediate area.
CITY BUILDING	<ul style="list-style-type: none"> No improvement beyond what is approved in Master Plan Studies No improvement to streetscape 	<ul style="list-style-type: none"> Supports growth in Caledon, Brampton and Vaughan Follows municipal Official Plans, Secondary Plans and several EA Master Plans Provides opportunity to improve streetscape 	<ul style="list-style-type: none"> Does not fully support growth in the area Does not conform with municipal OPs, Secondary Plans and several EA Master Plans No improvement to streetscape 	<ul style="list-style-type: none"> Partially supports growth in the area Follows municipal Official Plans, Secondary Plans and several EA Master Plans No improvement to streetscape 	<ul style="list-style-type: none"> Partially supports growth in the area Follows municipal Official Plans, Secondary Plans and several EA Master Plans No improvement to streetscape
TRANSPORTATION	<ul style="list-style-type: none"> No improvement beyond what is approved in Master Plan Studies No improvement to streetscape 	<ul style="list-style-type: none"> Alleviates congestion on Highway 50 and Mayfield Road as well as other roads that would otherwise have to take the extra load Provides a cycling route in the boulevard and improved pedestrian facilities Protects for transit priority measures 	<ul style="list-style-type: none"> Major widening of parallel roads (e.g., Coleraine Road, Countryside, etc.) and extension of Hwy. 427 are already identified as needing widening in order to satisfy future travel demands in the area along with Mayfield Road and Highway 50 A new route would inflict serious environmental impact Does not improve pedestrian and cycling facilities in the corridor 	<ul style="list-style-type: none"> Provides a cycling route in the boulevard Improves pedestrian facilities Does not improve road capacity or transit facilities in the study area 	<ul style="list-style-type: none"> Insignificant improvements to traffic operations in the immediate area Does not improve active transportation facilities in the study area
NATURAL ENVIRONMENT	<ul style="list-style-type: none"> No change from what currently exists. 	<ul style="list-style-type: none"> Potential impacts to existing vegetation and the West Robinson Creek Opportunity to improve greenspace and for landscaping in boulevards 	<ul style="list-style-type: none"> Potential impacts to existing vegetation and various creeks 	<ul style="list-style-type: none"> Minor impacts to existing vegetation and the West Robinson Creek Potential for reduction in vehicle emissions 	<ul style="list-style-type: none"> Potential for reduction in vehicle emissions
IMPLEMENTATION	<ul style="list-style-type: none"> No implementation is required. 	<ul style="list-style-type: none"> Coordination with property owners and utility agencies is required 	<ul style="list-style-type: none"> Coordination with property owners and utility agencies is required 	<ul style="list-style-type: none"> Coordination with property owners and utility agencies is required 	<ul style="list-style-type: none"> Policy already being pursued by the Region
COSTS	<ul style="list-style-type: none"> There will be no additional implementation costs for this alternative from what presently planned. 	<ul style="list-style-type: none"> Major construction costs related to construction of a new road 	<ul style="list-style-type: none"> Major construction costs related to construction of a new road(s) 	<ul style="list-style-type: none"> Minor cost 	<ul style="list-style-type: none"> Increased transit costs
OVERALL	<p>This option does not address any of the identified problems or opportunities.</p> <p>Least Preferred</p>	<p>This option addresses key problems and opportunities (e.g. road capacity, and SWM/drainage).</p> <p>Most Preferred</p>	<p>This option does not address any of the identified problems or opportunities.</p>	<p>This option addresses key problems and opportunities (e.g. pedestrian and cycling facilities).</p>	<p>This option addresses a key opportunity (i.e. improved transit reliability).</p>



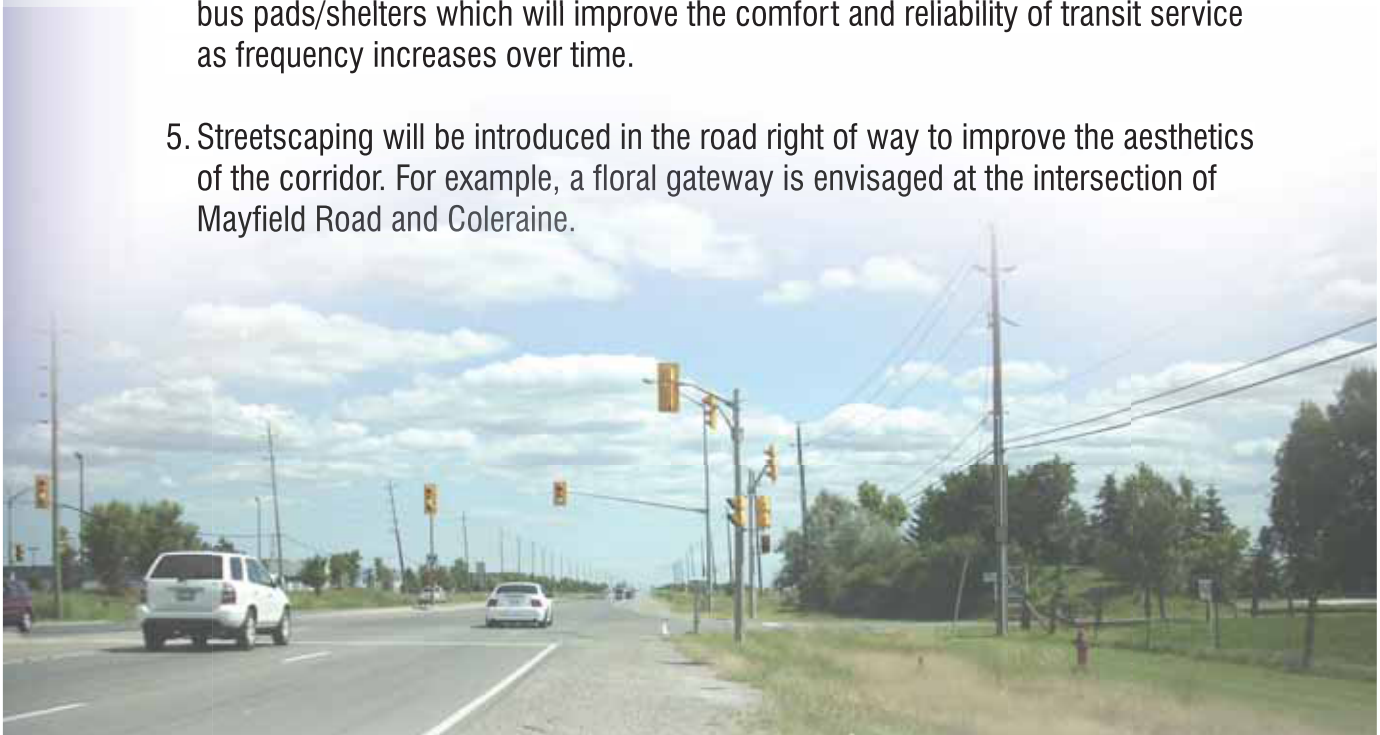
Summary of Features of Preliminary Preferred Planning Solution

Preferred option is a combination of alternatives 2, 4 and 5:

- Widen Highway 50 (between Mayfield Road and Castlemore Road) to 6 lanes;
- Widen Mayfield Road (between Highway 50 and Coleraine Road) to 4 lanes;
- Provide for sidewalk and bicycle facilities along the corridors;
- Pursue Travel Demand Measures (e.g. car-pool, increase transit usage); and
- Provide for transit priority measures in order to improve the reliability of transit.

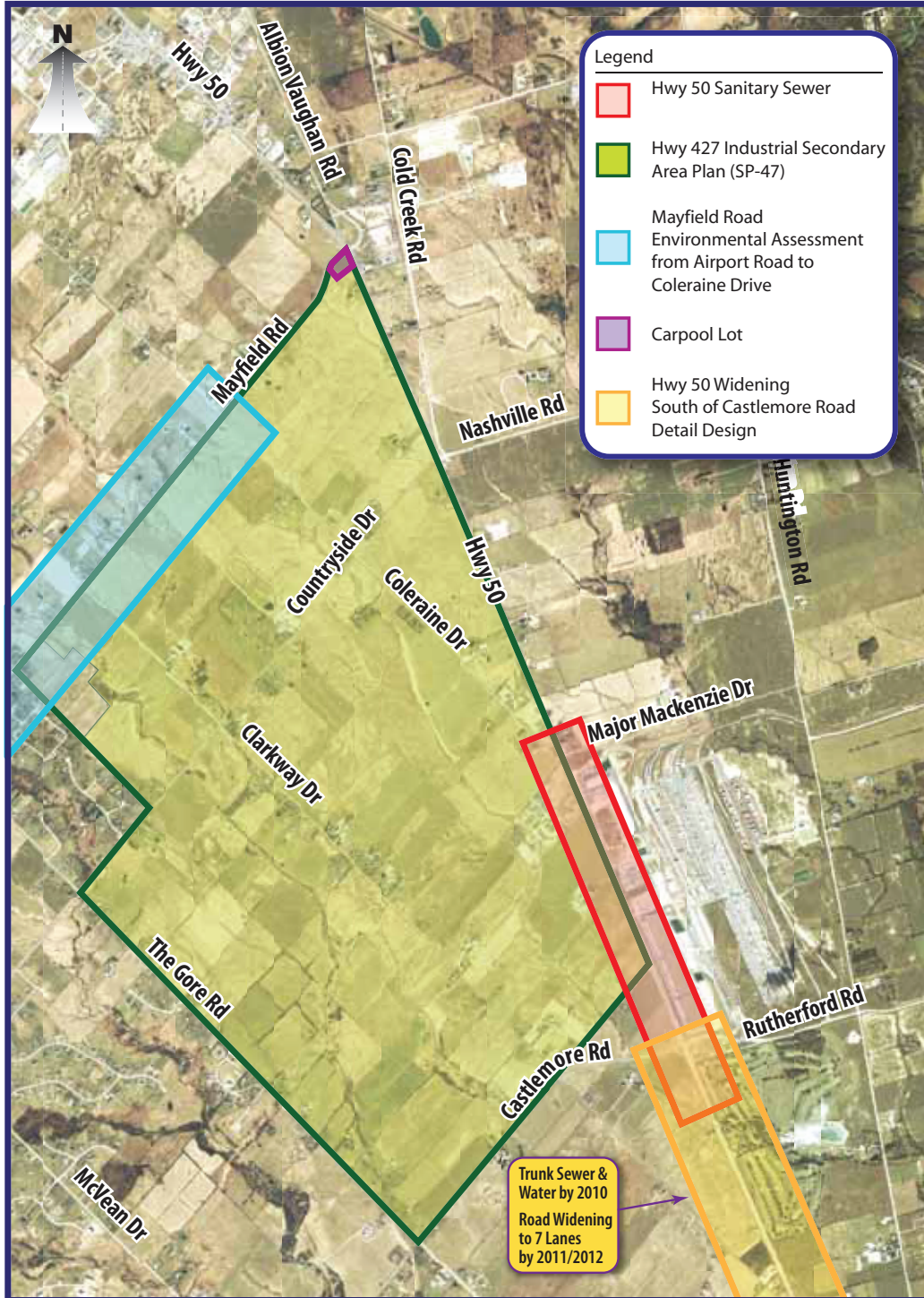
The preliminary preferred planning solution achieves a number of objectives:

1. It conforms to the various Transportation Master Plans in providing appropriate regional road capacity for projected future traffic volumes to the year 2031.
2. It caters to the large volume of trucks currently in the corridor that will grow further as a result of the planned adjacent industrial development.
3. It will allow for the implementation of sidewalks and safer facilities for bicycles (a 2.5 m wide trail is envisaged along Highway 50).
4. It will allow for the provision of transit priority measures (queue jump lanes), bus pads/shelters which will improve the comfort and reliability of transit service as frequency increases over time.
5. Streetscaping will be introduced in the road right of way to improve the aesthetics of the corridor. For example, a floral gateway is envisaged at the intersection of Mayfield Road and Coleraine.



Other ongoing projects in the area

Other ongoing projects in the area



MTO Preferred Alternative



Next Steps

The next steps for the Class Environmental Assessment Study are:

- Receive public comments by July 3;
- Review and consider public and agency input;
- Finalize the preferred solution in light of comments received;
- Complete Environmental Inventory;
- Develop alternative design concepts;
- Complete detailed impact analysis;
- Complete evaluation of alternative design concepts;
- Develop proposals for mitigation of negative effects;
- Second meeting with agencies and stakeholders
- PIC No. 2 – Fall 2010, and;
- Prepare and File Environmental Study Report

The next Public Information Centre is tentatively scheduled for the fall of 2010 to present preliminary alternative design options and will be advertised in the Brampton Guardian, Caledon Enterprise and Vaughan Citizen announcing the specific date and location.

If you wish to be added to the study mailing list, require additional information, or would like to provide input to the study, please contact one of the individuals below:

Solmaz Zia, P. Eng.

Project Manager

Region of Peel
9445 Airport Road, 3rd Floor
Brampton ON L6S 4J3
Tel: 905-791-7800 ext. 7845
Fax: 905-791-1442
Email: solmaz.zia@peelregion.ca

Stephen Keen, M.Sc., P.Eng.

Consultant Project Manager

HDR | iTRANS Consulting Inc.
144 Front Street West, Suite 655
Toronto, Ontario, M5J 2L7
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Nick Colarusso, P. Eng.

Senior Project Manager

Region of York
17250 Yonge St.,
Newmarket, ON L3Y 6Z1
Tel: 1-877-464-9675 ext. 5065
Fax: 905-836-4590
Email: nick.colarusso@york.ca

Thank You!

Public Information Centre #1: Comment Form

Thursday, June 3rd, 2010

1. Where do you live?
 City of Brampton
 City of Vaughan
 Town of Caledon
 Other (Specify) _____
3. My property interest is (Check all applicable)
 Residential Property
 Business / Commercial
 Industrial
 Other (Specify) _____

2. How did you hear about this Public Information Centre? (Check all applicable)
 Local Newspaper
 Road Side Sign
 Mailed-out Advertisement
 Other (Specify) MAILING LIST

4. I would like a reply back to my comments:
 Yes
 No

5. Are there any issues within the Highway 50 and Mayfield Road study area that were not identified that should be addressed in this study? Please explain. Do you have any other comments regarding the material and displays you have seen today?

IN THE EVENT OF MAYFIELD JUST WEST OF SO
 GOING TO 4 LANES WE WOULD LIKE TO BE
 NOTIFIED WHETHER THE REGION NEED TO TAKE
 SOME OF OUR PROPERTY.
 ALSO MAYFIELD FOR BETWEEN SO & COLLARINE
 NEED TO BE REPAVED AS THE TRAFFIC OF
 TRUCKS USING IT IS QUITE INTENSE
 THANK YOU

Please leave your completed Comment Form
 in the drop box provided, mail or fax (by June 17th, 2010) to one of the following:

Ms. Solmaz Zia, P.Eng.
 Project Manager
 Region of Peel
 9445 Airport Rd.,
 Brampton ON L6S 4J3
 Tel: 905-791-7800,
 Fax: 905-791-1442
solmaz.zia@peelregion.ca

Mr. Nick Colarusso, P.Eng.
 Senior Project Manager
 Region of York
 3rd Fl. 17250 Yonge St.,
 Newmarket, ON L3Y 6Z1
 ext. 7845 Tel: 1-877-464-9675,
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 144 Front St. W., Suite 655
 Toronto, ON M5H 2L7
 ext. 5065 Tel: 416-847-0005, ext. 5557
 Fax: 905-857-3127
stephen.keen@hdrinc.com

Yes, I would like to have my name added to the project mailing list.

Name: _____
 Email: _____
 Address: _____

Public Information Centre #1: Comment Form

Thursday, June 3rd, 2010

1. Where do you live?

- City of Brampton
- City of Vaughan
- Town of Caledon
- Other (Specify) _____

3. My property interest is (Check all applicable)

- Residential Property
- Business / Commercial
- Industrial
- Other (Specify) FARM

2. How did you hear about this Public Information Centre? (Check all applicable)

- Local Newspaper
- Road Side Sign
- Mailed-out Advertisement
- Other (Specify) _____

4. I would like a reply back to my comments:

- Yes ✓
- No

5. Are there any issues within the Highway 50 and Mayfield Road study area that were not identified that should be addressed in this study? Please explain. Do you have any other comments regarding the material and displays you have seen today?

"yes!"

1. How many new traffic lights & intersections on Hwy. 50 will be implemented in the study area to secure new arterial roads ????
2. Will there be a turning lane when it is widened to six lanes & from "where to where" will it extend ???
3. Will sewer & water be installed from Castlemore to Mayfield to service both sides of the road??
4. Why would the 427 Hwy. not be extended another two miles north to the Mayfield Road level to alleviate traffic on Hwy. 50. Then the extensive upgrading would not be required in the study area???
5. If land is required for road widening on Hwy. 50, which side will be used & how much???

YORK REGION	
TRANSPORTATION SERVICES	
JUN 17 2010	
FILE / ROUTING	
<u>GTOR</u>	<u>ED</u>

Please leave your completed Comment Form in the drop box provided, mail or fax (by June 17th, 2010) to one of the following:

Ms. Solmaz Zia, P.Eng.
Project Manager
Region of Peel
9445 Airport Rd.,
Brampton ON L6S 4J3
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Mr. Nick Colarusso, P.Eng.
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ext. 5065 Tel: 416-847-0005, ext. 5557
Fax: 905-857-3127
stephen.keen@hdrinc.com

Yes, I would like to have my name added to the project mailing list

Name:
Email:
Address:



Information received will be maintained on file for use during the study and will be included in study documentation. With the exception of personal information, all comments received will become part of the public record.

Public Information Centre #1: Comment Form

Thursday, June 3rd, 2010

- 1. Where do you live?
 - City of Brampton
 - City of Vaughan
 - Town of Caledon
 - Other (Specify) _____
- 2. How did you hear about this Public Information Centre? (Check all applicable)
 - Local Newspaper
 - Road Side Sign
 - Mailed-out Advertisement
 - Other (Specify) _____
- 3. My property interest is (Check all applicable)
 - Residential Property
 - Business / Commercial
 - Industrial
 - Other (Specify) Farm
- 4. I would like a reply back to my comments:
 - Yes
 - No
- 5. Are there any issues within the Highway 50 and Mayfield Road study area that were not identified that should be addressed in this study? Please explain. Do you have any other comments regarding the material and displays you have seen today?

The main issue in widening 50 Hwy is that it is imperative to have a centre turn lane as I can not maneuver farm machinery without it.



Please leave your completed Comment Form in the drop box provided, mail or fax (by June 17th, 2010) to one of the following:

Ms. Solmaz Zia, P.Eng.
Project Manager
Region of Peel
9445 Airport Rd.,
Brampton ON L6S 4J3
Tel: 905-791-7800,
Fax: 905-791-1442
solmaz.zia@peelregion.ca

Mr. Nick Colarusso, P.Eng.
Senior Project Manager
Region of York
3rd Fl. 17250 Yonge St.,
Newmarket, ON L3Y 6Z1
ext. 7845 Tel: 1-877-464-9675,
Fax: 905-836-4590
nick.colarusso@york.ca

Mr. Stephen Keen, P.Eng.
Consultant Project Manager
HDR|ITRANS Consulting Inc.
144 Front St. W., Suite 655
Toronto, ON M5H 2L7
ext. 5065 Tel: 416-847-0005, ext. 5557
Fax: 905-857-3127
stephen.keen@hdrinc.com

Yes, I would like to have my name added to the project mailing list

Name:
Email:
Address:



From: [REDACTED]

Sent: October 19, 2010 12:38 PM

To: Zia, Solmaz; nick.colarusso@york.ca

Subject: Highway 50 & Mayfield Road EA

Hi Solmaz, Nick.

I was hoping to get a little more information regarding the above noted EA. I was able to find some information from your websites (namely the PIC information boards) and was hoping you could shed some light on how the EA has progressed, the estimated completion time, and when the next PIC is.

In addition to the above, I kindly request I be included on any mailing lists regarding this EA.

Thank you for your time.

[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: 'D [REDACTED]
Cc: Keen, Stephen; McLaughlin, Barry
Subject: RE: hwy 50- Class Environmental Assessment Study

Dear [REDACTED]

Thank you for your interest in this project.

I would like to confirm that your contact information has been added to the mailing list. You will be notified of the second public meeting in fall 2010.

The link below contains the public display boards presented at the first open house:

<http://www.peelregion.ca/pw/roads/enviro-assess/highway-50.htm>

Regards,

Solmaz Zia, P.Eng.
Project Manager
Transportation Program Planning
Public Works, Region of Peel
Tel: (905) 791-7800 ext. 7845
Solmaz.Zia@peelregion.ca

From: [REDACTED]
Sent: July 14, 2010 3:34 PM
To: Zia, Solmaz
Subject: hwy 50- Class Environmental Assessment Study

Hi I miss the first public meeting in regards to the Class Environmental Assessment Study of HWY 50. My family owns a farm on Colerine drive and Major Mack and this will effect us. Can I get on the email or mailing llist for the next meeting. If you do have any furuther inforomation can you please email me.

o

[REDACTED]

From: Zia, Solmaz [mailto:Solmaz.Zia@peelregion.ca]
Sent: Monday, June 14, 2010 3:37 PM
To: [REDACTED]
Cc: Keen, Stephen; McLaughlin, Barry
Subject: RE: EA Hwy 50 and Mayfield Road

Dear [REDACTED]

Thank you for your interest in the Highway 50/Mayfield Class EA study being undertaken by Peel and York Regions. The link below contains the public display boards presented at the open house:

<http://www.peelregion.ca/pw/roads/environ-assess/highway-50.htm>

If you have any specific concerns or issues that you would like to bring to our attention, please let us know so that we can consider them.

The preliminary recommendation as presented at the open house is to widen Highway 50 by adding an extra lane in each direction in order to improve traffic flow. Facilities for pedestrian, bicycles and transit priority are also recommended to be part of the future plan.

The next stage of the project is to develop alternative design plans which will be presented at a future Public Open House, likely planned for November of 2010. We will notify you when that will take place nearer to the time.

The construction of proposed improvements is tentatively planned for 2015.

Thank you again,

Solmaz Zia, P.Eng.
Project Manager
Transportation Program Planning
Public Works, Region of Peel
Tel: (905) 791-7800 ext. 7845
Solmaz.Zia@peelregion.ca

From: [REDACTED]
Sent: June 3, 2010 10:20 PM
To: Zia, Solmaz
Subject: EA Hwy 50 and Mayfield Road

We were unable to attend the Information meeting earlier this evening. We are interested in learning about any improvements planned and want to stay on your notification list for further meetings. Our family lives and works on the dairy farm at 10192 Hwy 50 opposite Sears. We have a front row seat for the traffic volume and accidents as well as the near misses. The intersections are of particular concern for us.

We are interested to learn about any construction planned and would encourage you to make changes to improve the safe movement of vehicles on Hwy 50 as soon as possible. [REDACTED]

From: Zia, Solmaz [mailto:Solmaz.Zia@peelregion.ca]
Sent: Monday, June 14, 2010 3:42 PM
To: [REDACTED]
Cc: Keen, Stephen; McLaughlin, Barry
Subject: RE: Hwy 50 Study

Dear [REDACTED]

Thank you for your interest in this project.

I would like to confirm that your contact information has been added to the mailing list. You will be notified of the second public meeting.

The link below contains the public display boards presented at the first open house:

<http://www.peelregion.ca/pw/roads/environ-assess/highway-50.htm>

Regards,

Solmaz Zia, P.Eng.
Project Manager
Transportation Program Planning
Public Works, Region of Peel
Tel: (905) 791-7800 ext. 7845
Solmaz.Zia@peelregion.ca

From: [REDACTED]
Sent: June 6, 2010 12:21 PM
To: Zia, Solmaz
Subject: Hwy 50 Study

Please add me to the mailing list for the Hwy 50 Environmental Study.

My email address is [REDACTED]

Thank you.
[REDACTED]

July 21, 2010



Dear [Redacted]:

**RE: Hwy 50 (YR 24) - Rutherford Rd (Y.R. 73) to Albion-Vaughan Road
Class Environmental Assessment (EA) Planning Study
Response to Questions received from Public Meeting held on Thursday June 3, 2010
File No.: T02 (C), 8389**

Thank for your comment sheet concerning the above project. I would like to provide answers to your questions on a point-by-point basis below. Your questions are noted in italics.

- 1. How many new traffic lights and intersections on Highway 50 will be implemented in the study area to secure new arterial roads?*

This EA study will not be identifying new road connections to Highway 50. A concurrent planning study for the Secondary Plan Area 47 is the study that will identify future road connections to Highway 50; that study has currently commenced and has not reached the stage of identifying road links. You should watch out for public meetings associated with that study in order to obtain a better idea.

- 2. Will there be a turning lane when it is widened to six lanes and from "where to where" will it extend?*

We are in the process of developing designs for the widening and will have a better idea of this by the end of the summer. Generally speaking, an allowance will be made for either a centre turning lane (where required) or a centre median (where no turns take place) throughout the study area.

- 3. Will sewer and water be installed from Castlemore Road to Mayfield Road to service both sides of the road?*

Proposed trunk sanitary sewer and watermain will be installed on the west side of Highway 50 to service future growth in Peel Region only. Separate sanitary sewer and watermain systems to service York Region are not anticipated along Highway 50 within the planning period.

Highway 50 Class EA Planning Study
Castlemore Road/Rutherford Road to Mayfield Road/Albion-Vaughan Road

4. *Why would the Highway 427 not be extended another two (2) miles north to the Mayfield Road level to alleviate traffic on Highway 50. Then the extensive upgrading would not be required in the study area?*

The extension of Highway 427 was undertaken by the Ministry of Transportation (MTO), Ontario. That study is complete and the highway will be extended up to Major Mackenzie Drive. We are not aware of plans for a further extension at this time by the Province.

5. *If land is required for road widening on Highway 50, which side will be used and how much?*

Land will likely be required for the widening on both sides of Highway 50. Currently the study team is in the process of evaluating and identifying a solution that will hopefully balance the transportation needs, while minimizing impacts to the environments, including overall property impacts. We will be presenting preliminary design options that were investigated as well as the preferred concept in the fall, and you will be notified of the meeting when it takes place.

I trust this answers your questions; should you require any further information please do not hesitate to contact me.

Also, please note Mr. Nick Colarusso has moved to a different group within York Region. For future correspondence, please contact me by phone at 877-464-9675 ext. 5908, by fax at (905) 836-4590, or via E-mail at edward.chiu@york.ca.

Sincerely,



Edward Chiu, P.Eng.
Senior Project Manager

EC/ec

Copy to: Solmaz Zia, Peel Region
Stephen Keen, HDR | iTRANS

