

A2. Public Information Centre #1

NOTICE OF PUBLIC INFORMATION CENTRE (PIC) #1

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

DIXIE ROAD (R.R. #4) FROM QUEEN STREET TO MAYFIELD ROAD

The Study

The Regional Municipality of Peel is undertaking a *Municipal Class Environmental Assessment Study* for Dixie Road from Queen Street to Mayfield Road to support planned growth in the area and to provide for additional north-south road capacity in accordance with the Region's Long Range Transportation Plan. The Region has retained Totten Sims Hubicki Associates to carry out the study. The approximate Study Area is presented on the map below.

The Process

This project is being conducted in accordance with the requirements for Schedule "C" projects as described in the Municipal Engineers Association document "*Municipal Class Environmental Assessment*, October 2000, as amended in 2007". The Class EA process includes public and review agency consultation, evaluation of alternatives, assessment of the impacts of any proposed undertakings, and identification of reasonable measures to mitigate any adverse impacts. Upon completion of the study, an Environmental Study Report will be submitted to the Ministry of the Environment and made available for public review for a period of 30 days.

Public Information Centre

Public Consultation is vital to the success of this study. We want to ensure that anyone interested in this study has the opportunity to get involved and provide input. The first PIC will be an informal drop-in centre with display information on the study findings to date including the problem statement, evaluation of alternative solutions and the preliminary preferred solution. The PIC will provide stakeholders with the opportunity to ask questions to the Project Team, review project information and the preliminary preferred solution and provide their input. As part of this study, two PIC's will be held with the first scheduled for:

Date: Monday, Nov. 17, 2008

Time: 6 to 8 p.m.

Location: Harold M. Braithwaite Secondary
School (Cafeteria)
415 Great Lakes Drive,
Brampton, ON L6R 2Z4

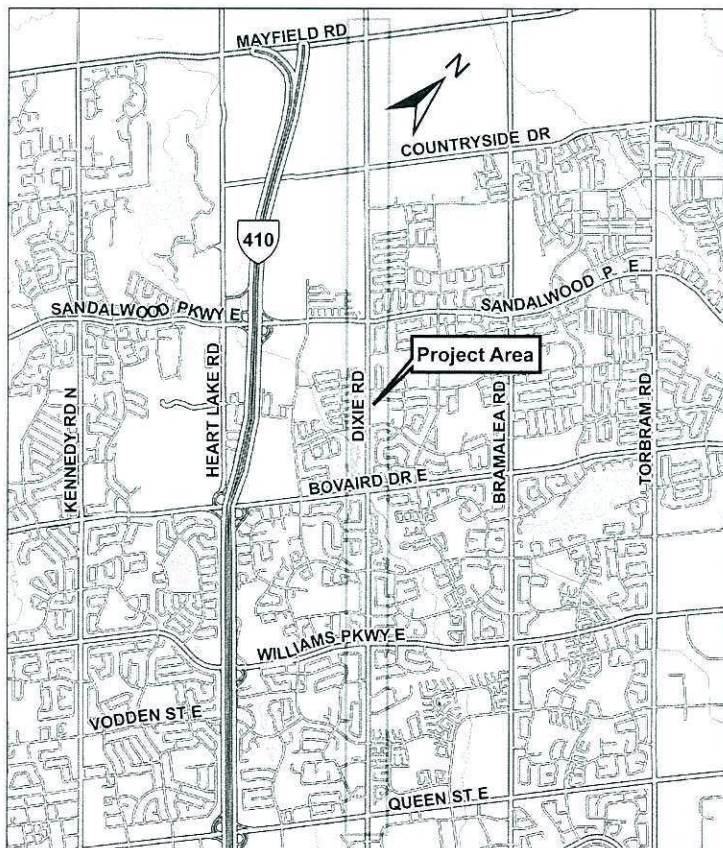
If you are unable to attend the PIC but have comments or questions regarding this project, contact either of the Project Team members below:

Hitesh Topiwala, MCIP, RPP

Project Manager, Project Planning and Studies
Region of Peel
11 Indell Lane, 2nd Floor
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Please visit our website www.peelregion.ca/pw/roads/environ-assess for updates on the project. Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

**DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET EAST TO MAYFIELD ROAD**

***DIXIE ROAD IMPROVEMENTS
FROM
QUEEN STREET EAST TO MAYFIELD ROAD***

***CLASS ENVIRONMENTAL ASSESSMENT
STUDY***

PUBLIC INFORMATION CENTRE #1

***NOVEMBER 17, 2008
6 TO 8 pm***

***HAROLD M. BRAITHWAITE SECONDARY SCHOOL
CAFETERIA***

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

WELCOME TO THE FIRST PUBLIC INFORMATION CENTRE (PIC #1)

- ❖ Please sign the attendance registry.
- ❖ Feel free to review the display material and provide your comments in writing.
- ❖ Place your completed comments in the Comment Box or mail/fax/email to the Region of Peel or the Consultant Team by December 5, 2008.
- ❖ The Project Team members will be pleased to discuss your comments and questions with you.

Hitesh Topiwala, MCIP, RPP, Project Manager
Environment, Transportation and Planning
Services, Region of Peel
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AECOM Mississauga Argentina Office
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Fax: 905-858-0016
rob.shames@aecom.com

STUDY AREA

The study area is comprised of lands for Dixie Road (Regional Road 4) from Queen Street East to north of Mayfield Road (approx. 7,400 metres), including the intersection of Mayfield Road with Dixie Road and the intersection of Bovaird Drive and Dixie Road



Note: Freedom of Information and Protection of Privacy

Comments and information regarding this Study are being collected to assist the Region of Peel in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the Study and may be included in the Study documentation. With the exception of personal information, such as names and addresses, all comments will become part of the public record.



Region of Peel
Working for you

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

PROBLEM STATEMENT

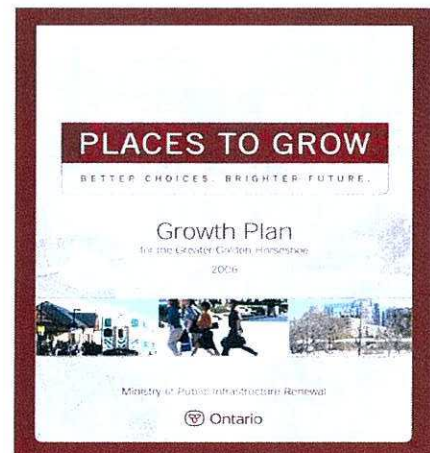
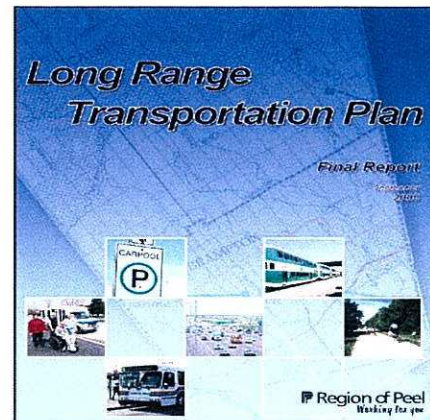
Based on current and projected growth for the City of Brampton, improvements along Dixie Road, from Queen Street to Mayfield Road are necessary. Continued growth in the study area will contribute to increased traffic congestion and deterioration of the road conditions over the next 25 years.

Dixie Road is currently a 4-lane road up to Countryside Drive and a 2-lane rural road from Countryside Drive to Mayfield Road.

The Regional Municipality of Peel Long Range Transportation Plan (September 2005) identifies the need to widen and improve this section of Dixie Road.

The Provincial Places to Grow Growth Outlook for the Greater Golden Horseshoe forecasts the Region of Peel to grow to 1.49 million by 2021 and 1.64 million by 2031.

This represents a 61% growth from the 2001 population of 1.03 million and is higher than the Region's currently adopted forecast.

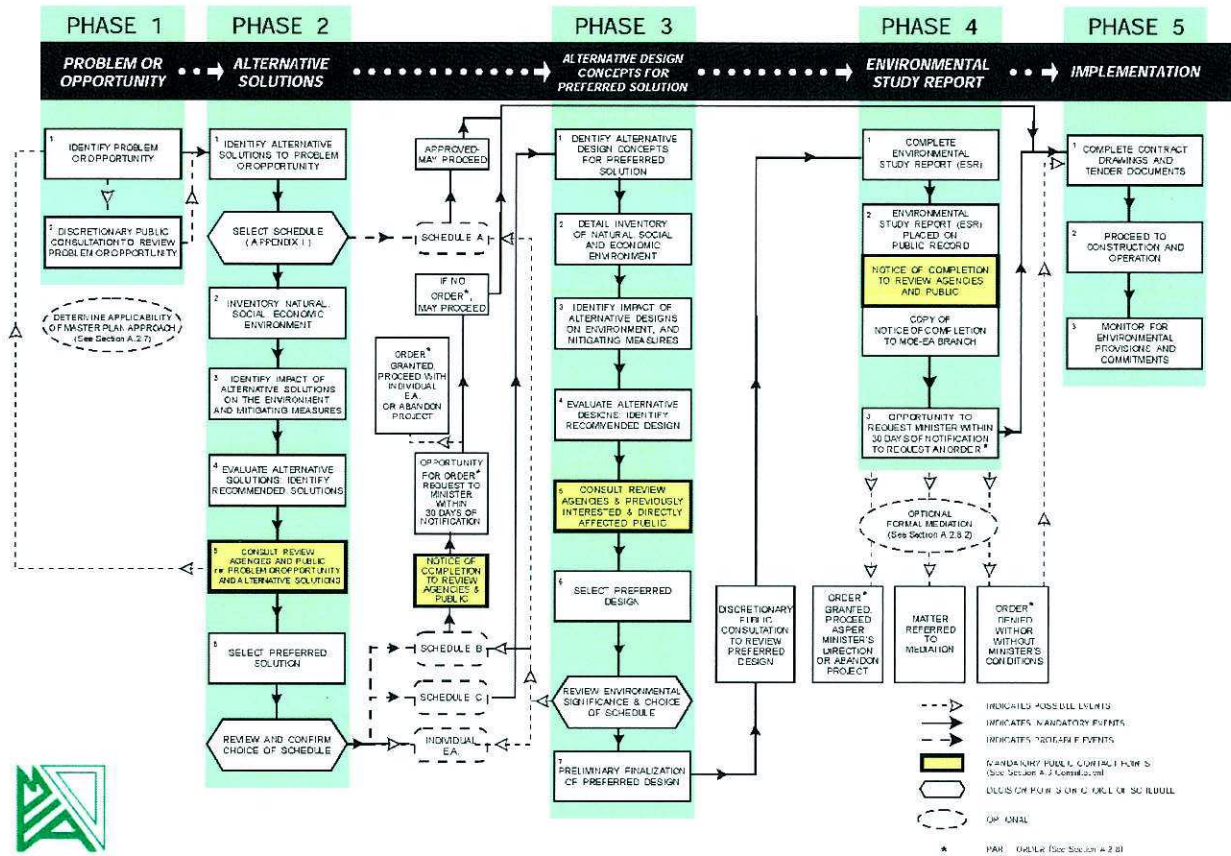


OPPORTUNITY STATEMENT

In order to serve the short and long term transportation needs related to planned future growth, this study will examine possible road widening and linkages, intersection improvements, pavement rehabilitation, and opportunities to facilitate public transit, bicycle traffic and pedestrian movement.

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

CLASS ENVIRONMENTAL ASSESSMENT PROCESS



The study is being carried out as a Schedule "C" Undertaking in accordance with the Municipal Class Environmental Assessment Act (amended October, 2007).

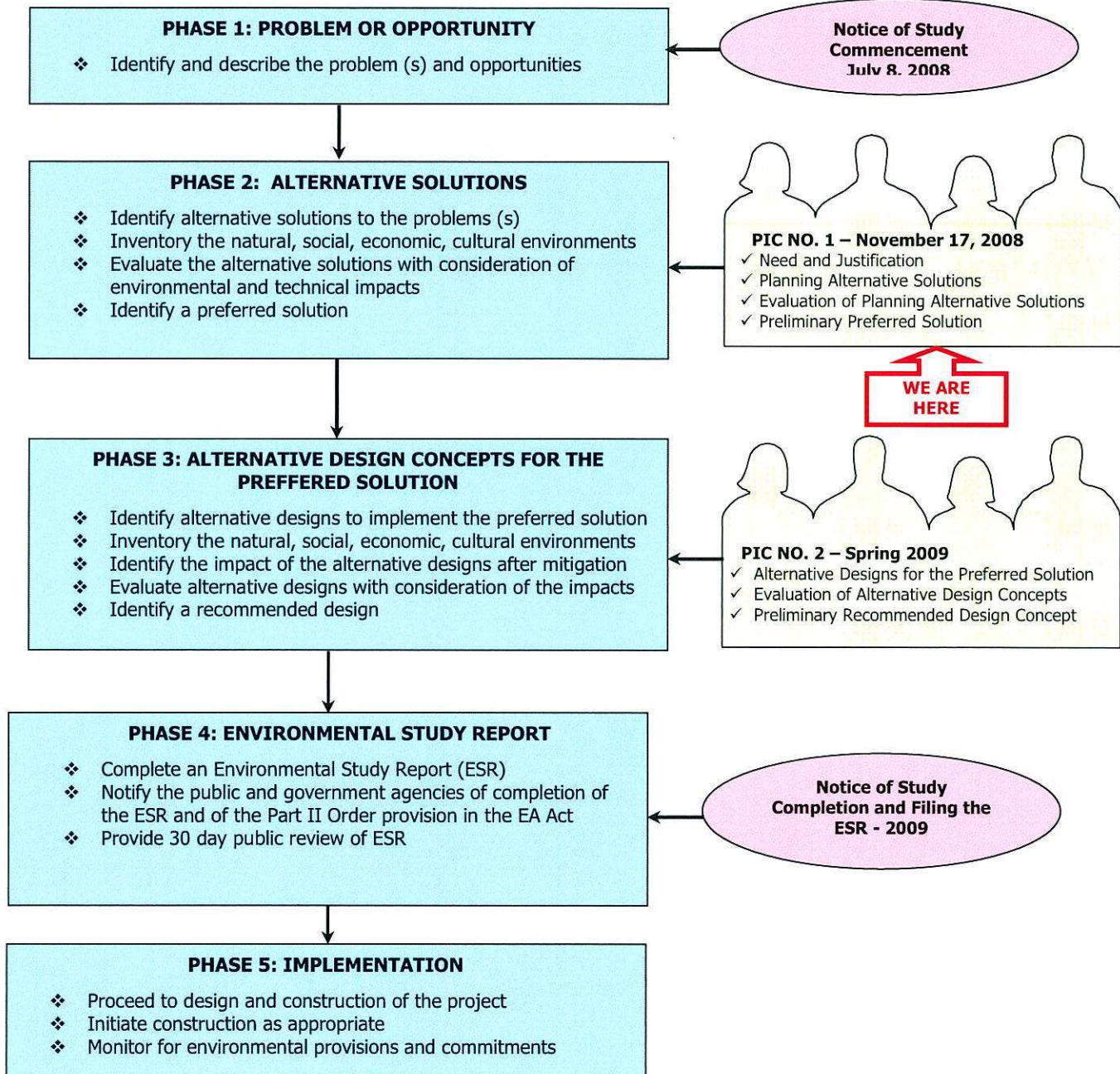
As this process continues there will be several opportunities for public input.

**DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET EAST TO MAYFIELD ROAD**

STUDY PROCESS AND SCHEDULE

PHASES

POINTS OF CONTACT



DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

KEY ISSUES TO CONSIDER

- ❖ Mount Olivet Cemetery and Lundy family burial ground
- ❖ Several Cultural Heritage buildings in the Study Area
- ❖ Traffic noise impacts and mitigation
- ❖ Region of Peel Capital Works Projects: Water Feedermain and Wastewater Realign Sanitary Sewer construction (2008/2009) from Countryside Drive to Mayfield Road
- ❖ Countryside Drive Design, City of Brampton
- ❖ City of Brampton Sandalwood Parkway Environmental Assessment
- ❖ City of Brampton Williams Parkway Environmental Assessment
- ❖ Culvert work

EXISTING ENVIRONMENTAL CONDITIONS

Natural Environment

- ❖ Lands are typically flat till plains characterized by well drained, clay soils
- ❖ Study area is within the headwater areas of Etobicoke Creek subwatershed



Looking south on west side of Dixie Road at altered watercourse

- ❖ Watercourse/Fisheries Site Review results:
 - Confirmed area creeks are normally dry or intermittent in nature
 - Highly degraded (polluted) and therefore classified as “warm water” due to urbanization

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

EXISTING ENVIRONMENTAL CONDITIONS CONTINUED

- The fish habitat is considered to be of low quality/sensitivity. A dozen forage fish (stickleback) were captured
- Fish passage completely blocked upstream of west sidewalk and culvert inlet (channel drop/waterfall)
- Continuous tributary flow at south end of study area several metres north of Queen Street
- ❖ These watercourses are highly disturbed, serve as natural habitat and also function to help wildlife move safely through the study corridor
- ❖ Vegetation Site Review results:
 - Surrounding vegetation is old field herbaceous growth along the roadsides
 - Occasional mature trees including White elm, Silver maple, Crack willow, Norway Pine and Maple
- ❖ Species at Risk: none were observed at time of site visits

Social-Economic Environment

- ❖ The Study Area is located within the northern section of the City of Brampton.
- ❖ Land use is predominantly residential properties with agricultural land use to the north. Much of the current agricultural land has been approved for development.
- ❖ Commercial land use also adjacent to Dixie Rd. includes the Civic Centre Complex at the southeast intersection of Queen and Dixie, a Shopping Plaza at the North east intersection of Dixie and Peter Robinson Blvd. and service commercial at various locations.



DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

- ❖ Recreational facilities within the study area or in close proximity include the Brampton Soccer Centre, Ellen Mitchell Recreation Centre, Howden Recreation Centre and the Civic Centre Complex along with a number of recreational trails.
- ❖ Noise: A noise study will be conducted as part of this study to confirm mitigation requirements. The results of the noise study will be presented at the PIC #2 meeting tentatively scheduled for early 2009.

Built Heritage Environment

- ❖ A number of historic properties within the study limit including 2 pioneer cemeteries: Mount Olivet Cemetery and Lundy family burial ground

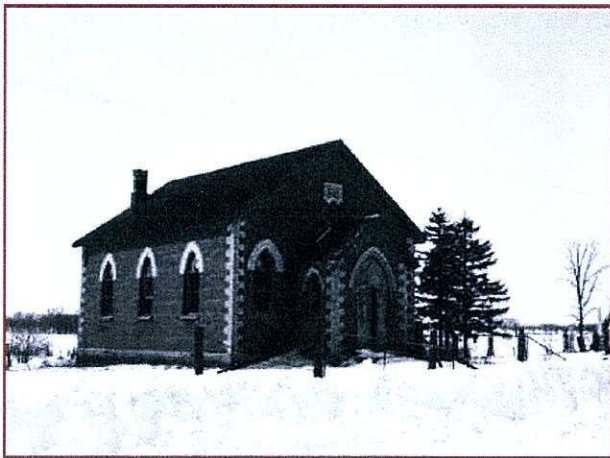


Photo courtesy of Brian Galbraith. Reference: Architectural Heritage Society of Ontario



19th century school house north of Countryside Drive, east of Dixie Rd

- ❖ Several cultural heritage buildings are within the Study Area and are included on the City of Brampton Heritage Properties List:
 - Peter Archdekin Farmhouse – 4585 Mayfield Road - Construction 1870's
 - Ingoldsby Farm – 11960 Mayfield Road – Construction 1874
 - 11098 Dixie Road – Construction 1870's
 - Mayfield School House – 1524 Countryside Drive – Construction 1870's
 - Lundy Burial Grounds – Dixie Road – Construction 1859
 - Mount Olivet Cemetery – Dixie Road – Construction 1869

These properties are not designated heritage properties. However, they are considered to be significant heritage resources and are subject to the Provincial Policy Statement (2005) which states they be conserved.

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

Archeological Environment

- ❖ The Mount Olivet Cemetery and Lundy family burial ground currently extends into the right-of way.
- ❖ Given prior relocation of both a portion of the Mount Olivet Cemetery and the Lundy family burial ground, there is high potential for unmarked graves outside the currently defined cemetery.
- ❖ A Stage 1 Background and field reconnaissance was conducted during the summer of 2008.
- ❖ The following results found that all lands are free of archeological concern except for:
 - The northern portion of the corridor, encompassing all land north of Countryside Drive, the lands adjacent to the disturbed roadside appear to be largely pristine and therefore, retain potential for the discovery of archeological resources. This area will require a Stage 2 survey.



Overview, looking north along west side of Dixie Road



View east side of Dixie Road north of Countryside Drive

**DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET EAST TO MAYFIELD ROAD**

NEED AND JUSTIFICATION FOR IMPROVEMENTS

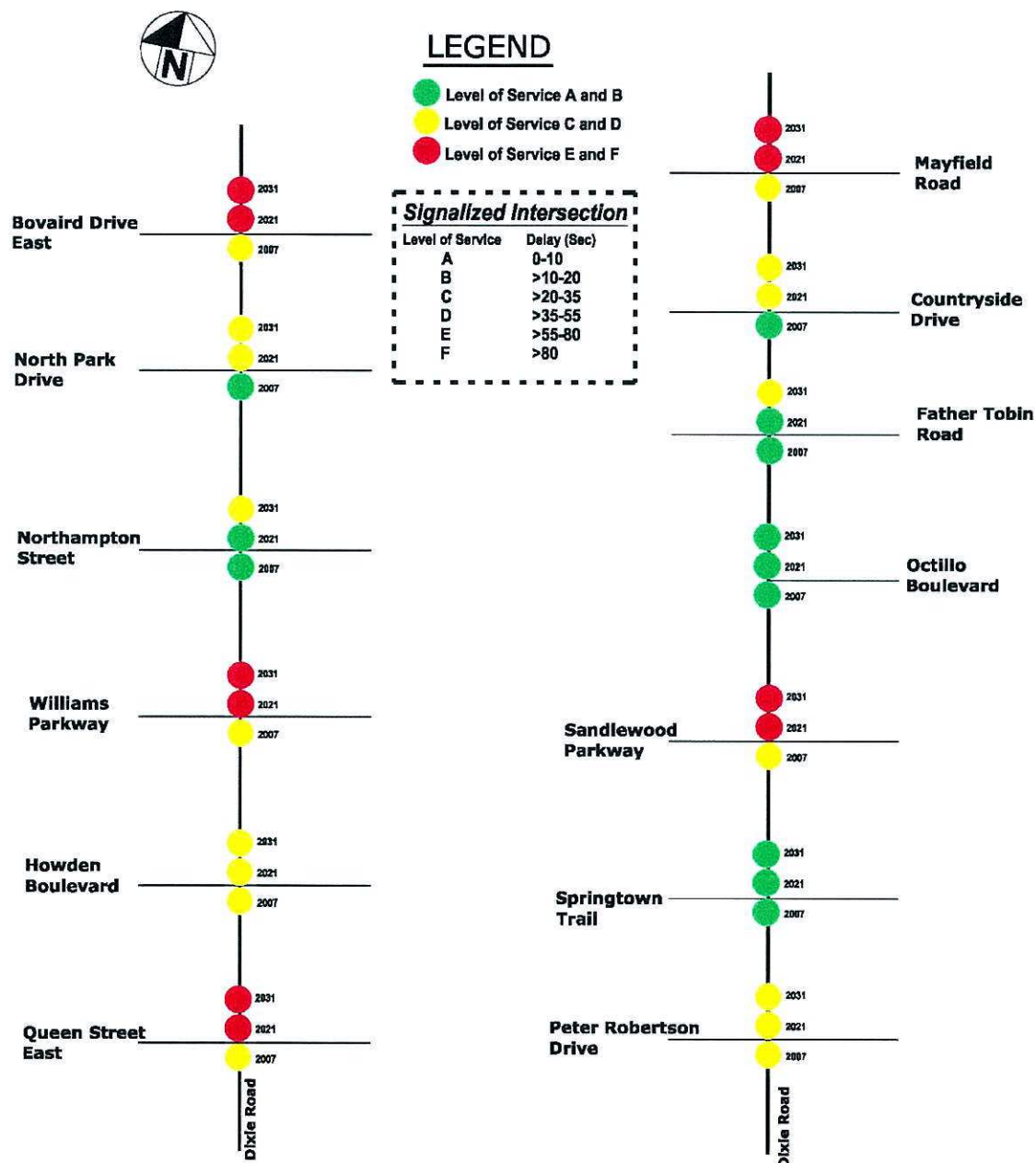
Traffic Study Approach:

- ❖ All signalized intersections were analysed using the Synchro Software which is based on the Highway Capacity Manual (HCM 2000) methodologies.
- ❖ Weekday morning and afternoon peak hour traffic volumes were utilized to understand the impact at all the intersections.
- ❖ Existing and forecasted link volumes were used for volume to capacity assessments at the road segments between intersections for Traffic scenarios, existing 2007, and projected future 2021 and 2031 traffic volumes for both scenarios, without and with Dixie Road Improvements.
- ❖ Overall Intersection Level of service (LOS) with respect to delay (seconds/vehicles) was calculated for each of the intersections for existing 2007 traffic conditions, projected future 2021 and 2031 traffic volumes for both scenarios, with and without Dixie Road Improvements.

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

Existing Traffic Operations:

Signalized Intersection Traffic Operations, Level of Service



Dixie Road Without Improvements

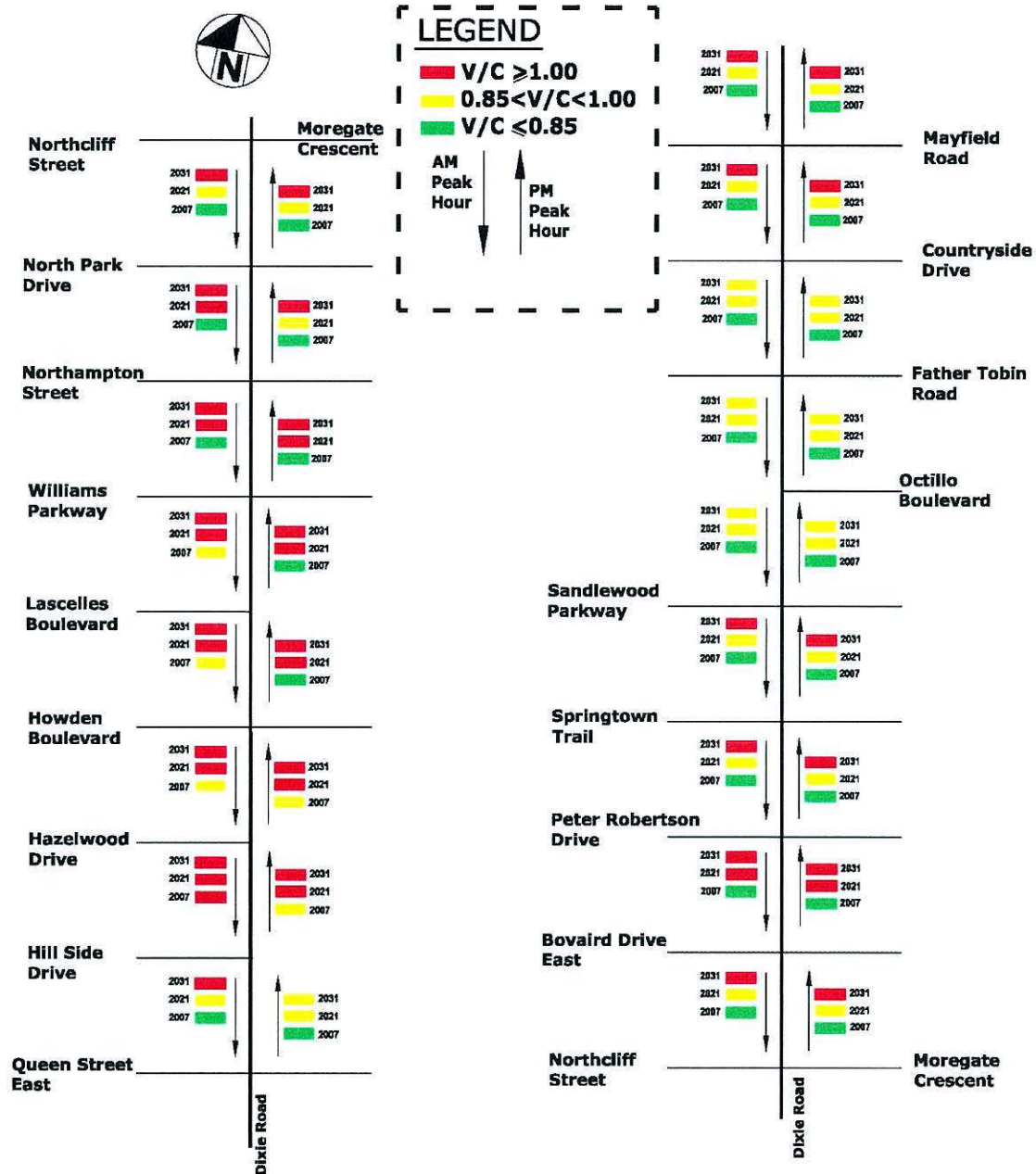
Existing and Future Traffic Conditions

Note: Critical Level of Service, AM and PM Peak Hours

Not to Scale

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

Volume to Capacity (V/C) Assessment, Link Analysis

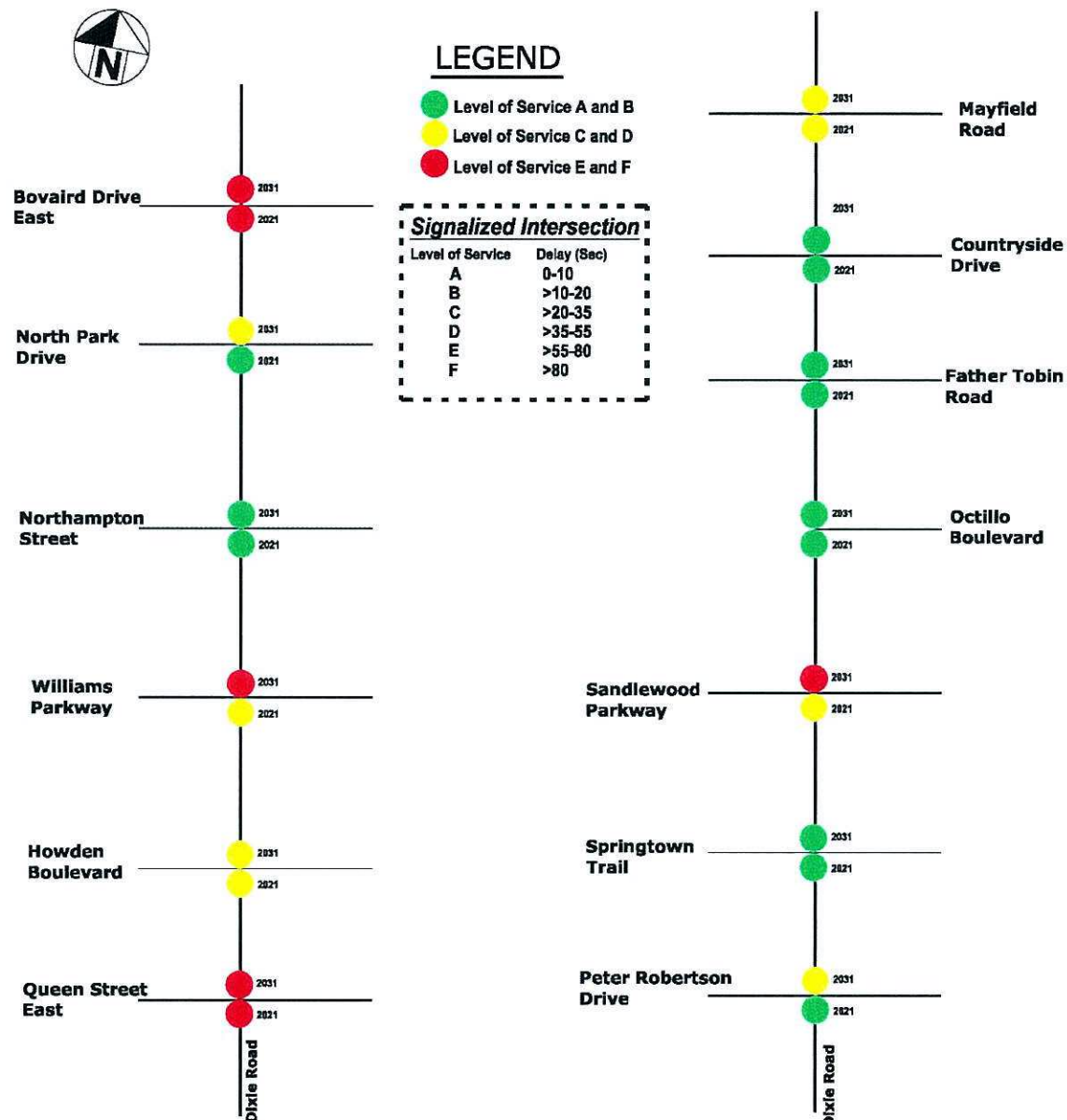


Dixie Road Without Improvements Existing and Future Traffic Conditions

Note: V/C assessment based on critical link volumes between intersections

Not to Scale

Signalized Intersection Traffic Operations, Level of Service

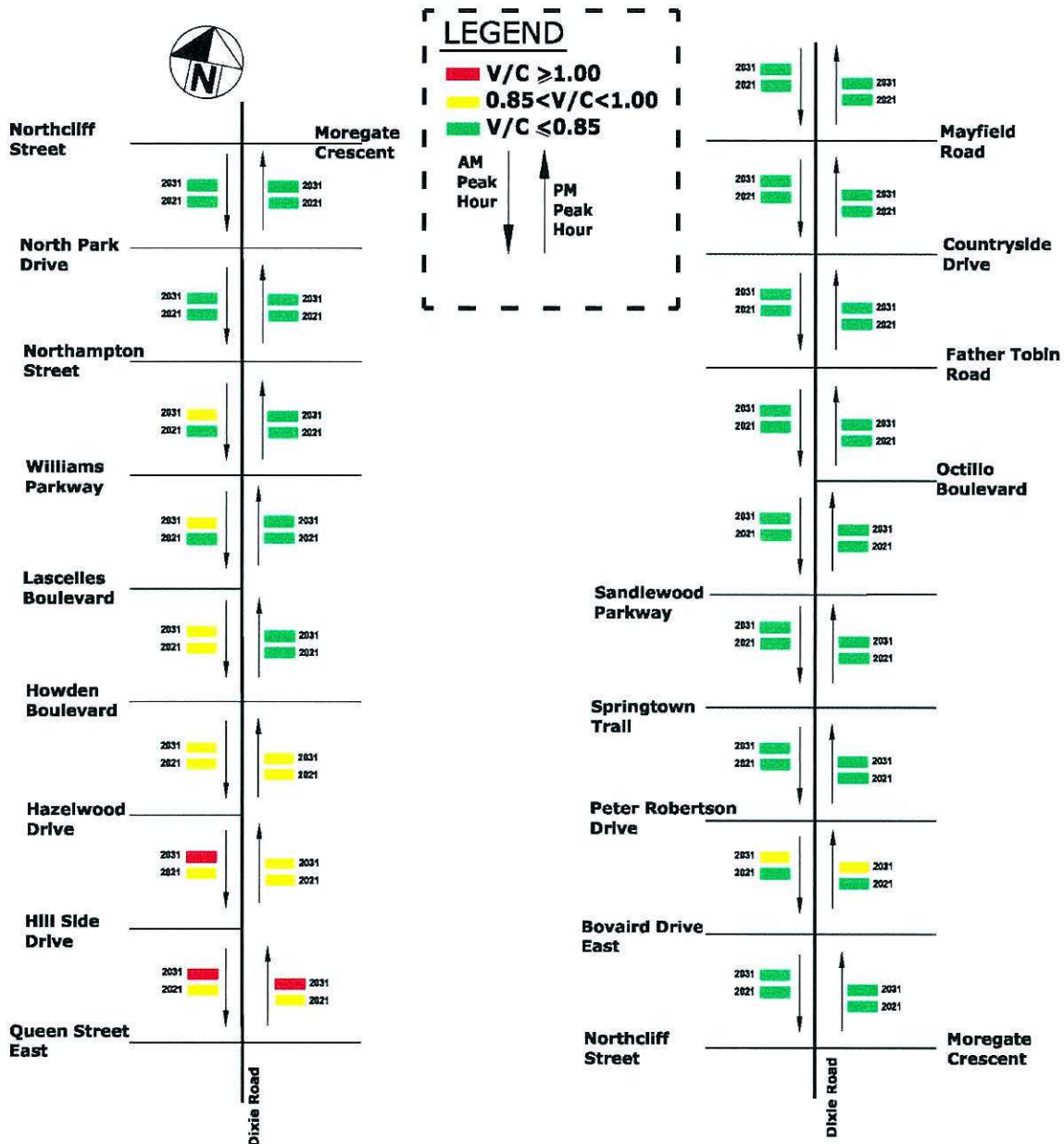


(6 Lanes between Queen Street East and Countryside Drive)
(4 Lanes between Countryside Drive and Mayfield Road)

Note: Critical Level of Service, AM and PM Peak Hours, *Preliminary Assessment Not to Scale

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

Volume to Capacity (V/C) Assessment, Link Analysis



Dixie Road With Improvements
(6 Lanes between Queen Street East and Countryside Drive)
(4 Lanes between Countryside Drive and Mayfield Road)

Future Traffic Conditions

Note: V/C assessment based on critical link volumes between intersections

Not to Scale

**DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET EAST TO MAYFIELD ROAD**

ALTERNATIVE SOLUTIONS TO ADDRESS THE PROBLEM/ OPPORTUNITY STATEMENT

Alternative solutions are planning options that could potentially address the identified problem and or an opportunity can be realized. The following alternative solutions were assessed:

PLANNING ALTERNATIVES	DESCRIPTION	POTENTIAL TO ADDRESS PROBLEM / OPPORTUNITY	RECOMMENDATION
DO NOTHING	Maintain the status quo. No improvements are planned or made.	Does not address the projected traffic growth and traffic capacity deficiencies along Dixie Road.	Not carried forward
ROAD NETWORK IMPROVEMENTS	INTERSECTION IMPROVEMENTS Traffic signal improvements, possible lane configuration improvements to accommodate left and right turn lanes.	Traffic operations will remain at or over capacity during peak periods. Does not fully address the need and justification. Some improvements would be observed at intersections but increased delay and congestion would continue in the links between intersections. Increased delays at unsignalized intersections would be experienced.	Carried forward as part of preferred solution
	ROAD WIDENING Widen Dixie Road to 6 Lanes	Widening Dixie Road to 6 through traffic lanes provides the highest benefit to motorists and businesses along the corridor. Allows opportunity for future implementation of HOV Lanes.	Carried forward
	Widen Alternative Routes	Add additional lanes to other, nearby north-south roads. Alternate North-South routes have been or are currently being studied for widening	Not carried forward
TRANSPORTATION DEMAND MANAGEMENT (TDM)	INCREASE TRANSIT USE Increase and improve transit services by connecting links as an incentive for commuters to switch from private automotive use to transit, thus reducing the need for facility improvements.	Although this type of TDM is encouraged by the Region as a tool to control traffic growth, currently there are no improvements to the transit facility in this corridor. Dixie Road has been identified as a support corridor in the City's AcceleroRide Program. The Region is in support of the City's AcceleroRide Program.	Carried forward as part of preferred solution
	PROVIDE HIGH OCCUPANCY VEHICLE (HOV) LANES Introduce the use of HOV lanes to promote two or more passenger travel and reduce the number of vehicles.	As part of the Region's Long Range Transportation Plan the use of HOV Lanes is encouraged. The total distance that requires improvements along Dixie Road (which is approximately 7,400 metres) is long enough to sufficiently accommodate HOV Lanes. Will require a widened Dixie Road to accommodate the implementation of an HOV lane.	Potential for HOV Lanes in future with widened Dixie Road

DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY QUEEN STREET EAST TO MAYFIELD ROAD

EVALUATION MATRIX

The following Evaluation Criteria will be used to assess the Alternative Design Concepts.

CRITERIA / FACTOR	DESCRIPTION / MEASURE
TRANSPORTATION	
Traffic Operations and Level of Service	Ability to accommodate traffic growth, improve capacity and delay
Horizontal Alignment and Intersection Layout (Safety)	Ability to improve sight lines and distances
Drainage and Pavement Structure	Ability to convey stormwater run-off and maintain structural pavement integrity
Utilities	Ability to avoid, relocate or replacement existing utilities
NATURAL ENVIRONMENT	
Watercourses/Fisheries and Aquatic Habitat	Potential impacts to watercourses and fish species
Vegetation and Terrestrial Habitat	Potential impacts to vegetation and habitat
Wildlife and Wildlife Corridors	Potential impacts to wildlife species and habitat
Trails and Recreation	Potential impacts to trail and recreation systems
SOCIAL ENVIRONMENT	
Property Impacts	Potential disruption or displacement of land or building
Noise	Potential increase in noise level
Community Access	Potential impacts to access / driveways
ECONOMIC ENVIRONMENT	
Future Planning Initiatives and/or Potential Developments	Potential impacts on future developments and/or future planning initiatives of lands in the study area.
Business Operations	Potential impacts to existing businesses within the study area
Construction and Maintenance Costs	Capital construction costs and ongoing maintenance costs
CULTURAL ENVIRONMENT	
Archaeological Resources	Potential impacts on archaeological resources
Built Heritage and Cultural Landscape Features	Potential impacts on built heritage and/or cultural landscape features

PRELIMINARY PREFERRED SOLUTION

The 'Preliminary Preferred Solution' to address the anticipated traffic volumes within the project limits is to widen Dixie Road from 4 to 6 lanes between Queen Street to Countryside and Countryside to Mayfield Road from 2 to 4 lanes and to provide a combination of Transportation Demand Management options.

**DIXIE ROAD (REGIONAL ROAD 4) CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET EAST TO MAYFIELD ROAD**

ACTIVITIES TO BE COMPLETED / NEXT STEPS

Environmental and Technical Studies to be completed:

- ❖ Noise Assessment and determination of mitigating measures (i.e. noise wall)
- ❖ Stage 2 Archaeological Field Assessment and Stage 3 Archaeological Investigation, where required
- ❖ Natural and Socio-Economic Investigations

What's Next in the Process?

- ❖ All comments received will be reviewed and considered and the preliminary preferred design will be finalized
- ❖ Alternative Design Concepts (i.e. widening to the north versus widening to the south) will be evaluated using the same criteria (i.e. natural, social, cultural)
- ❖ Determine impacts and mitigating measures
- ❖ Evaluate and determine the Preliminary Preferred Design
- ❖ Hold the Second Public Information Centre (PIC), following the evaluation and selection of the Preferred Design Concept
- ❖ Comments received on the evaluation and selection of the Preferred Design Concept will be considered in the final preliminary design
- ❖ Finalize the Environmental Study Report (ESR) incorporating the preliminary design and public input
- ❖ File the ESR for a 30-day public review and comment period

Thank you for your participation in this study.

We encourage you to comment on the study and the work that has been completed to date by either writing to us or filling out the comment sheet, emailing us, or calling us. Please refer to the handout for all contact information.





We Say NO to the widening of DIXIE ROAD From Queen Street to Bovaird Dr.

We the citizens and taxpayers of Brampton, petition the Region of Peel to stop plans to widen Dixie Road from Queen Street to Bovaird Dr.

The project will impact our lives in the following ways:

- 1. Widening of Dixie Road will necessitate the cutting down of old mature trees and shrubs which provide a natural sound barrier, & pollution filters.**
- 2. The green belt along both sides of Dixie is aesthetically pleasing and enhances a “neighbourhood” feeling.**
- 3. More traffic produces amplification of noise, an increase in pollution, and a greater risk of accidents.**
- 4. The sound barrier, planned by the Region will change the image and appearance our whole area. It will provide a flat canvas for graffiti that is not welcomed.**
- 5. Because of limited space, the replacement sidewalk on both sides of Dixie Road will be closer to the traffic lanes and negatively affect personal safety.**
- 6. Some students who attend one of the schools in the area will now have to cross an additional 2 lanes.**
- 7. By expanding Dixie Road, the traffic volume will automatically increase, along with more accidents.**
- 8. A wider Dixie Road will be an open invitation to trucks. NO THANK YOU!**
- 9. This section of Dixie Road travels through neighbourhoods, not industrial and commercial sites like Airport Road. Note: The widening of Queen Street that is under the Region’s jurisdiction has more land and distance separating the road from the sidewalk than what Dixie presently has.**
- 10. Property value of homes close to Dixie Road will be adversely affected.**
- 11. Mount Olivet Cemetery and Lundy Cemetery located on Dixie Road just north of North Part Dr. is part of Brampton’s Pioneer Site and a possible future Heritage Site. The community does not want it touched or removed. There are tombstones dating back to 1851.**
- 12. The 410, a highway no more than 1.5 km west of Dixie should be the focus of the region with the assistance of the province. The 410 already have 6 lanes and it could accommodate 8 lanes. Is the region working with the province?**

Proposed Widening of Dixie Road, north of Queen Street to Mayfield, Brampton

November, 2008

The following are the main points of objection to a proposal recently announced to consider widening Dixie Road, north of Queen Street East:-

- (1) Widening Dixie Road would negatively impact all of the adjacent residential neighbourhoods -- for example, through noise, exhaust pollution, higher speeds and volume, resulting in traffic and pedestrian accidents.
- (2) Widening is not needed by those who use the road; it is not presently overcrowded nor congested, even during rush hours.
- (3) If a widened north-south arterial road were needed in this area (which we dispute), it should be another concession road further removed from Hwy 410, such as Kennedy (to the west) or to the east, Bramalea Rd., Torbram or Airport Rd. Dixie Road is much too proximate to Hwy. 410 -- barely more than a stone's throw -- such that a proper spacing of high-volume traffic to the north and south would be overly-concentrated in this area, rather than spaced farther apart.
- (4) Dixie Road north of Queen Street is exclusively an arterial access route for residential neighbourhoods -- NOT for industrial nor commercial areas, which are the types of use for which a wider road might be appropriate, if/ when justifiable. There is no justifiable rationale for widening Dixie Road.
- (5) A widening of arterial roads is NOT actually a proper use of public funds from our Regional or local municipalities at this time. Great expense will be saved by NOT proceeding with this deeply-flawed proposal. Those funds can better be deployed elsewhere in the municipal budgets, or taxes reduced.
- (6) Stands of young-to-mature, healthy boulevard trees along the road allowance -- for example, along both sides of Dixie Road from Williams north to Bovaird -- would have to be clear-cut to make way for any street widening along that stretch. That would substantially diminish the beauty of natural landscaping, the air quality and hence the integral values of our neighbourhood.

In sum, a widening of Dixie Road would serve no purpose, while causing great harm and unnecessary expense.

We believe that our Mayor and Councillors should direct the Planning staff to abandon this proposal immediately, to avoid a lengthy, time-consuming, acrimonious, expensive, and ultimately futile confrontation.

With appreciation,

**Dixie Road (Regional Road 4) from Queen Street to Mayfield Road
Environmental Assessment (EA)**

Questionnaire/Comment Sheet

**Public Information Centre #1 - November 17, 2008
Harold M. Braithwaite Secondary School, Brampton, ON**

A) Where do you live: ☒ City of Brampton ☐ Other (Specify) _____

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

- ☐ Internet
- ☐ Local Newspaper
- ☒ Mailed-out Advertisement
- ☐ Other (specify) _____

C) My property interest is: (Check all applicable)

- ☐ Direct access onto Dixie Road
- ☒ Residential Property
- ☐ Business/Commercial
- ☐ Industrial
- ☐ Other (specify) _____

D) How frequently do you use Dixie Road between Queen Street and Mayfield Road?

- ☒ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Rarely

E) I would like a reply back to my comments:

- ☒ Yes
- ☐ No

Comments (please print)

Did the material and displays presented to you today provide you with the information necessary to understand the project and develop your own opinions about the Preferred Alternative Solution? **Yes () No ()**

If no, what are the other needs, problems and opportunities that should be addressed?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

- * TRUCKS (TIMES when trucks can travel on DIXIE rd.) should be designated times.
- * Will they have to take parts of our property)
- *

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

Attention:

Hitesh Topiwala, MCIP, RPP

Project Manager, Project Planning and Studies Transportation
Environment, Transportation and Planning Services
Region of Peel

Phone No.: 905-791-7800 ext. 7805

Fax No.: 905-791-1442

Email: hitesh.topiwala@peelregion.ca

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

Name: _____

Address: _____

Telephone Number: _____

E-mail Address: _____

Information will be collected in accordance with the
Freedom of Information and Protection of Privacy Act.

With the exception of personal information, all comments will become part of the public record.

**Dixie Road (Regional Road 4) from Queen Street to Mayfield Road
Environmental Assessment (EA)**

Questionnaire/Comment Sheet

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Harold M. Braithwaite Secondary School, Brampton, ON**

- A) Where do you live: ☒ City of Brampton ☐ Other (Specify) _____
- B) How did you hear about this Public Information Centre? (Check all applicable)
- ☐ Internet
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 - ☒ Mailed-out Advertisement
 - ☐ Other (specify) _____
- C) My property interest is: (Check all applicable)
- ☒ Direct access onto Dixie Road
 - ☒ Residential Property
 - ☐ Business/Commercial
 - ☐ Industrial
 - ☐ Other (specify) _____
- D) How frequently do you use Dixie Road between Queen Street and Mayfield Road?
- ☒ Daily
 - ☐ Weekly
 - ☐ Monthly
 - ☐ Rarely
- E) I would like a reply back to my comments:
- ☒ Yes
 - ☐ No

Comments (please print)

Did the material and displays presented to you today provide you with the information necessary to understand the project and develop your own opinions about the Preferred Alternative Solution? **Yes () No ()**

If no, what are the other needs, problems and opportunities that should be addressed?

Noise

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

Noise

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

Attention:
Hitesh Topiwala, MCIP, RPP
Project Manager, Project Planning and Studies Transportation
Environment, Transportation and Planning Services
Region of Peel
Phone No.: 905-791-7800 ext. 7805
Fax No.: 905-791-1442
Email: hitesh.topiwala@peelregion.ca

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Proposed Widening of Dixie Road, north of Queen Street to Mayfield, Brampton
November, 2008

The following are the main points of objection to a proposal recently announced to consider widening Dixie Road, north of Queen Street East:-

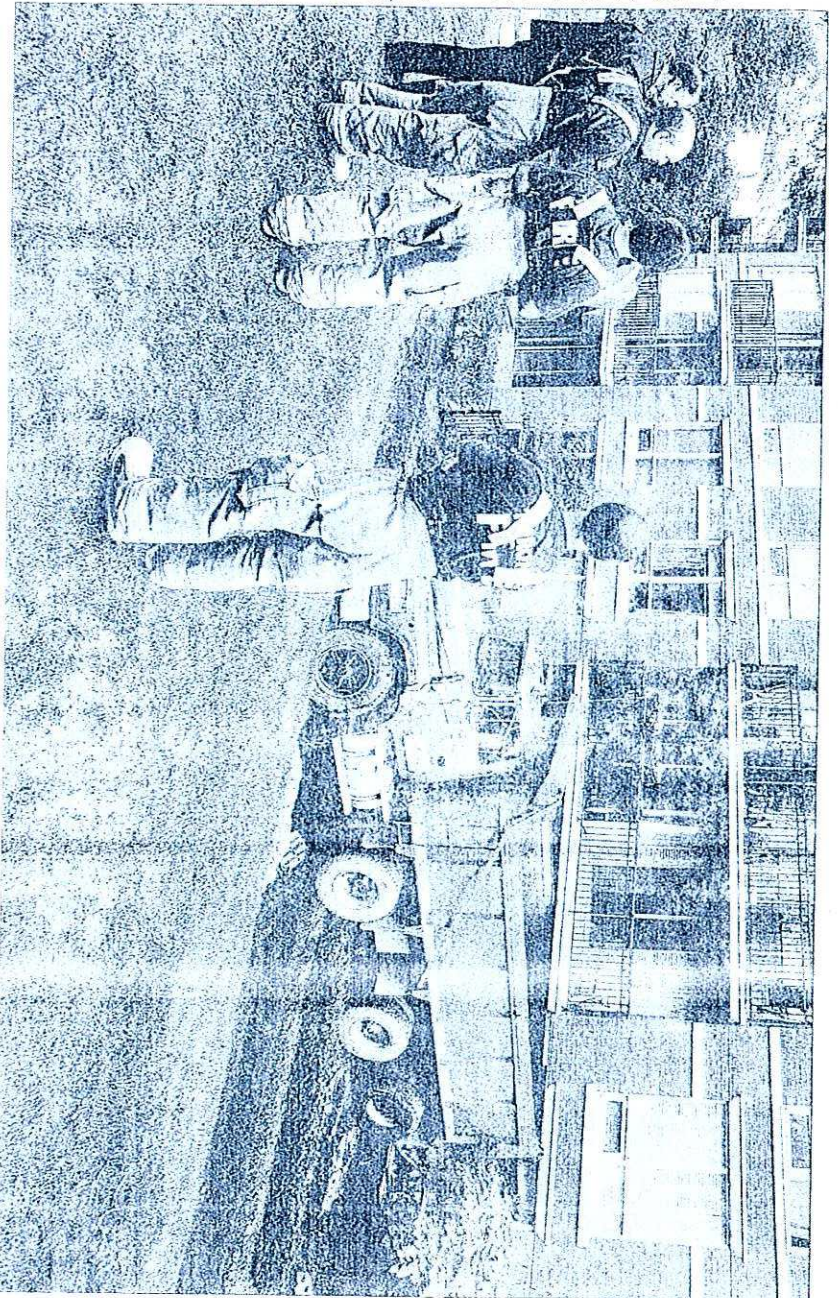
- (1) Widening Dixie Road would negatively impact all of the adjacent residential neighbourhoods -- for example, through noise, exhaust pollution, higher speeds and volume, resulting in traffic and pedestrian accidents.
- (2) Widening is not needed by those who use the road; it is not presently overcrowded nor congested, even during rush hours.
- (3) If a widened north-south arterial road were needed in this area (which we dispute), it should be another concession road further removed from Hwy 410, such as Kennedy (to the west) or to the east, Bramalea Rd., Torbram or Airport Rd. Dixie Road is much too proximate to Hwy. 410 -- barely more than a stone's throw -- such that a proper spacing of high-volume traffic to the north and south would be overly-concentrated in this area, rather than spaced farther apart.
- (4) Dixie Road north of Queen Street is exclusively an arterial access route for residential neighbourhoods -- NOT for industrial nor commercial areas, which are the types of use for which a wider road might be appropriate, if/ when justifiable. There is no justifiable rationale for widening Dixie Road.
- (5) A widening of arterial roads is NOT actually a proper use of public funds from our Regional or local municipalities at this time. Great expense will be saved by NOT proceeding with this deeply-flawed proposal. Those funds can better be deployed elsewhere in the municipal budgets, or taxes reduced.
- (6) Stands of young-to-mature, healthy boulevard trees along the road allowance -- for example, along both sides of Dixie Road from Williams north to Bovaird -- would have to be clear-cut to make way for any street widening along that stretch. That would substantially diminish the beauty of natural landscaping, the air quality and hence the integral values of our neighbourhood.

In sum, a widening of Dixie Road would serve no purpose, while causing great harm and unnecessary expense.

We believe that our Mayor and Councillors should direct the Planning staff to abandon this proposal immediately, to avoid a lengthy, time-consuming, acrimonious, expensive, and ultimately futile confrontation.

With appreciation





Firefighters survey the scene after a driverless dump truck rolled backward into the west side building near Yonge St. and Highway 401 yesterday.

Truck snatches into bedroom, kills sleeping woman

Dump truck barrels into stalled car before rolling down embankment and into victim's condominium

NICK AVELING
STAFF REPORTER

A 32-year-old Toronto woman was jolted awake by a runaway, driverless dump truck crashing through her bedroom wall yesterday.

The woman, who received cuts to her face when the truck smashed through a Hillside Ravines condominium wall near Yonge St. and Highway 401 at about 7:30 a.m., was taken to Sunnybrook hospital where she was reported to be in stable condition.

Brigitte Toma, who lives two

doors down from the woman, said the crash "sounded like something was about to come crashing into our unit. We jumped out of bed and went to the family room."

Concerned neighbours, including Toma, rushed to the woman's room. "It was all flooded and she was lying on the floor," she said. "We brought her into our unit and waited for an ambulance to come. She was bleeding and she had swelling on her face."

Toma said the woman's husband was getting ready for work at the

time of the crash. "He was really shaken, a pretty upset. He said it's a shame he went back to the bedroom, he had to dig her out because the residents on the way."

Toma, firefighter and Owen Sound city councillor Jim McManis, who watched the runaway truck hit his stalled Volkswagen Jetta.

He had just left work when the car drove into the northbound lanes of Highway 401.

It was only after a month and not long after the crash that Toma was told the woman had died. "I was told she was killed by a truck that was heading south on Highway 401," she said. "I was told she was killed by a truck that was heading south on Highway 401."

metres before the truck crashed through a garage wall, hitting a light standard and then rolling down a steep embankment, where it hit the building.

"I guess that's why I have insurance," said McManis, who escaped with only a scratched hand and mild stiffness.

The driver of the truck, also appeared to be unharmed, aside from a bruised hand, likely because he managed to jump out of the vehicle before it rolled down the embankment. It was not clear why the dump truck was out of control. There was no word on whether charges would be laid in the incident.

- PLEASE AVOID EXCESS VEHICULAR TRAFFIC
- DIXIE IS NOT MEANT FOR HEAVY USE.

**Dixie Road (Regional Road 4) from Queen Street to Mayfield Road
Environmental Assessment (EA)**

Questionnaire/Comment Sheet

**Public Information Centre #1 - November 17, 2008
Harold M. Braithwaite Secondary School, Brampton, ON**

A) Where do you live: ☒ City of Brampton ☐ Other (Specify) _____

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

- ☐ Internet
- ☐ Local Newspaper
- ☒ Mailed-out Advertisement
- ☐ Other (specify) _____

C) My property interest is: (Check all applicable)

- ☐ Direct access onto Dixie Road
- ☒ Residential Property
- ☐ Business/Commercial
- ☐ Industrial
- ☐ Other (specify) _____

D) How frequently do you use Dixie Road between Queen Street and Mayfield Road?

- ☒ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Rarely

E) I would like a reply back to my comments:

- ☒ Yes
- ☐ No

Comments (please print)

Did the material and displays presented to you today provide you with the information necessary to understand the project and develop your own opinions about the Preferred Alternative Solution? **Yes () No (X)**

If no, what are the other needs, problems and opportunities that should be addressed?

IT WOULD BE NICE IF YOU HAD A PLAN ALREADY
DRAWN UP SO PEOPLE COULD SEE THE WAY IT'S
ENVISIONED TO BE TO GET A BETTER GRASP ON THE PROJECT
NOTHING SAID ABOUT HAVING TO ACQUIRE LAND

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

Between Queen + Howden the storm runoff
on the east side of Dixie is a bit of a
flood plain. I've had water in my back yard
the odd time. - Rare though.

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

Attention:

Hitesh Topiwala, MCIP, RPP

Project Manager, Project Planning and Studies Transportation
Environment, Transportation and Planning Services
Region of Peel

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Fax No.: 905-791-1442

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- ☒ Daily
☐ Weekly
☐ Monthly
☐ Rarely

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- ☐ Yes
☐ No

Comments (please print)

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If no, what are the other needs, problems and opportunities that should be addressed?

*Expansion of Dixie Road to 4 lanes
will destroy the green belt that
presently exists. Trees, bushes, grass
will be replaced by concrete
sound barriers. The addition of*

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

Traffic lane will encourage more people to use Dixie Rd. Trucks will find it an appealing alternative. Increase in traffic will result in greater noise, traffic congestion, & safety concerns.

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☐ Monthly
☐ Rarely
- E) I would like a reply back to my comments:
☒ Yes
☐ No

Comments (please print)

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If no, what are the other needs, problems and opportunities that should be addressed?

I need to know what type of Wall/height etc-you
intend to place on our property, to eliminate
the noise? Also, we should like the Gates to "Bramalea
Woods"- Heightened to the same height as the wall
(down the side of the property).

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

Surface of road needs to be improved to eliminate traffic noise i.e. trucks etc. Who would be responsible for removing all the bushes, in place of the noise wall?

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

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☐ Weekly
☐ Monthly
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- ☒ Yes
☐ No

Comments (please print)

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If no, what are the other needs, problems and opportunities that should be addressed?

See next page

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

- left hand turn lanes for properties on the north side of Crescent Hill North
- right hand turn lane for same
- sidewalk too close to road in front of [redacted] (snow from road gets piled into sidewalk)

- noise barrier solutions for Dixie Rd properties
 - are there any changes to the existing hydro wires.
- Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

- Is there to be any underground services to be put in.

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Address: [redacted]

Telephone Number: [redacted]

E-mail Address: [redacted]

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**Dixie Road (Regional Road 4) from Queen Street to Mayfield Road
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☒ Yes
☐ No

Comments (please print)

Did the material and displays presented to you today provide you with the information necessary to understand the project and develop your own opinions about the Preferred Alternative Solution? **Yes () No (X)**

If no, what are the other needs, problems and opportunities that should be addressed?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

- Crescent Hill Dr N & S are not included on any maps
- are there any changes to the existing hydro wires
- left hand turn lanes for properties at 9377 & 9393
- right hand turn lanes
- noise barriers for properties fronting Dore Rd
- are there any plans for upgrades in municipal services

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

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- ☒ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Rarely

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- ☐ Yes
- ☐ No

Comments (please print)

Did the material and displays presented to you today provide you with the information necessary to understand the project and develop your own opinions about the Preferred Alternative Solution? **Yes (✓) No ()**

If no, what are the other needs, problems and opportunities that should be addressed?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

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☒ Other (specify)

from a neighbour 6th 8th yrs ago

C) My property interest is: (Check all applicable)

☐ Direct access onto Dixie Road

☒ Residential Property

☐ Business/Commercial

☐ Industrial

☐ Other (specify) _____

D) How frequently do you use Dixie Road between Queen Street and Mayfield Road?

☐ Daily

☒ Weekly

☐ Monthly

☐ Rarely

(2 or 3 times)

E) I would like a reply back to my comments:

☒ Yes

☐ No

Comments (please print)

(sorry I forgot to print)

Did the material and displays presented to you today provide you with the information necessary to understand the project and develop your own opinions about the Preferred Alternative Solution? **Yes** (☒ **No** (☒)

in my area

If no, what are the other needs, problems and opportunities that should be addressed?

- ① *Where are the 2 lanes going - 1 on each side or both lanes on the east side of Dixie?*
- ② *Has any consideration been given to having an industrial sub-division above the Mayfield Rd. This would have traffic going North & South in the morning & evening - Now it is about 10 to 1 going South between 6:30 to 7:30 A.M.*

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

See Pg # 1 Comments ②

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

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☐ No

Comments (please print)

Did the material and displays presented to you today provide you with the information necessary to understand the project and develop your own opinions about the Preferred Alternative Solution? **Yes (✓) No ()**

If no, what are the other needs, problems and opportunities that should be addressed?

MY REQUIREMENT IS THAT A SATISFACTORY NOISE RETAINING
WALL SYSTEM SHOULD BE INSTALLED ADJACENT TO MY PROPERTY
AT LEAST 10 FT (3 METRES) HIGH

I WOULD ALSO REQUEST THAT THE EXISTING DECORATIVE EXTERIOR
WALLS TO BRAHMA WOODS SUB DIVISION BE RETAINED IN SOME
WAY

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

THE SURFACE CONDITION OF THE EXISTING ROAD BED SHOULD
BE IMPROVED BECAUSE AT THE MOMENT DUHD TRUCKS RUNNING
SOUTH ON DIXIE ROAD (DOWN HILL) HAVING EMPTY CONTAINERS
CRASH AND BANG OVER THE ROAD SURFACE IRREGULARITIES
PERHAPS MORE DECIBAL CHECKS SHOULD BE MADE

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

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If no, what are the other needs, problems and opportunities that should be addressed?

THIS INFORMATION CENTER IS ABOUT SELLING THE 6 LANES.
WE (ALL STAKEHOLDERS) SHOULD HAVE BEEN INVOLVED BEFORE THE
6 LANES WAS MADE THE DEFACTO SOLUTION.
HOW DO WE MAKE TRANSIT MORE AVAILABLE? DO WE NEED
A BETTER TRANSIT PLAN?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

My Biggest Concerns - Noise AND Air Quality Appear To Be ON THE TABLE. NOW I'D LIKE SOME INFO ON WHAT NOISE VOLUMES AND AIR QUALITY ARE EXISTANT IN MY BACKYARD, WHAT ARE THE EXPECTED CHANGES AND WHAT ARE THE COMPARABLE NUMBERS FROM HOMES BACKING ONTO TORBRAM & BRAMALEA RDS?

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

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If no, what are the other needs, problems and opportunities that should be addressed?

PROPER FENCE FOR NOISE & VIBRATION AND POLLUTION
ON DIXIE & THE GAS STATION ON NORTHPARK.

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

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C) My property interest is: (Check all applicable)

☐ Direct access onto Dixie Road

☒ Residential Property

☐ Business/Commercial

☐ Industrial

☐ Other (specify) _____

D) How frequently do you use Dixie Road between Queen Street and Mayfield Road?

☒ Daily

☐ Weekly

☐ Monthly

☐ Rarely

E) I would like a reply back to my comments:

☒ Yes

☐ No

Comments (please print)

Did the material and displays presented to you today provide you with the information necessary to understand the project and develop your own opinions about the Preferred Alternative Solution? **Yes () No (X)**

If no, what are the other needs, problems and opportunities that should be addressed?

How was study narrowed to Dixie Rd
only? How were Kennedy, Bramalea
and Torbram eliminated?
How will street lighting over
residential be eliminated?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

Please leave your completed questionnaire/comment sheet in the drop box provided, mail, or fax by **December 5, 2008**.

Attention:
Hitesh Topiwala, MCIP, RPP
Project Manager, Project Planning and Studies Transportation
Environment, Transportation and Planning Services
Region of Peel
Phone No.: 905-791-7800 ext. 7805
Fax No.: 905-791-1442
Email: hitesh.topiwala@peelregion.ca

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

Name: _____

Address: _____

Telephone Number: _____

E-mail Address: _____

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**Dixie Road (Regional Road 4) from Queen Street to Mayfield Road
Environmental Assessment (EA)**

Questionnaire/Comment Sheet

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If no, what are the other needs, problems and opportunities that should be addressed?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

Although you have referenced noise as a potential issue, I don't believe that it has been given the prominence it should have received. Currently the noise levels in ~~the~~ any area Dixie/Hawden is excessive and additional traffic can only ~~add~~ add to this already noise level. Additionally, the added pollution stemming from this traffic will impact the immediate community.

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If no, what are the other needs, problems and opportunities that should be addressed?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

- AIR BRAKES FROM TRUCKS — NOISE
- POLLUTION
- MATURE TREES → WILL THEY BE DESTROYED??

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Comments (please print)

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If no, what are the other needs, problems and opportunities that should be addressed?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

I DON'T BELIEVE IT QUALIFIES AS AN ISSUE, BUT "WARM WATER" SUGGESTS YOU'VE GIVEN UP ON ANY THOUGHT OF REHABILITATING ANY OF THE WATERWAYS IN THE AREA.

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If no, what are the other needs, problems and opportunities that should be addressed?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

① WATERCOURSE BACKING ONTO HOSKINS SQ. NEED TO
ENLARGE CULVERT UNDER DIXIE & DEEPEN WATERCOURSE (OR ENCLOSE)
② NOISE WALL ALONG VACANT HOSKINS SQ. PROPERTY.

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Noise Problems & Speeding at 



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If no, what are the other needs, problems and opportunities that should be addressed?

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

- INCREASED SPEED OF CARS ON DIXIE
- AS MENTIONED, THE INCREASED NOISE LEVEL
- INCREASED AMOUNT OF DIRT /SUST GENERATED BY VEHICLES
- LARGER TRUCKS HAVING ACCESS TO THIS ROAD

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If no, what are the other needs, problems and opportunities that should be addressed?

- Noise Pollution
- Pollution from Exhaust of Vehicle
- Preserving the Trees
- Widen & Increase flow of Traffic on 401 Highway instead of widening Dixie

Based on the 'Study Issues' that we have identified, are there other issues that we should be aware of?

- Trucks should not be allowed on ~~401~~ ⁴⁰⁴ to North & South should be using 410
- An air quality study should be done to evaluate the potential increase in pollutants with increased traffic

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