Appendix C.3
Public Information Centre#2

Region of Peel

Highway 50 & Mayfield Rd. EA
Public Information Centre 2

Brampton ON

April 2011

TABLE OF CONTENTS

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 second of the two Public Information Centres.

2. PUBLIC INFORMATION CENTRE (PIC) #2

2.1 Introduction

The second Public Information Centre (PIC 2) for the Highway 50 and Mayfield Road EA study was held on Wednesday, April 27, 2011 at the St. Patrick's Separate School (11948 The Gore Road) in Brampton. The purpose of PIC 2 was to provide information on the alternative designs being considered, evaluation of the alternative designs and identification of a preliminary recommended alternative design, as well as the potential impacts and mitigation measures of the preliminary recommended alternative design. Representatives from Peel Region 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 6:00 pm to 8:00 pm, where panels, background reports and plans of the design alternatives were available for public viewing.

2.2 Notification

The PIC notice was published in the Brampton Guardian, Caledon Enterprise and Vaughan Citizen in early April; it was also mailed out on April 18, 2011 to approximately 135 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 over 100 notices to agencies. A copy of the notices and the materials presented at the PIC has been provided at the end of this report. Agencies contacted include:

FEDERAL	PROVINCIAL
Environment Canada	Ministry of Natural Resources Aurora District
Environment Canada Halton-Peel District Office	Ministry of Municipal Affairs and Housing
Fisheries and Oceans Canada District Office	Ministry of Environment - Central Region Technical Support Section
Fisheries and Oceans Canada Canadian Coast Guard, Central and Arctic Region	Ministry of Agricultural, Food & Rural Affairs Agricultural Land Use
	Ministry of Culture
Transport Canada - Ontario Region	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
	Government of Ontario, Management Board Secretariat Land Development Branch

	GO Transit

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 Edueation 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 Serviees (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 Fire and Emergency Services	Delta Urban
City of Brampton	Caledon Countryside Alliance
City of Brampton Engineering & Construction Division Works and Transportation Department	St. Patrick's Cemetery Committee
City of Brampton, Fire Department	Trout Unlimited
Town of Caledon	Brampton Environmental Community Advisory Panel

FIRST NATIONS	
Mississaugas of the New Credit First Nation	Mississaugas of the Scugog Island
The Association of Iroquois and Allied Indians	Six Nations of Grand River
Union of Ontario Indians, Nipissing First Nation	Indian and Northern Affairs – Ontario
Chiefs of Ontario Office	Ministry of Aboriginal Affairs, Policy and Relationships Branch
Curve Lake First Nation	

2.3 Staff Attendance

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

Region of Peel: Richard Sparkham, Project Manager
Hitesh Topiwala
Imre Tot
Ryan Gulyas

York Region:	Edward Chui
HDR | iTRANS:	Stephen Keen, Consultant Project Manager Nathalie Baudais, Consultant Project Coordinator Mustafa Ismatyar

2.4 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 35 members of the public attended the PIC. Regional Councillors Allan Thompson and Richard Whitehead also attended the PIC.

As of May 3, 2011, four comment sheets, two emails and one phone call have been received. A summary of the comments provided and responses from the project team are included in Section 4.

The PIC Materials can be found in **Appendix C.3.**

3. WHAT'S NEXT

The project team will consider the input received from the PIC, review the preliminary recommended design and make modifications if required.

The Environmental Study Report will then be prepared and filed.

4. SUMMARY OF COMMENTS

COMMENT
Confirm that all access to the Mayfield Road / Highway 50 carpool lot can accommodate a GO Bus.
Confirm that the designs at Highway 50 / Mayfield Road allows for a bus only entrance loop / exit to the carpool lot.
I request a copy of the development along Highway 50 and Mayfield Road as I am part of the property owners just south of the GO parking lot.
There are too many traffic lights on Highway 50 to qualify it as a "highway". As it is, there are plans to have other roads intersecting with Highway 50 in the study area. This would make merges very difficult when crossing six lanes.
The proposed intersection of the Highway 427 and Highway 50 is restricted in options due to the existing CP Rail yard and the opposing gas station.
The mapping of watersheds does not relate to the surrounding lands because areas shown as habitat or watersheds are currently worked or farmed areas.
Concerns regarding heavy truck traffic using Albion-Vaughan Road to get to Highway 50. The road is a bypass at the moment for cars. Where are all those trucks coming from?
Concerns regarding speeds. 80 km/h is too fast and the road is not built for that kind of speed.
Concerns over the amount of property required for the Mayfield Road widening.

Welcome

to

Public Information Centre No. 2

for the

Highway 50 and Mayfield Road
Class Environmental Assessment Study

April 27, 2011

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 either tonight or by May 13, 2011

HDR | iTRANS

York Region

Region of Peel
Working for you

Purpose of Public Information Centre No. 2

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

- Study information to date
- Evaluation of the alternative design concepts and the preliminary recommended design concept
- Potential impacts and mitigation measures of the preliminary recommended design
- Encourage public involvement and obtain comments.

PIC #1 identified:

- Background information
- Study area
- Problem and Opportunity Statement
- Alternative planning solutions to address the problems
- Preferred Alternative Solution

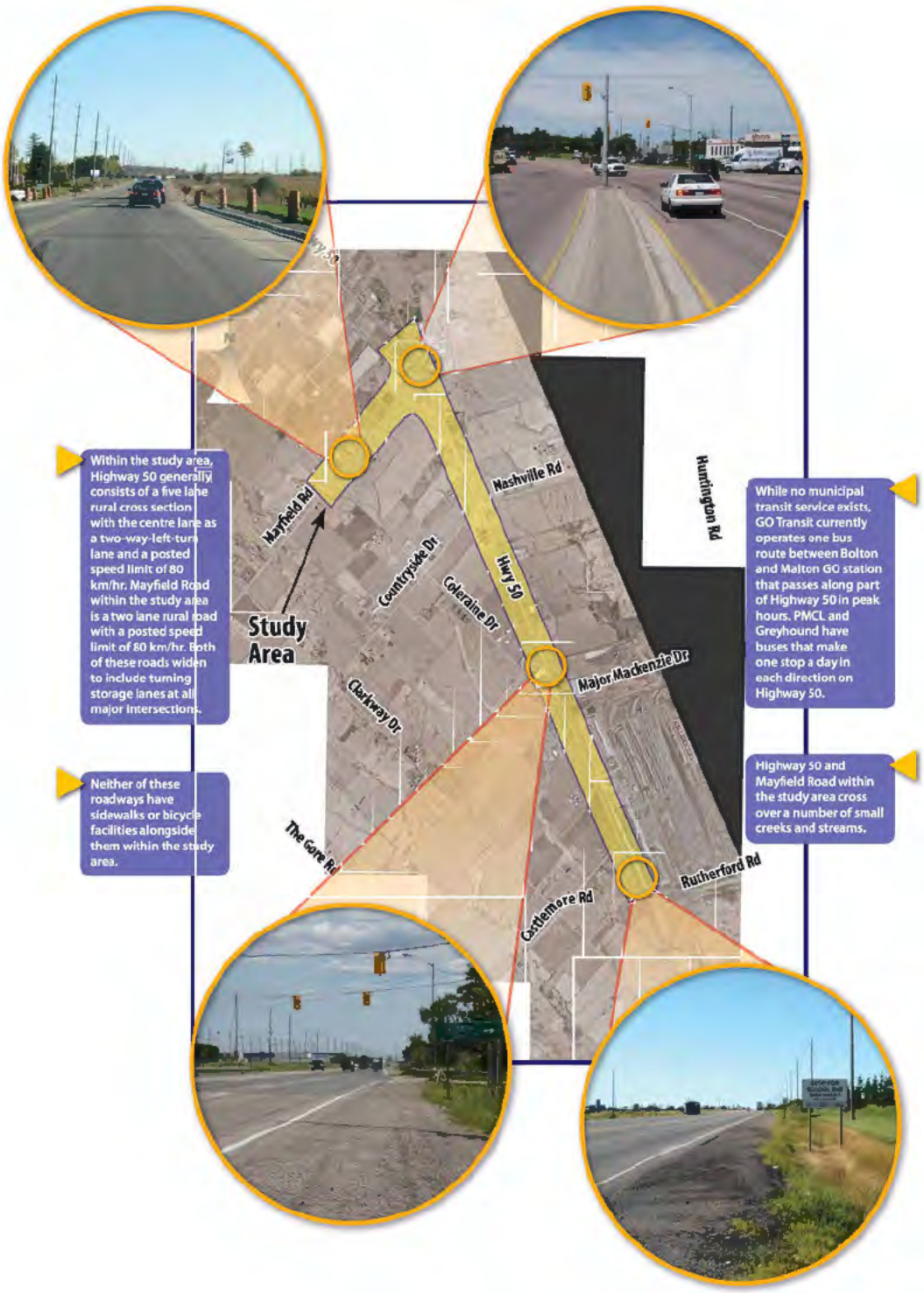
Response from the public and affected agencies for PIC#1 confirmed our planning solution. Public concerns expressed at PIC#1 were related to property acquisition, potential for new traffic signals and maintenance of the centre left turn lane.

Background

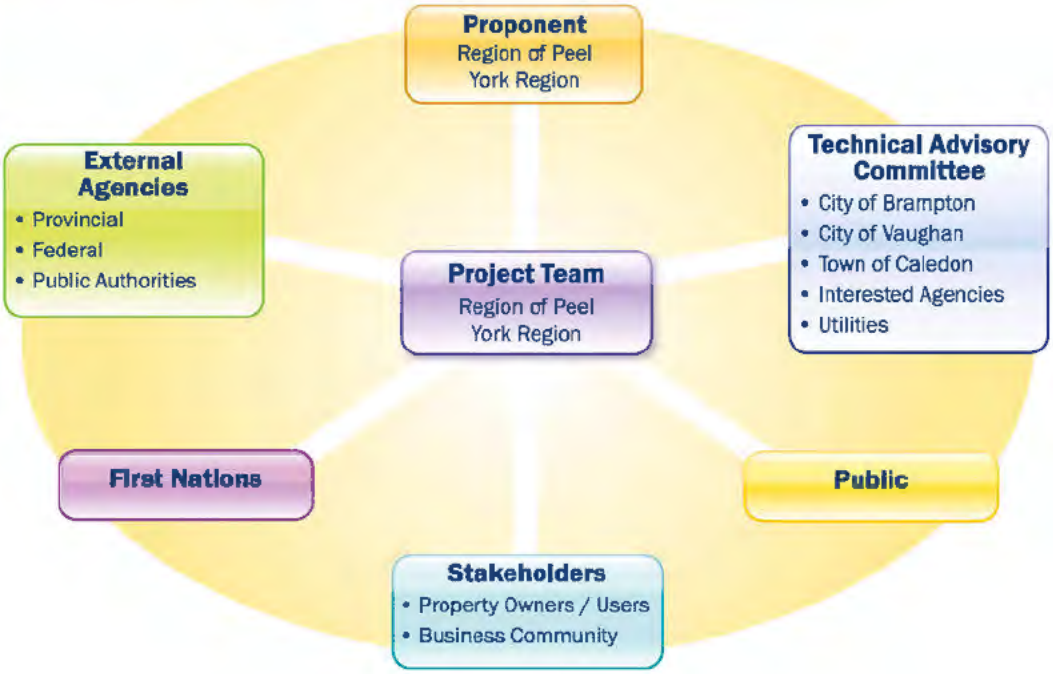
Brampton Transportation and Transit Master Plan (TTMP) identified Highway 50 as needing a six lane cross section and Mayfield Road is identified as needing four lanes to support planned growth.

The Peel-427 Extension Area Transportation Master Plan was undertaken to assess future roadway requirements and has recommended a connection to Major Mackenzie, as well as a new arterial extension of Major Mackenzie northwest to Mayfield Road with the widening of a number of major arterials. The extension will attract a large volume of east-west traffic through the study area that will connect to Highway 427, Brampton or the north west parts of Peel Region. This large traffic flow will impact the Highway 50 and Mayfield Road intersection.

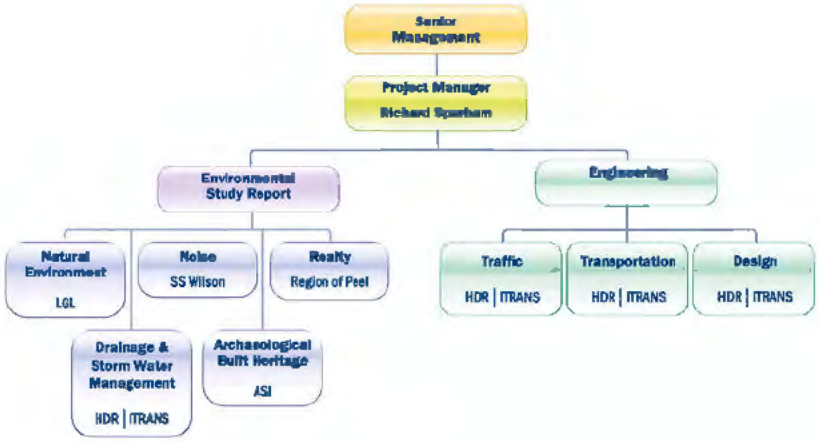
Study Area Corridor



Study Organization



Region of Peel Project Team



Municipal Class EA 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.

Summary of Preferred Planning Solution PIC#1

The project team confirmed the preferred planning solution:

- 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 sidewalks and multi-use trails along the corridors;
- support Travel Demand Management (e.g. carpool options, transit usage); and
- provide for transit priority measures.

The preferred planning solution will achieve a number of objectives:

- In support of Brampton and Regional Transportation Master Plans, it will provide appropriate road capacity for projected future traffic volumes to the 2031 planning year.

- It will support current and future goods movement demands in the corridor as a result of planned adjacent industrial development.

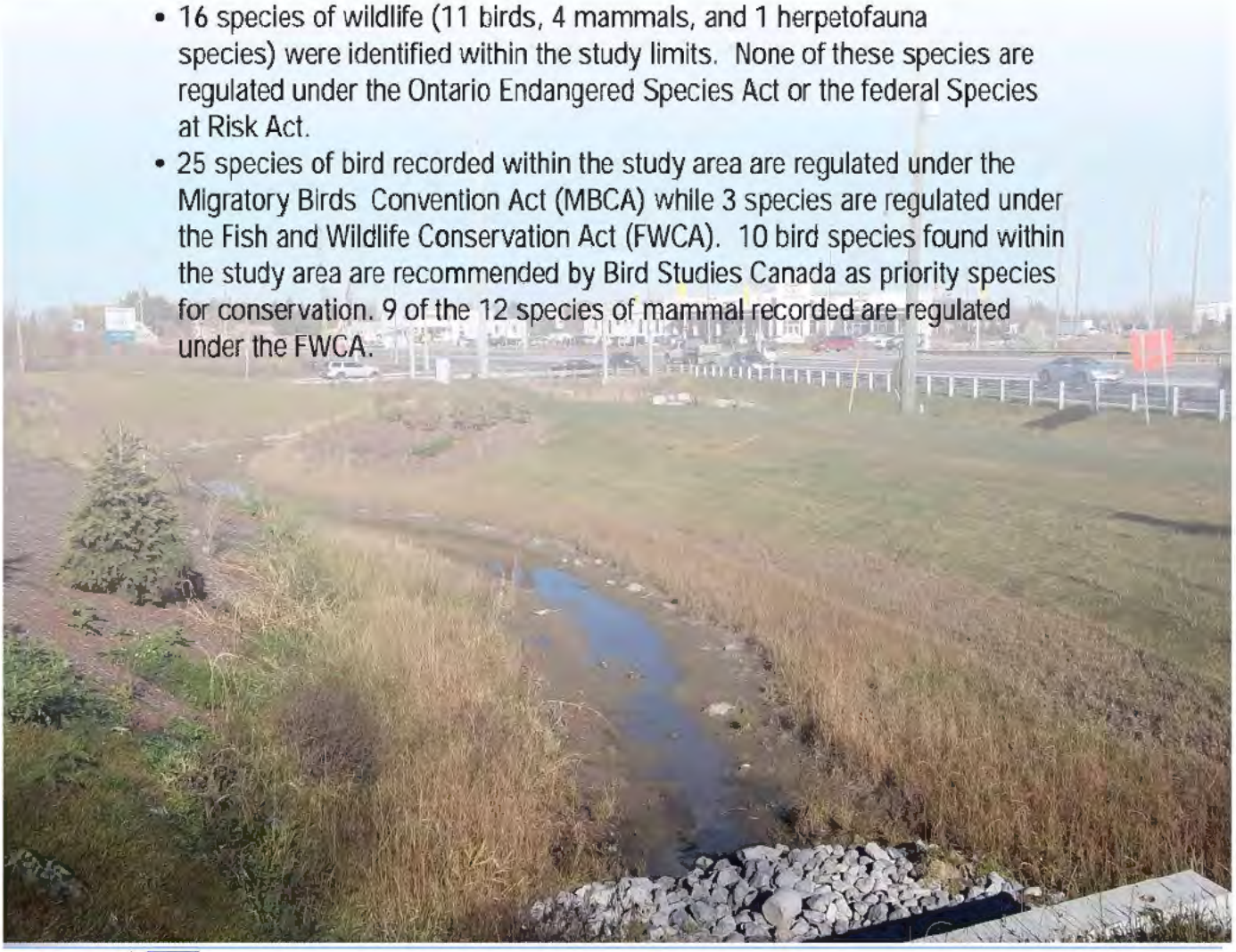
- It will support active transportation by implementing sidewalks and multi-use trails along Highway 50 and Mayfield Road.

- It will allow for the provision of transit infrastructure.

Study Reports - Natural Heritage

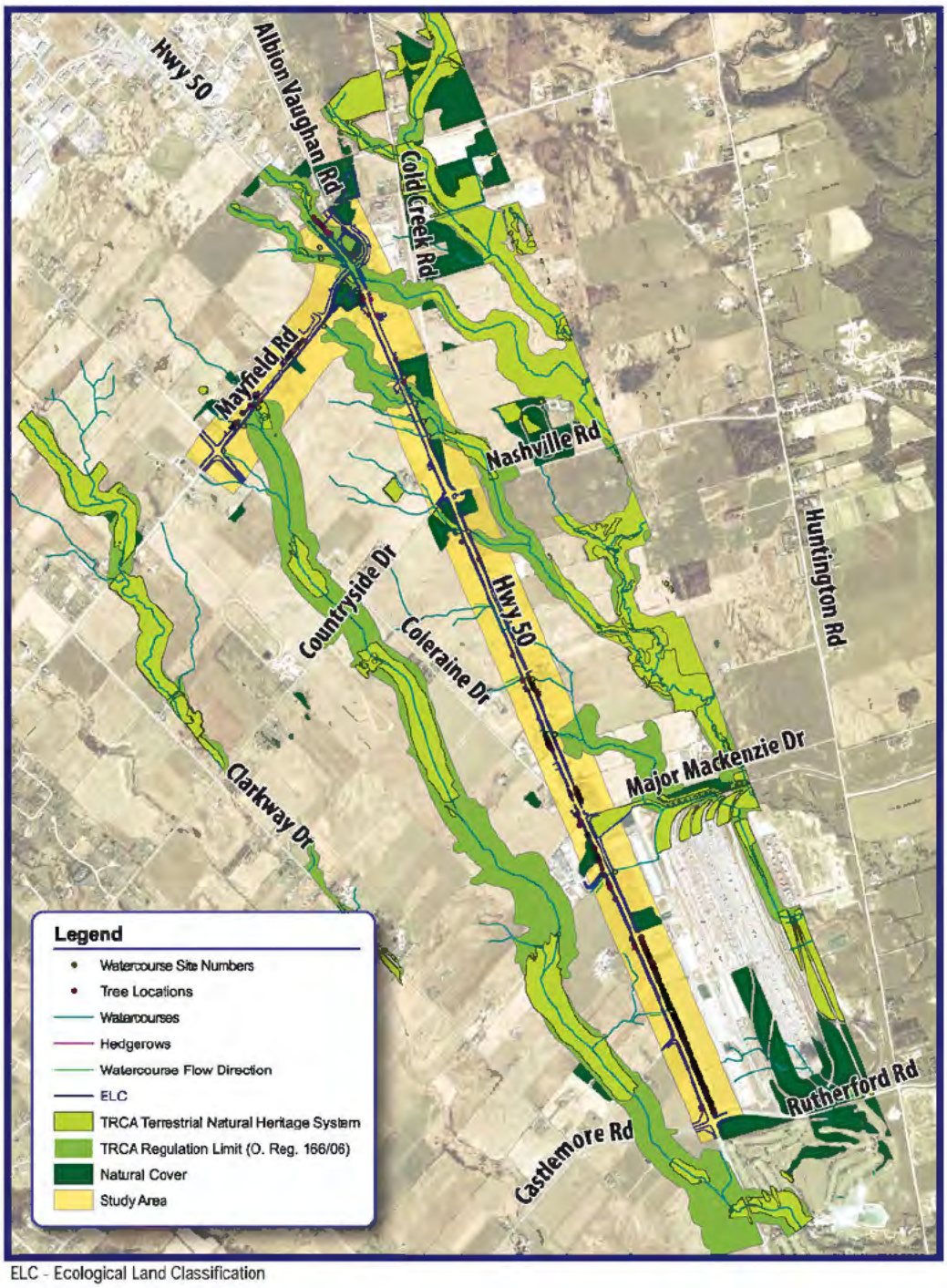
Existing Conditions

- Humber River watershed
- 16 watercourses which are tributaries of Robinson Creek and/or Rainbow Creek.
- 3 watercourses provide direct fish habitat and contain permanent flow. All 13 others are only indirect fish habitat and are intermittent or ephemeral.
- All watercourses within the study area flow to known Redside Dace habitat (Endangered Species). The Ministry of Natural Resources (MNR) manages fish habitat and the project will follow MNR's provincial policy.
- Vegetation communities identified within the study area include cultural meadow (CUM1-1) and cultural plantation (CUP3).
- 6 vegetation species were identified that are considered uncommon or rare by the Toronto Region Conservation Authority (TRCA), including white spruce, red pine, common juniper, ninebark, tall wormwood and nodding wild rye. These tree and plant species were primarily found in planted manicured gardens within the study limits.
- 16 species of wildlife (11 birds, 4 mammals, and 1 herpetofauna species) were identified within the study limits. None of these species are regulated under the Ontario Endangered Species Act or the federal Species at Risk Act.
- 25 species of bird recorded within the study area are regulated under the Migratory Birds Convention Act (MBCA) while 3 species are regulated under the Fish and Wildlife Conservation Act (FWCA). 10 bird species found within the study area are recommended by Bird Studies Canada as priority species for conservation. 9 of the 12 species of mammal recorded are regulated under the FWCA.



Study Reports - Natural Heritage (continued)

Natural Heritage Conditions



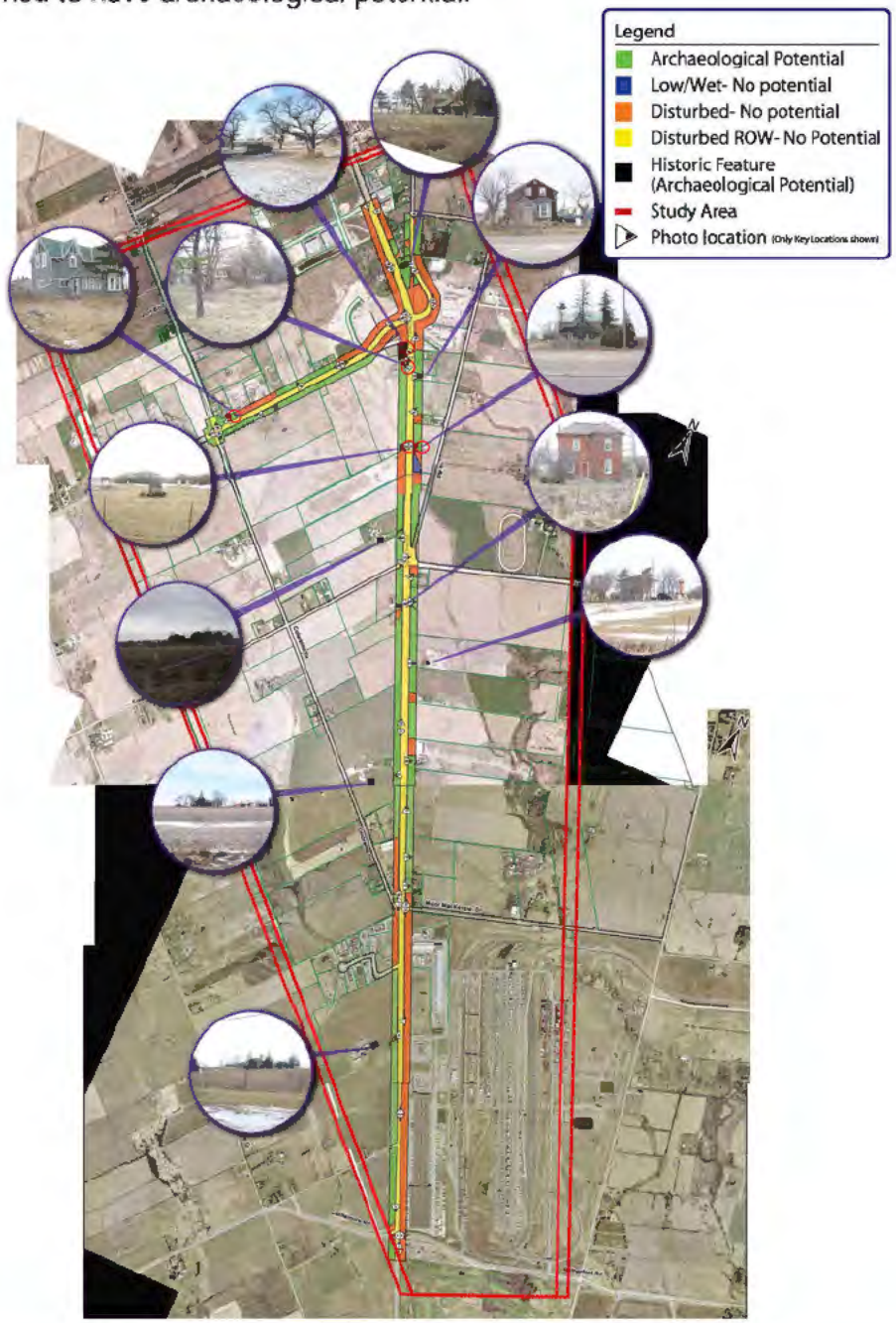
ELC - Ecological Land Classification

Study Reports - Built Heritage and Archaeology

Cultural heritage resources identified are:

- three farmhouses;
- one barn;
- one pioneer cemetery; and
- nine farm complexes.

The existing Highway 50 and Mayfield Road right-of ways have been subjected to significant past disturbance and therefore exhibit no archaeological potential. However, some of the lands immediately adjacent to the existing right-of-ways are deemed to have archaeological potential.



Study Reports - Noise

The sound level criteria used in this study are based on the MOE/MTO Noise Protocol, Region of York and Region of Peel policies.
The noise impact assessment in this project is based on the following comparisons:

i) For York Region (east side of the project), mitigation is warranted when the projected future sound levels exceed Leq day 60 dBA which is the case for Highway 50 and Mayfield Road.
ii) For Peel Region, mitigation is warranted when the projected future sound levels exceed Leq day 60 dBA and the change in noise level is greater than 5 dBA. This warrant has not been established for this project.

All the future sound levels are predicted to have excesses over the existing ambient sound levels in the range of 2 to 3 dBA. Such excesses are considered to be acoustically insignificant and are mainly attributed to the forecasted increase in Highway 50 and Mayfield Road future traffic volumes over the existing ambient conditions. According to the MOE/MTO Noise Protocol and the Regions policies, since the predicted future project sound level excesses do not exceed 5 dBA, consideration of noise control measures is not warranted.

Study Reports - Drainage and Stormwater Management

A summary of the preliminary stormwater management plan presented consists of the following:

1. Storm sewers will be provided for conveyance of all pavement areas. Storm sewers shall be sized to convey the 10 year design storm as per Region of Peel requirements. Major system (overland) flows will be conveyed along the road surface within the roadway right-of-way in a safe manner.
2. A total of three (3) culvert crossings will need to be replaced either due to physical deterioration or lack of hydraulic capacity. These include the following:
   - Culvert Crossing 10 (Station 10+798) New twin 750 mm diameter culverts
   - Culvert Crossing 11 (Station 10+905) New twin 675 mm diameter culverts
   - Culvert Crossing 16 (Station 20+367) New twin 1000 mm diameter culverts
3. Existing culvert crossings need to be extended to accommodate the roadway widening.
4. Flooding conditions at the Highway 50 and Mayfield Road intersection will be improved as a result of the vertical profile adjustment on Mayfield Road.
5. Ditches will be provided on the west side of the Highway 50 right-of-way to collect external drainage from adjacent lands and convey the flow to the respective transverse culvert crossings.
6. Wherever feasible, stormwater treatment will be provided at storm sewer outlets. Storm water quality treatment is to be provided by oil-grit separators (OGS). A total of 24 OGS units are proposed throughout the study corridor.
7. Erosion and sediment control measures will be implemented and monitored through the construction period. Construction activity will be conducted during periods that are least likely to result in in-stream impacts to fish habitat.

Study Reports - Geotechnical Investigations

The pavement investigations carried out for this project have revealed two strategies for the reconstruction of the road while undertaking the widening:

Overlaying the Existing Pavement; OR

Reconstruction – keeping the road profile as is, while reconstructing the pavement and sub-base with a total thickness of 795 mm

The majority of the corridors will likely be reconstructed as the profiles vary with both cut and fill sections.

Study Reports - Hydrogeology

Since all culvert crossings of the corridor are located in the saturated zone within the water table and since the dewatering rate is expected to be greater than 50 m3 per day, a Permit to Take Water will be required.

Evaluation of Alternative Design Concepts

Three options were considered and evaluated for the proposed widening of Highway 50 and Mayfield Road. The Highway 50 option would accommodate turning lanes and the Mayfield Road option would accommodate either turning lanes or a roundabout configuration:

OPTIONS for Highway 50:
- Widen about the centreline;
- Widen to the east; and
- Widen to the west.

OPTIONS for Mayfield Road:
- Widen about the centreline;
- Widen to the north; and
- Widen to the south.

The design alternatives were evaluated based on the following evaluation criteria:
- Transportation
- Natural Environment
- Land Use and Social-Economic Factors
- Development
- Implementation
- Costs

Preferred Design Concept

It is recommended to widen about the centreline to:

- balance property impacts on both sides of the corridor;
- minimize impacts on utilities (i.e. less need for relocations);
- minimize project costs;
- maintain the existing municipal boundary along Mayfield Road between the Brampton and Caledon; and
- maintain the existing municipal boundary along Highway 50 between Peel Region and York Region.

Exceptions:

Highway 50
The heritage Shiloh Cemetery on Highway 50 is a significant constraining factor and the preferred design was shifted to the east to prevent impacts to property and possible grave sites.

In addition, Highway 50 in the vicinity of Mayfield Road was shifted 5 metres to the west in order to avoid impacts on the creek running along the east side of the roadway.

Mayfield Road
To minimize impacts, a shift to the south on existing lanes was developed and evaluated; traffic controls at Pillsworth Road were assessed and a roundabout configuration proposed.

Evaluation of Alternative Designs

Cross-Sections

Highway 50 generally consists of a 5-lane rural cross-section with gravel shoulders and a two-way centre left turning lane. Mayfield Road is a 2-lane rural cross-section with gravel shoulders. Both roads have ditching on either side.

Highway 50 and Mayfield Road are boundary roads between adjoining municipalities. Highway 50 is the boundary between the City of Brampton / Region of Peel and the City of Vaughan / Region of York. Mayfield Road is the boundary between the City of Brampton and Town of Caledon.

Options that maintained the centreline of the roadway on the municipal boundary were developed, unless a significant impact had to be avoided.

Two options were considered for the cross-sections of Highway 50 and Mayfield Road:

- Typical Full Urban Cross-Section (curb and gutter); and
- Typical Rural Cross-Section (shoulders and ditches).

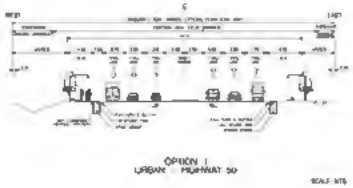
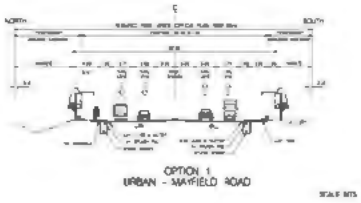
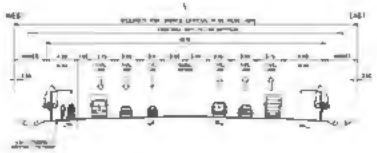
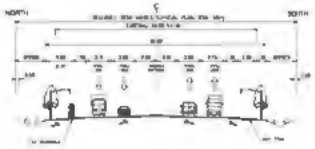
	HIGHWAY 50	MAYFIELD ROAD
OPTION 1 **FULL URBAN CROSS-SECTION**	 OPTION 1 URBAN - HIGHWAY 50 45.0m ROW 3.65m through lanes 3.75m curb lanes 6.0m raised median (centre two-way left turn lane midblock) 3.0m combined asphalt pathway	 OPTION 1 URBAN - MAYFIELD ROAD 50.0m ROW 3.65m through lanes 3.75m curb lanes 6.0m raised median (centre two-way left turn lane midblock) 3.0m combined asphalt pathway
OPTION 2 **RURAL CROSS-SECTION**	 OPTION 2 RURAL CROSS-SECTION - HIGHWAY 50 45.0m ROW 3.65m through lanes 3.75m curb lanes 6.0m raised median (centre two-way left turn lane midblock) 6.0m boulevard	 OPTION 2 RURAL CROSS-SECTION - MAYFIELD ROAD 50.0m ROW 3.65m through lanes 3.75m curb lanes 6.0m raised median (centre two-way left turn lane midblock) 6.0m boulevard

Table 1: Evaluation of Design Alternatives for the Cross-Sections

Legend:

Least Preferred Most Preferred

FACTOR	Option 1 FULL URBAN CROSS-SECTION Involves curb and gutter along both sides of Highway 50 and Mayfield Road	Option 2 RURAL CROSS-SECTION Involves shoulders and ditches along both sides of Highway 50 and Mayfield Road
LAND USE AND SOCIAL-ECONOMIC		
Archaeological Resources Impacts	Minor potential to impact archaeological resources.	Moderate potential to impact archaeological resources.
CITY BUILDING		
Supports OP and Secondary Plan Objectives, Conformity to TMPs, Streetscaping	Supports growth, follows OPs and Secondary Plans, conforms to TMPs and provides opportunity to improve streetscape.	Supports growth, follows OPs and Secondary Plans, conforms to TMPS.
TRANSPORTATION SERVICE		
Traffic Safety within the Study Area	Cyclists and pedestrians separated from traffic by curb.	No physical separation between cyclists, pedestrians and traffic.
Accommodation for Pedestrians and Cyclists within the Study Corridors	Cyclists and pedestrians to be accommodated by a combined pathway in the boulevard on the west side of Highway 50 and south side of Mayfield Road and sidewalk on the north side of Mayfield Road.	Cyclists and pedestrians to be accommodated within the boulevard of Highway 50 and Mayfield Road; separation from traffic is provided by pavement markings.
Transportation Network Considerations	As development progresses, many of the network arterial roads would have an urban cross-section and this would be consistent with that network.	As development progresses, many of the network arterial roads would have an urban cross-section and this would be inconsistent with that network.
NATURAL ENVIRONMENT		
Stormwater/Drainage	Water quality treatment is by oil/grit separators only	Water quality treatment is by roadside ditch. Reduces the rate of stormwater runoff.
Vegetation	Potential impacts to vegetative communities; however these are considered widespread and common in Ontario.	Potential impacts to vegetative communities; however these are considered widespread and common in Ontario. Larger impacts expected than Option 1; however, the impacts would be temporary caused by grading.
COSTS		
Capital Costs	High capital costs for road improvements.	Medium capital costs for road improvements.
Property Acquisition	Minimal property requirement (requires development to proceed first).	Significant property requirements.
		

FACTOR	Option 1 **FULL URBAN CROSS-SECTION** Involves curb and gutter along both sides of Highway 50 and Mayfield Road	Option 2 **RURAL CROSS-SECTION** Involves shoulders and ditches along both sides of Highway 50 and Mayfield Road
RECOMMENDATION	This area is designated to become entirely urbanized in the future and an urban cross-section would be consistent with these plans. Cyclists and pedestrians are accommodated behind the curb and as such, are protected from traffic. Water quality treatment is by oil/grit separators only. This cross-section is preferred. **Recommended**	A rural cross-section is suitable in rural areas. Since this area is planned to become fully developed, a rural cross-section would be inconsistent. Cyclists and pedestrians are not protected from traffic by a physical barrier (pavement markings only). Water treatment is by roadside ditches. **Not Recommended**

Impacts on the following are equal and therefore have been removed from the list.

Land Use and Social-Economic
- Business Impacts
- Noise Impacts

Transportation Service
- Corridor Capacity and Level of Service
- Accommodation of Truck Traffic
- Accommodation of Transit Service

Natural Environment
- Wildlife
- Aquatic Species and Habitat
- Air Quality
- Sustainability

Implementation
- Construction feasibility
- Staging opportunities

Costs
- Utility Relocation

Table 2: Evaluation of Design Alternatives for the Highway 50 widening

Legend:

Least Preferred Most Preferred

FACTOR	Option 1 WIDEN EQUALLY ON BOTH SIDES BASED ON CENTRELINE Involves widening Highway 50 on both the east and west sides of the existing centreline to accommodate 6 travel lanes (3 per direction)		Option 2 WIDEN EQUALLY ON BOTH SIDES WITH EASTERLY SHIFT IN VICINITY OF CEMETERY Involves widening Highway 50 on both the east and west sides of the existing centreline to accommodate 6 travel lanes (3 per direction) while providing a slight easterly shift in the vicinity of the Shiloh cemetery.	
LAND USE AND SOCIAL-ECONOMIC				
Archaeological Resources Impacts	Potential to impact archaeological resources, Shiloh heritage cemetery.		Potential to impact archaeological resources; however, avoids impacts to the Shiloh heritage cemetery.	
Cultural Heritage Resources Impacts	No direct impacts to any identified cultural heritage resources are expected.	Indirect impacts through encroachment to the following resources: CHL 2, CHL 3, BHR 3, BHR 4, and CHL 5 including encroachment onto the Shiloh Cemetery.	Direct impacts to BHR 4 are expected through removal of the house.	Indirect impacts through encroachment to the following resources: CHL 2, CHL 3, BHR 3 and CHL 5. Avoids impact on the cemetery.
NATURAL ENVIRONMENT				

Vegetation	The Highway 50 corridor is comprised of cultural meadow and cultural plantation vegetation communities that contain a high proportion of non-native, disturbance tolerant plant species. In order to widen Highway 50, portions of these vegetation communities adjacent to the roadway will be displaced. A number of planted trees located along the Highway 50 corridor may also be impacted by the grading area proposed. A number of TRCA species of concern are present within the study area, but are planted within manicured areas. Overall, these impacts can be addressed through appropriate environmental mitigation measures to reduce vegetation removals, protect existing trees and the use of native species to replace removals.	Generally, the impacts will be similar to Option 1. There would be a slightly greater impact to vegetation communities on the east side of Highway 50.
Aquatic Species and Habitat	Culvert extensions to existing watercourses and indirect fish habitat – no Harmful Alteration Destruction Disruptions (HADDs), but function must be maintained	Culvert extensions same as Option 1, but grading shift to downstream (east) sides may slightly alter more of the watercourses. However increases on east side may be offset by decreases on west side. No HADDs, but function must be maintained.
COSTS		
Property Acquisition	Requires less property on the east side of Highway 50.	Requires more property on the east side of Highway 50, in the vicinity of the cemetery.
		
RECOMMENDATION	Meets objectives of the Problem Statement since capacity and operations will be significantly improved over existing conditions; however involves potential grading impacts to the Shiloh Cemetery which would require compliance with the Cemeteries Act. **Not Recommended**	Meets objectives of the Problem Statement since capacity and operations will be significantly improved over existing conditions. This alternative avoids impacts to the Shiloh cemetery; however, results in the removal of the house opposite (BHR 4). **Recommended**

NOTE: Travel Demand Management initiatives (transit, walking, biking) and Operational Improvements (signal timing/phasing, speed) are recommended in conjunction with widening.

Impacts on the following are equal and therefore have been removed from the list.

Land Use and Social-Economic

- Business Impacts
- Noise Impacts

City Building

- Supports OP and Secondary Plan Objectives
- Streetscaping

Transportation Service

- 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

- Stormwater/Drainage
- Wildlife
- Air Quality
- Sustainability

Implementation

- Construction feasibility
- Staging opportunities

Costs

- Utility Relocation
- Capital Costs

Table 3: Evaluation of Design Alternatives for the Mayfield Road widening

Legend:

Least Preferred Most Preferred

FACTOR	Option 1 **WIDEN EQUALLY ON BOTH SIDES BASED ON CENTRELINE** Involves widening Mayfield Road on both the north and south sides of the existing centreline to accommodate 4 travel lanes (2 per direction)	Option 2 **WIDEN EQUALLY ON BOTH SIDES WITH SOUTHERLY SHIFT IN VICINITY OF PILLSWORTH ROAD & A SIGNALIZED INTERSECTION AT PILLSWORTH** Involves widening Mayfield Road on both the north and south sides of the existing centreline to accommodate 4 travel lanes (2 per direction) while providing a slight southerly shift in the vicinity of Pillsworth Road	Option 3 **WIDEN EQUALLY ON BOTH SIDES WITH SOUTHERLY SHIFT IN VICINITY OF PILLSWORTH ROAD AND ROUNDABOUT AT PILLSWORTH ROAD** Involves widening Mayfield Road on both the north and south sides of the existing centreline to accommodate 4 travel lanes (2 per direction) while providing a roundabout at Pillsworth Road and a slight southerly shift in the vicinity of Pillsworth Road.
TRANSPORTATION SERVICE			
Corridor Capacity and Level of Service	Alleviates congestion on Mayfield Road due to two additional lanes per direction as well as on other roads in the area that would otherwise have to take the extra load.	Alleviates congestion on Mayfield Road due to two additional lanes per direction as well as on other roads in the area that would otherwise have to take the extra load.	Alleviates congestion on Mayfield Road due to two additional lanes per direction as well as on other roads in the area that would otherwise have to take the extra load. A roundabout would reduce the amount of vehicle delay and provides opportunity for making u-turns.
Traffic Safety within the Study Area	Potential improvement in safety performance due to the installation of double westbound left turn lanes at Highway 50, maintenance of two-Way-Left-Turn-Lane in the centre of the street and an increase in the number of traffic lanes. Additional lanes for pedestrians to cross.	Potential improvement in safety performance due to the installation of double westbound left turn lanes at Highway 50, maintenance of two-Way-Left-Turn-Lane in the centre of the street and an increase in the number of traffic lanes. Additional lanes for pedestrians to cross. Improved visibility through the Pillsworth intersection	Potential improvement in safety performance due to the installation of double westbound left turn lanes at Highway 50, maintenance of two-Way-Left-Turn-Lane in the centre of the street and an increase in the number of traffic lanes. Additional lanes for pedestrians to cross. Roundabouts lower operational speeds, provide fewer vehicle-vehicle conflict points, eliminate potential right angle collisions and it is anticipated that fewer fatal collisions will occur based on the anticipated lower approach speeds.
Accommodation for Pedestrians and Cyclists within the Study Corridors	Cyclists and pedestrians to be accommodated by combined pathway in the boulevard on the south side of Mayfield Road and sidewalk on the north side of Mayfield Road.	Cyclists and pedestrians to be accommodated by combined pathway in the boulevard on the south side of Mayfield Road and sidewalk on the north side of Mayfield Road.	Cyclists and pedestrians to be accommodated by combined pathway in the boulevard on the south side of Mayfield Road and sidewalk on the north side of Mayfield Road. Splitter islands are provided in the design to create a midpoint refuge area so that pedestrians and cyclists are only dealing with crossing one direction (2 lanes) of traffic flow at a time with fewer conflict points. Crossing distance is shorter and vehicle speeds are slower. Additional technologies would be required to accommodate for visually impaired persons crossing roundabouts. Specific training and education would be necessary.
NATURAL ENVIRONMENT			
Air Quality	Negligible impact in air quality due to larger volumes of vehicles idling at intersections but improved traffic flow resulting in less delay.	Negligible impact in air quality due to larger volumes of vehicles idling at intersections but improved traffic flow resulting in less delay.	Negligible impact in air quality due to larger volumes of vehicles idling at intersections but improved traffic flow resulting in less delay.; however at the intersection with Pillsworth Road, roundabouts generally have reduced vehicle emissions due to less stopping activity, hence more environmentally friendly.
RECOMMENDATION			

	Meets objectives of the Problem Statement since capacity and operations will be significantly improved over existing conditions. There will be grading and property impacts to 4 residential properties near Pillsworth Road. **Not Recommended**	Meets objectives of the Problem Statement since capacity and operations will be significantly improved over existing conditions. Minimizes impacts to 4 residential properties near Pillsworth Road; however, provides status quo with signalized intersection at Pillsworth Road. **Not Recommended**	Meets objectives of the Problem Statement since capacity and operations will be significantly improved over existing conditions. Minimizes impacts to 4 residential properties near Pillsworth Road. Provides additional safety features through reduced speed and delay to the corridor due to the roundabout at Pillsworth Road. **Recommended**

NOTE: Travel Demand Management initiatives (transit, walking, biking) and Operational Improvements (signal timing/phasing, speed) are recommended in conjunction with widening.

Impacts on the following are equal and therefore have been removed from the list.

Land Use and Social-Economic
- Business Impacts
- Noise Impacts
- Archaeological Resources Impacts
- Cultural Heritage Resources Impacts

City Building
- Supports OP and Secondary Plan Objectives
- Streetscaping

Transportation Service
- Accommodation of Truck Traffic
- Accommodation of Transit Service /Accessible Transportation
- Transportation Network Considerations

Natural Environment
- Stormwater/Drainage
- Vegetation
- Wildlife
- Aquatic Species and Habitat
- Sustainability

Implementation
- Construction feasibility
- Staging opportunities

Costs
- Utility Relocation
- Capital Costs
- Property Acquisition

Summary of Recommended Design Concept

The **Highway 50** preliminary recommended design proposes:

1. Widening about the centre-line between Mayfield Road and Castlemore Road to a 6 lane configuration.
2. A full urban cross-section to be implemented as development proceeds.
3. The easterly shift to avoid impacts to Shiloh Cemetery.
4. A 3.0m multi-use trail along the west side.
5. A 1.5m sidewalk along the east side.
6. External roadside ditches along the corridor to intercept existing drainage from farm fields.

The **Mayfield Road** preliminary recommended design proposes:

1. Widening about the centre-line between Highway 50 and Coleraine Road to a 4 lane configuration.
2. A roundabout at the Mayfield Road and Pillsworth Road intersection.
3. A full urban cross-section to be implemented as development proceeds.
4. The southerly shift to reduce impacts on four existing residential properties.
5. A 3.0m multi-use trail along the south side.
6. A 1.5m sidewalk along the north side.
7. External roadside ditches along the corridor to intercept existing drainage from farm fields.

Impacts and Mitigation Measures

Natural Heritage Factor	Potential Impacts	Recommended Mitigation
Soils	Soil disturbance during construction may result in erosion and sedimentation.	An erosion and sediment control plan will be prepared and implemented before construction and maintained during construction operations. The ESC plan will be require TRCA approval as part of the permitting process during detail design.
Fish and Aquatic Habitat	Potential for the harmful alteration, disruption or destruction (HADD) of fish habitat.	Environmental protection measures will be implemented to avoid impacts to fish habitat. A timing restriction will be applied to construction at or near watercourses. No aquatic species at risk are known to inhabit the watercourses; however, all watercourses within the study area convey flows to Redside Dace habitat downstream. As such, MNR Provincial Policy will be followed.
	Potential for erosion and sedimentation into watercourses.	Erosion and sediment controls will be implemented before and during construction to prevent erosion of sediments into watercourses. The ESC plan will be require TRCA approval as part of the permitting process during detail design.
Vegetation and Vegetation Communities	Removal of cultural meadow vegetation communities throughout the study area.	The cultural meadow vegetation communities are highly disturbed and contain a high proportion of non-native species. The removal of these portions of cultural meadow habitat will not be significant.
	Removal of planted trees along the study area to accommodate the improvements.	Trees will be planted to compensate for the removal of existing trees along the Highway 50 and Mayfield Road corridors. Where possible, efforts should be made to avoid impacts to species considered rare or uncommon by the TRCA. Transplanting, where feasible, should be undertaken for these species.
Wildlife and Wildlife Communities	Potential for removal of and disturbance to wildlife habitat.	The vegetation communities impacted contain agricultural and urbanized areas with low habitat structure/diversity and limited habitat potential. Widening and improvements to Highway 50 and Mayfield Road will have limited effect on wildlife and habitat utilized by wildlife. To meet the requirements of the Migratory Birds Convention Act, no vegetation removals should occur during the nesting season. With several exceptions, this includes the period from April 1 to July 31. If vegetation clearing is required during this period, a bird nest survey should be carried out by a qualified avian biologist prior to construction. During field investigations, suitable habitat for Bobolink (Dolichonyx oryzivorus) was identified, as this species typically nests in agricultural fields. Recently, Bobolink has been added to the Species at Risk in Ontario List, and is now regulated as 'Threatened' under the Ontario Endangered Species Act. The potential presence of this species should be further investigated at the EA stage in order to identify any constraints.
Noise	An increase in noise levels at OLA's of more than 5 dBA.	Most of the residential properties are not eligible for noise mitigation since they are not reverse frontage or side flanking. For the lots that are eligible, a sound level reduction of 5 dBA or more is not be feasible and therefore sound walls are not recommended.
Archaeology	Potential impacts in the vicinity of Shiloh Cemetery.	A Stage 2 assessment at the Shiloh cemetery lands will be undertaken in the Spring of 2011. This work will be done in accordance with the Ministry of Tourism and Culture's Draft Standards and Guidelines for Consultant Archaeologists (2009), in order to confirm the absence of unmarked graves within the ROW. This work will involve the removal of the topsoil with a Gradall followed by the shovel shining of the exposed surfaces and subsequent inspection for grave shafts. The recommended design for Highway 50 shifts the centre alignment to the east to avoid impacts to the cemetery.
	Potential impacts to lands with archaeological potential.	A Stage 2 assessment will be undertaken in Spring of 2011, in accordance with Ministry of Tourism and Culture's 2009 Draft Standards and Guidelines for Consultant Archaeologists, to assess areas with archaeological potential beyond the disturbed ROW.
Built and Cultural Heritage	Potential for direct impacts to BHR 4, farmhouse located at 10951 Highway 50.	A Heritage Impact Assessment (HIA) will be undertaken for this property in the Spring of 2011. The purpose of the HIA is to carry out more in-depth historic research on the property, to complete a field review (usually involving a review of the exterior and interior of the house and the property), and based on the results of field review and research, evaluate the structure to determine its heritage significance and recommend appropriate mitigation measures.
	Indirect impacts to Cultural Heritage resources through encroachment	Construction activities should be planned so as to ensure that associated vibration impacts do not adversely impact resources set in close proximity to road right of ways. Wherever possible, historic roadscapes and agricultural landscapes should be maintained through the use of landscaping with historic plant materials for berms or vegetative screens, and hedge rows should be preserved where extant. When detailed plans are complete, a qualified heritage consultant should identify specific indirect impacts of the undertaking to cultural heritage resources determined to be in close proximity to the Highway 50 and Mayfield Road alignments (BHR 1, BHR 3, BHR 4, CHL 2 – CHL 5, CHL 10) and to develop appropriate mitigation measures.
Water Quality	Potential for impacts to water quality.	Short-term Stormwater Management will be provided by oil-grit separators. Long-term Stormwater Management will be provided by stormwater management ponds to be provided by adjacent developments.
Land Acquisition	Potential for acquisition of property.	Property will be required for the recommended design. Affected property owners will be contacted.

Next Steps

The next steps for the Class Environmental Assessment are:

- Receive public comments by May 13, 2011;
- Review and consider public and agency input;
- Finalize the preferred design after reviewing comments;
- Complete detailed impact analysis;
- Finalize proposals for mitigation of negative effects;
- Prepare and File Environmental Study Report; and
- Post the Notice of Study Completion.

If you wish to be on our mailing list, require further information, or provide input to the study, you can contact us in the following ways:

Mr. Richard J. Sparham
Project Manager, Region of Peel
9445 Airport Road, 3rd Floor
Brampton ON L6S 4J3
Tel: 905-791-7800 ext. 7825
Fax: 905-791-1442
Email: richard.sparham@peelregion.ca

Edward Chiu P. Eng.
Project Manager, York Region
17250 Yonge Street
Newmarket ON L3Y 6Z1
Tel: 1-877-464-9675 ext. 5908
Fax: 905-836-4590
Email: edward.chiu@york.ca

Stephen Keen, M.Sc., P.Eng.
Consultant Project Manager
HDR|iTRANS Consulting Inc. 144 Front Street West, Suite 655 Toronto, Ontario, M5J 2L7 Tel: 416-847-0005, Ext. 5557
Fax: 416-597-3127
E-mail: Stephen.Keen@hdrinc.com

Thank You!

Public Information Centre #2: Comment Form

Wednesday, April 27, 2011

1. Where do you live?
   - ☐ City of Brampton
   - ☐ City of Vaughan
   - ☐ Town of Caledon
   - ☒ Other (Specify) Toronto

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)
   - ☒ Direct Access on to Hwy 50 or Mayfield Rd.
   - ☐ Residential Property
   - ☐ Business / Commercial
   - ☐ Industrial
   - ☐ Other (Specify) _____.

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

5. Are there any issues with the Highway 50 and Mayfield Road preliminary recommended design 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?

I am looking to confirm

- all accesses to the Mayfield / Hwy 50 carpool lot can accommodate a GO Bus

- The designs @ Mayfield / 50 allows for a bus only entrance / loop / exit.

Please leave your completed Comment Form in the drop box provided, mail or fax (by May 13th, 2011) to one of the following:

Mr. Richard J. Sparham
Project Manager
Region of Peel
9445 Airport Road, 3rd Flr
Brampton ON L6S 4J3
Ph: 905-791-7800 ext.7825
Fax: 905-791-1442
richard.sparham@peelregion.ca

Mr. Edward Chiu, P.Eng.
Project Manager
York Region
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Newmarket, ON L3Y 6Z1
Ph: 1-877-464-9675
ext.5908
Fax: 905-836-4590
edward.chiu@york.ca

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Consultant Project Manager
HDR|iTRANS
144 Front Street West,
Suite 655
Toronto, Ontario M5H 2L7
Ph: 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: [redacted]
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 #2: Comment Form

Wednesday, April 27, 2011

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   - ☐ City of Vaughan
   - ☐ Town of Caledon
   - ☑ Other (Specify) Toronto

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

3. My property interest is (Check all applicable)
   - ☑ Direct Access on to Hwy 50 or Mayfield Rd.
   - ☑ Residential Property
   - ☐ Business / Commercial
   - ☐ Industrial
   - ☐ Other (Specify) _____.

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

5. Are there any issues with the Highway 50 and Mayfield Road preliminary recommended design 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?

I request a copy of the development along Hwy 50 + Mayfield Road as I part of the property owners just [redacted]

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in the drop box provided, mail or fax (by May 13th, 2011) to one of the following:

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Toronto, Ontario M5H 2L7
Ph: 416-847-0005 ext.5557
Fax: 905-857-3127
stephen.keen@hdrinc.com

☑ Yes, I woul[redacted]

Name:
Email:
Address:

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Public Information Centre #2: Comment Form

Wednesday, April 27, 2011

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   - ☐ City of Vaughan
   - ☐ Town of Caledon
   - ☐ Other (Specify) Mississauga

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)
   - ☑ Direct Access on to Hwy 50 or Mayfield Rd.
   - ☐ Residential Property
   - ☑ Business / Commercial
   - ☑ Industrial
   - ☐ Other (Specify) _____.

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

5. Are there any issues with the Highway 50 and Mayfield Road preliminary recommended design 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?

There are too many traffic lights on Hwy 50 to qualify it as a "highway" as it is, there are plans to have other roads intersecting Hwy 50 in the plan area which would make a merge very difficult when crossing six lanes.

The proposed intersection of the 427 and Hwy 50 is restricted in options due to the existing CP Rail yard and the opposing gas station.

The mapping of watersheds does not relate to the surrounding lands because areas shown as habitat or watersheds are currently worked or farmed areas.

Please leave your completed Comment Form in the drop box provided, mail or fax (by May 13th, 2011) to one of the following:

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Brampton ON L6S 4J3
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Suite 655
Toronto, Ontario M5H 2L7
Ph: 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: _____

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Region of Peel — Working for you | York Region

Highway 50 and Mayfield Road
Class Environmental Assessment

Public Information Centre #2: Comment Form

Wednesday, April 27, 2011

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)
   - ☐ Direct Access on to Hwy 50 or Mayfield Rd.
   - ☐ Residential Property
   - ☐ Business / Commercial
   - ☐ Industrial
   - ☐ Other (Specify) _____.

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

5. Are there any issues with the Highway 50 and Mayfield Road preliminary recommended design 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?

We are at [redacted]
our concern it is about heavy traffic of trucks coming this way to get to Hwy 50 and speed -
So K. it is too fast and the Rd. is not built for that kind of traffic and speed it is a by-pass at the moment for cars where all these trucks come from?

Please leave your completed Comment Form
in the drop box provided, mail or fax (by May 13th, 2011) to one of the following:

Mr. Richard J. Sparham
Project Manager
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Brampton ON L6S 4J3
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Fax: 905-857-3127
stephen.keen@hdrinc.com

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

Name: [redacted]
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.

[redacted]

Region of Peel Working for you | York Region

Highway 50 and Mayfield Road
Class Environmental Assessment

Public Information Centre #2: Comment Form

Wednesday, April 27, 2011

1. Where do you live?
   - [x] City of Brampton
   - [ ] City of Vaughan
   - [ ] Town of Caledon
   - [ ] Other (Specify) _____

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

3. My property interest is (Check all applicable)
   - [ ] Direct Access on to Hwy 50 or Mayfield Rd.
   - [x] Residential Property
   - [ ] Business / Commercial
   - [ ] Industrial
   - [ ] Other (Specify) _____.

4. I would like a reply back to my comments:
   - [x] Yes
   - [ ] No

5. Are there any issues with the Highway 50 and Mayfield Road preliminary recommended design 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?

AS A RESIDENT OF COLERAINE DRIVE [redacted], I AM CONCERNED WITH THE INTERSECTION OF COLERAINE DRIVE AND HIGHWAY 50. AS IT IS, IT IS UNSAFE.

ALTHOUGH THERE IS A WEIGHT RESTRICTION, IT IS NOT ENFORCED, NOR DOES THERE SEEM TO BE ANY ATTEMPT AT ENFORCEMENT. WITH SIGNIFICANT DEVELOPMENT ON COLERAINE DR., NORTH OF MAYFIELD ROAD, IN CALEDON; THE TRAFFIC VOLUME HAS INCREASED TO THE POINT WHERE THE ORIGINAL DESIGN AND THE EXISTING CONDITION OF COLERAINE DRIVE, SOUTH OF MAYFIELD ROAD, CANOT SUSTAIN THE VOLUME OF TRAFFIC USING IT TO ACCESS HIGHWAY 50 AT A MORE SOUTHERLY POINT.

THE SHARP CURVE AT THE SOUTH END OF COLERAINE, CAN NOT HANDLE THE VOLUME OF TRAFFIC USING IT. IT'S ILLEGAL USE BY A SIGNIFICANT VOLUME OF TRUCKS AND TRACTOR TRAILERS IS DANGEROUS FOR SO MANY REASONS, MAINLY; THE SHARP CURVE, THE NARROW LANES AND THE LACK OF SHOULDERS. NOT TO BE DIS-REGARDED, IS THE SORRY CONDITION OF THE ROAD-BED.

HAVING REVIEWED THE PUBLIC INFORMATION AVAILABLE, IT SEEMS TO ME THAT WITH PLANNED IMPROVEMENTS ON MAYFIELD ROAD AND HIGHWAY 50, ACCESS THERE IS SUFFICIENT, TO CALEDON, ON COLERAINE DRIVE, NORTH OF MAYFIELD ROAD. THE INTERSECTION AT COLERAINE DRIVE AND HIGHWAY 50 SHOULD BE CLOSED, UNTIL PLANS FOR MAJOR MACKENZIE DRIVE FROM VAUGHAN INTO BRAMPTON, ARE FINALIZED.

THANK YOU FOR YOUR ATTENTION TO THESE MATTERS.

Please leave your completed Comment Form
in the drop box provided, mail or fax (by May 13th, 2011) to one of the following:

Mr. Richard J. Soarham | Mr. Edward Chiu, P.Eng. | Mr. Stephen Keen, P.Eng.

From: [redacted]
Sent: April 28, 2011 11:57 AM
To: Sparham, Richard
Subject: Notice of Public Info Centre #2 Project No. 09-4390
Importance: High

Hi Richard,

I am in receipt of your letter dated April 15, 2011 regarding Hwy 50 Class EA. Please be advised that [redacted] is no longer with [redacted]. As such, please address all future correspondence to my attention.

Thanks in advance.

Regards,

[redacted]

From: [redacted]
Sent: April 28, 2011 9:18 AM
To: Sparham, Richard
Subject: Class EA, Highway 50 from Castlemore Road/Rutherford Road to Mayfield Road...

Richard,

I am in receipt of a Notice for PIC regarding the above captioned EA.

The notice only arrived today and as such, we were unable to attend the PIC.

Please accept this correspondence as sufficient confirmation from our office requesting updates and any other available information pertaining to the EA.

Thank you,

[redacted]

From: Keen, Stephen
Sent: Wednesday, May 11, 2011 9:52 AM
To: [redacted]
Cc: Sparham, Richard; Edward Chiu (edward.chiu@york.ca)
Subject: RE: HWY 50 and Mayfield Class EA Study

[redacted]

You will be added to our list – please note the names of the new Peel/York contacts (above) for this project. It should be noted that the recent PIC was the second of the two planned PICs for this project. A final ESR will be produced over the next few months.

Stephen Keen, M.Sc., P.Eng.
Senior Project Manager

HDR | iTRANS
144 Front Street W, Suite 655 | Toronto, ON | M5H 2L7
Phone: 416.847.0005 x 5557 | Fax: 416.857.3127 | Email: stephen.keen@hdrinc.com
www.hdrinc.com
www.itransconsulting.com

From: [redacted]
Sent: Tuesday, May 10, 2011 8:16 PM
To: solmaz.zia@peelregion.ca; nick.colarusso@york.ca; Keen, Stephen
Subject: HWY 50 and Mayfield Class EA Study

Hi all,

I would formally like to request to be placed on the list for notification of any further meetings, decisions, or materials that are released to the public relating to the ongoing process associated with the HWY 50 and Mayfield Class EA. A former colleague of ours, [redacted] was on this list, however he is no longer with the firm. I request that all correspondence and materials to my attention instead.

Please kindly confirm that I have been added.

Kind regards,

[redacted]

From: [redacted]
Sent: Tuesday, May 31, 2011 12:36 PM
To: Keen, Stephen
Subject: RE: Class Environmental Assessment for Highway 50

Thanks for the update.

Can I assume your reply means that I have been added to the consultation list and will be receiving future communications, such as the notice of completion?

[redacted]

From: Keen, Stephen [mailto:Stephen.Keen@hdrinc.com]
Sent: Tuesday, May 31, 2011 12:35 PM
To: [redacted]
Cc: nick.colarusso@york.ca; Baudais, Nathalie
Subject: RE: Class Environmental Assessment for Highway 50

[redacted]

Richard Sparham (Peel) and Edward Chiu (York) are the new Regional representatives on this project. We have held the 2 Public Information Centres planned for this project. Our next step will be to refine the preliminary design and associated mitigation based on comments received at the PIC.

Our next point of contact will be to publish a notice of completion sometime in September. If you need further information in the meantime or have any concerns, please do not hesitate to contact me or one of the above.

Stephen Keen

From: [redacted]
Sent: Tuesday, May 31, 2011 9:27 AM
To: solmaz.zia@peelregion.ca; nick.colarusso@york.ca; Keen, Stephen
Subject: Class Environmental Assessment for Highway 50

Hello,

Could you please add my to the consultation list concerning the class EA for Highway 50 from Castlemore Road/Rutherford Road to Mayfield Road/Albion Vaughan Road.

Please confirm when I have been successfully added the consultation list and can expect to start receiving updates.

I look forward to hearing from you and learning more about this EA.

Regards,

From: Keen, Stephen
Sent: Friday, April 29, 2011 1:48 PM
To: Sparham, Richard
Cc: [redacted]
Subject: Mayfield Resident

A Mayfield Road (northside) resident [redacted] phoned to express her concerns over the amount of property we are showing required. She owns one of the [redacted] that we tried to avoid. She rightly noted that the construction stops short of her trees and property but we still show a property purchase. I explained to her that the 50m ROW is an indication of the Official Plan ROW requirement and that we had moved the road alignment to the south at that location.

She is going to write to you to express her concerns over this issue.

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