

A4. Public Information Centre #2

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

DIXIE ROAD (R.R. #4) IMPROVEMENTS FROM QUEEN STREET TO 2 KILOMETRES NORTH OF MAYFIELD ROAD (R.R. #14)

The Study

In June 2008, the Regional Municipality of Peel initiated a Municipal Class Environmental Assessment (EA) Study for improvements to Dixie Road from Queen Street to Mayfield Road. The study area was later extended to 2 kilometres north of Mayfield Road in order to address the impacts from a proposed industrial development in the Town of Caledon. The proposed improvements are necessary to support planned growth in the area and provide for additional north-south road capacity in accordance with the Region's Long Range Transportation Plan.

The Process

This study is being undertaken in accordance with the requirements for a Schedule "C" project as described in the Municipal Engineers Association "Municipal Class Environmental Assessment" document, October 2000, as amended in 2007.

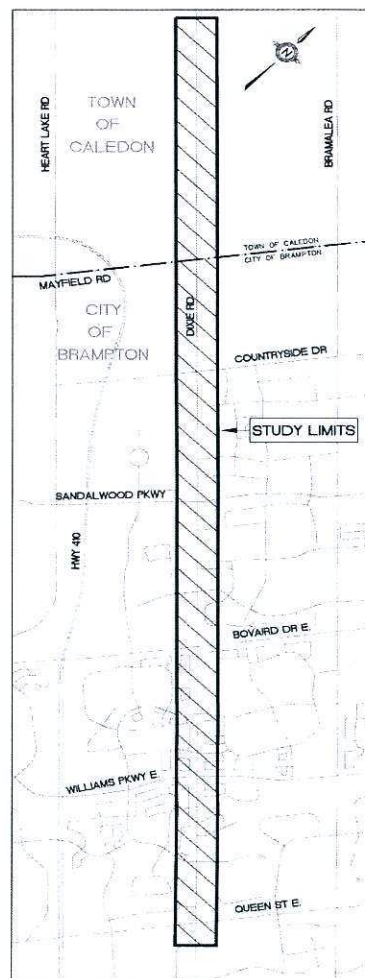
Public Information Centre No.1

The first Public Information Centre (PIC) was held on November 17, 2008 and presented the problem statement, background information, evaluation of planning alternatives and the preliminary recommended planning alternative. The recommended planning alternative is to widen Dixie Road from 4 to 6 lanes between Queen Street to Countryside Drive, and from 2 to 4 lanes between Countryside Drive to Mayfield Road with a combination of Transportation Demand Management options.

Public Information Centre No.2

PIC No. 2 will consist of an informal drop-in centre scheduled for:

DATE: May 24, 2011
TIME: 6 p.m. to 8 p.m.
LOCATION: Harold Braithwaite Secondary School
415 Great Lakes Dr., Brampton, ON L6R 2Z4



In the second PIC the finalized recommended planning alternative, widening of Dixie Road to 4 lanes to approximately 2 kilometres north of Mayfield Road, will be confirmed. Technical studies, evaluation of alternative design concepts and the preliminary recommended design for the entire study area will be presented.

Following PIC No. 2 the preferred design will be confirmed and an Environmental Study Report (ESR) will be prepared to document the planning process including conclusions and recommendations.

Comments

Public consultation is vital to this study. Comments received through the course of this study will be considered in finalizing the preferred design concept. If you cannot attend the PIC, you can alternatively provide input and/or be kept informed:

- Visit the Region's website for study updates: www.peelregion.ca/pw/roads/environ-assess
- Contact either of the people below if you have any questions, comments or wish to be added to the mailing list:

Mr. Hitesh Topiwala, RPP, PMP
Project Manager, Transportation Division
Public Works, Region of Peel
9445 Airport Rd., 3rd Floor
Brampton, ON L6S 4J3
Tel: 905-791-7800 ext. 7805
Fax: 905-791-1442
E-mail: hitesh.topiwala@peelregion.ca

Ms. Brenda Jamieson, P.Eng
Consultant Project Manager
AECOM
300-300 Town Centre Blvd.
Markham, ON L3R 5Z6
Tel: 905-477-8400
Fax: 905-477-1456
E-mail: brenda.jamieson@aecom.com

May 9, 2011

Dorothy Mosynski
Ministry of the Environment
EA Coordinator
5775 Yonge Street, 8th Floor
North York, ON M2M 4J1

Dear Mr. / Ms. Mosynski:

**RE: Notice of Public Information Centre No. 2
Class Environmental Assessment
Dixie Road (RR#4) from Queen Street to 2km north of Mayfield Road (RR14)**

The Regional Municipality of Peel is undertaking a Class Environmental Assessment (EA) study for improvements on 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 study is being carried out in accordance with the Municipal Engineers Association's guidelines for a Schedule 'C' Class Environmental Assessment for Municipal Road Projects. The purpose of this letter is to invite you to attend the second Public Information Centre (PIC) for this study.

The second PIC will be held: **May 24, 2011
6:00 p.m. to 8:00 p.m.
Harold Braithwaite Secondary School
415 Great Lakes Drive, Brampton, ON L6R 2Z4**

It will provide evaluation of the alternative designs being considered, identification of the preliminary recommended design alternative and potential impacts and mitigation measures for that design. You are invited to attend the upcoming PIC to provide your input. A copy of the PIC notice is attached for your information.

To request additional information or provide comments about the study, please contact either of the project team members below. The PIC information boards can be reviewed on the Region's website following the meeting at: <http://www.peelregion.ca/pw/roads/enviro-assess/dixie-road-mayfield.htm>

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Project Manager, Transportation Planning
Transportation Division
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Email: brenda.jamieson@aecom.com

Sincerely,


Hitesh Topiwala

Encl: Notice of Public Information Centre No. 2
Copy: Brenda Jamieson, P. Eng. Project Manager - AECOM
Karl Grueneis, Senior EA Planner - AECOM

Public Works

9445 Airport Rd., 3rd Floor, Brampton, ON L6S 4J3
Tel: 905-791-7800 www.peelregion.ca

May 9, 2011

Dear Property Owner:

**RE: Notice of Public Information Centre No. 2
Class Environmental Assessment
Dixie Road (RR#4) from Queen Street to 2km north of Mayfield Road (RR#14)**

The Regional Municipality of Peel is undertaking a Class Environmental Assessment (EA) study for improvements on Dixie Road from Queen Street to 2 km north of 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 study is being carried out in accordance with the Municipal Engineers Association's guidelines for a Schedule 'C' Class Environmental Assessment for Municipal Road Projects. The purpose of this letter is to invite you to attend the second Public Information Centre (PIC) for this study.

The second PIC will be held: **May 24, 2011
6:00 p.m. to 8:00 p.m.
Harold Braithwaite Secondary School
415 Great Lakes Drive, Brampton, ON L6R 2Z4**

It will provide evaluation of the alternative designs being considered, identification of the preliminary recommended design alternative and potential impacts and mitigation measures for that design. You are invited to attend the upcoming PIC to provide your input. A copy of the PIC notice is attached for your information.

Your comments and participation are important. If you cannot attend and would like to provide comments, please forward your comments with your contact information by **June 14, 2011** to either of the project team members below. The PIC information boards can be reviewed on the Region's website following the meeting at:

<http://www.peelregion.ca/pw/roads/enviro-assess/dixie-road-mayfield.htm>

Mr. Hitesh Topiwala, RPP, PMP
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Copy: Brenda Jamieson, P. Eng. Project Manager – AECOM
Karl Grueneis, Senior EA Planner - AECOM

Public Works

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Tel: 905-791-7800 www.peelregion.ca

**Municipal Class Environmental
Assessment Study
Dixie Road (R.R #4) Improvements
From Queen Street to 2 km North of
Mayfield Road (R.R #14)**

Date: Tuesday May 24, 2011

Time: 6 to 8 p.m.

**Location: HAROLD M. BRAITHWAITE
SECONDARY SCHOOL
CAFETERIA
415 GREAT LAKES DRIVE
BRAMPTON, ON**

1 WELCOME

WELCOME TO THE SECOND PUBLIC INFORMATION CENTRE (PIC No. 2)

- ❖ Please sign in on the sheet provided.
- ❖ Feel free to review the display material and provide your comments in writing.
- ❖ Place your completed comment sheet in the Comment Box or mail/fax/email (see below) to the Region of Peel or AECOM by June 7, 2011.
- ❖ The Project Team members will be pleased to discuss your comments and questions with you.

Hitesh Topiwala, *MCIP, RPP*
Project Manager
Region of Peel
9445 Airport Road, 3rd Floor
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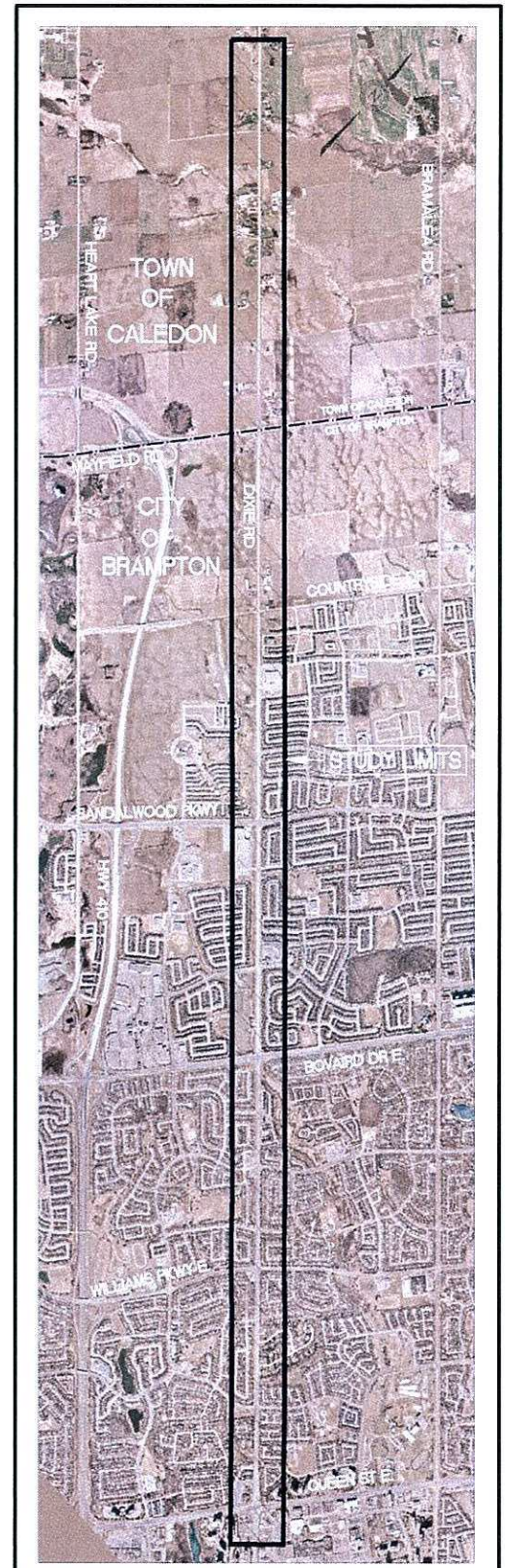
2 PURPOSE OF THE STUDY

❖ Identify the need and feasibility for widening and improving Dixie Road to address the short term (2021) and long term (2031) issues related to:

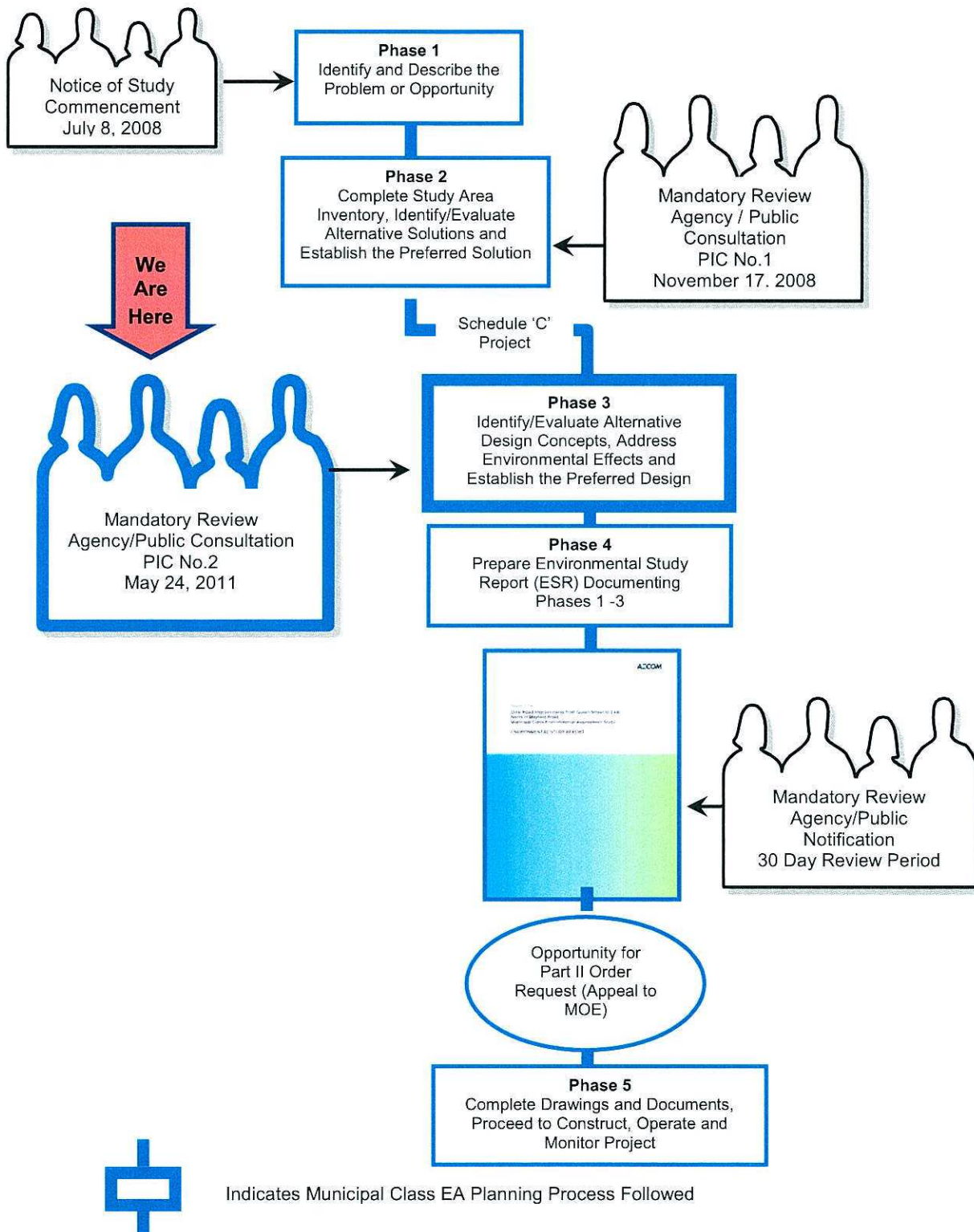
- Planned future growth
- Operational and servicing deficiencies
- Standard intersection geometrics
- Road link capacity
- Storm drainage deficiencies

Review opportunities for:

- ❖ Improved transit services
- ❖ Improved active transportation including pedestrian and bicycle access
- ❖ Improved intersection operations
- ❖ Enhanced streetscaping and landscaping



3 CLASS EA PROCESS (SCHEDULE C)



4 BACKGROUND

- ❖ The Region initiated a Municipal Class EA for improvements on Dixie Road (R.R # 4) from Queen Street to Mayfield Road (R.R #14) in 2008.
- ❖ Dixie Road is currently a 4-lane urban cross section road up to Countryside Drive and a 2-lane rural road from Countryside Drive to Mayfield Road.
- ❖ The Regions' Long Range Transportation Plan (September 2005), identified the need to widen this section of Dixie Road in order to address planned growth.

PUBLIC INFORMATION CENTRE NO. 1

- ❖ The project was presented to the public at a Public Information Centre (PIC) held on November 17, 2008.
- ❖ PIC No. 1 presented the problem and opportunity statement, identification and evaluation of alternative planning solutions, the preliminary preferred solution, existing traffic conditions and next steps.
- ❖ Based on feedback received from PIC No. 1 it was determined that the study limits should be extended by approximately 2 kilometres (km) north of Mayfield Road to allow for the review and evaluation of potential impacts to Dixie Road from a proposed industrial development in the Town of Caledon.

5 BACKGROUND

STUDY LIMIT EXTENSION

- ❖ The Region accordingly extended the study limits to develop a comprehensive and long term solution for the corridor.



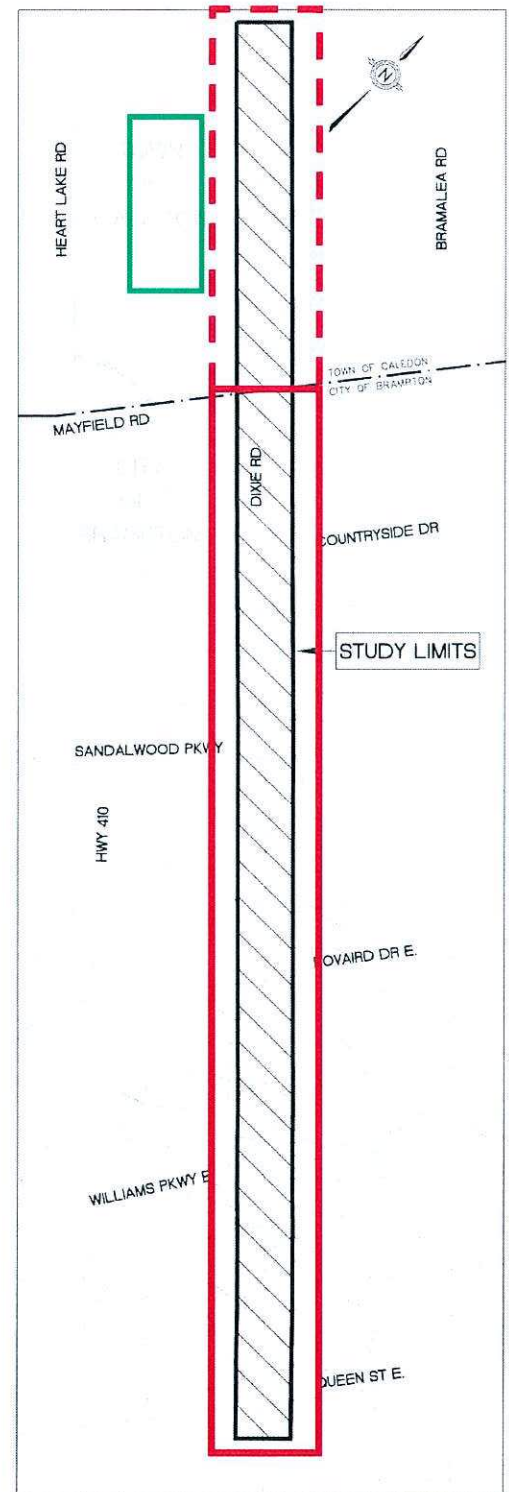
Original Study Limits



Study Limit Extension



Proposed Development

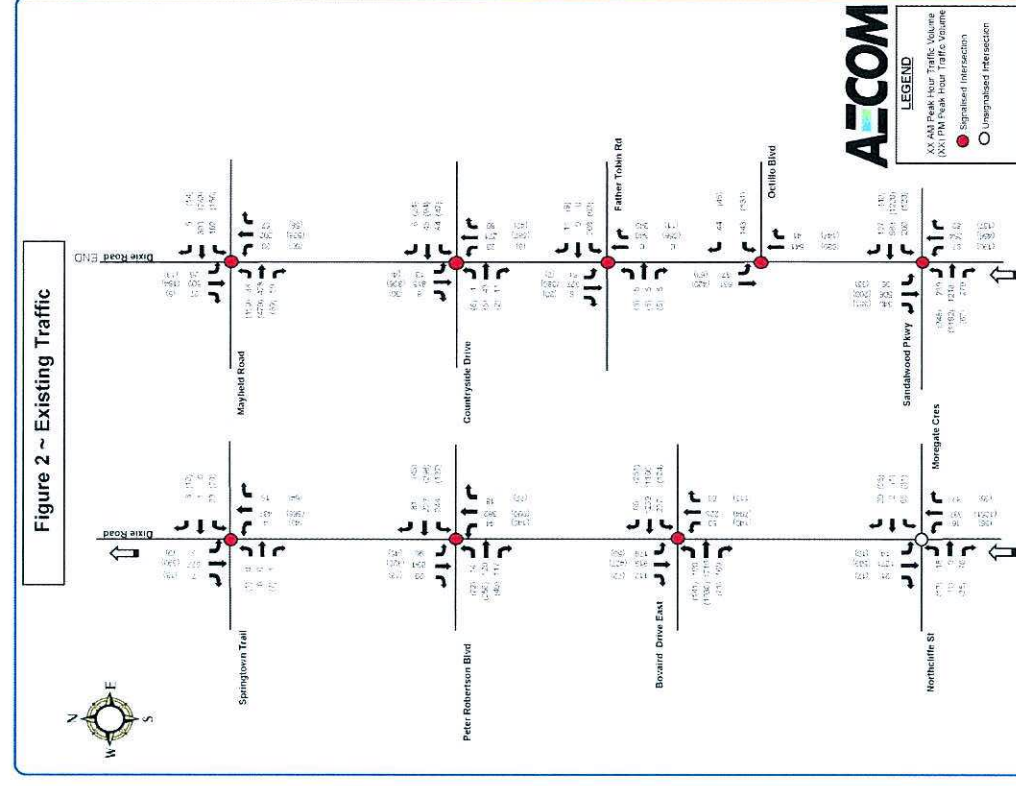
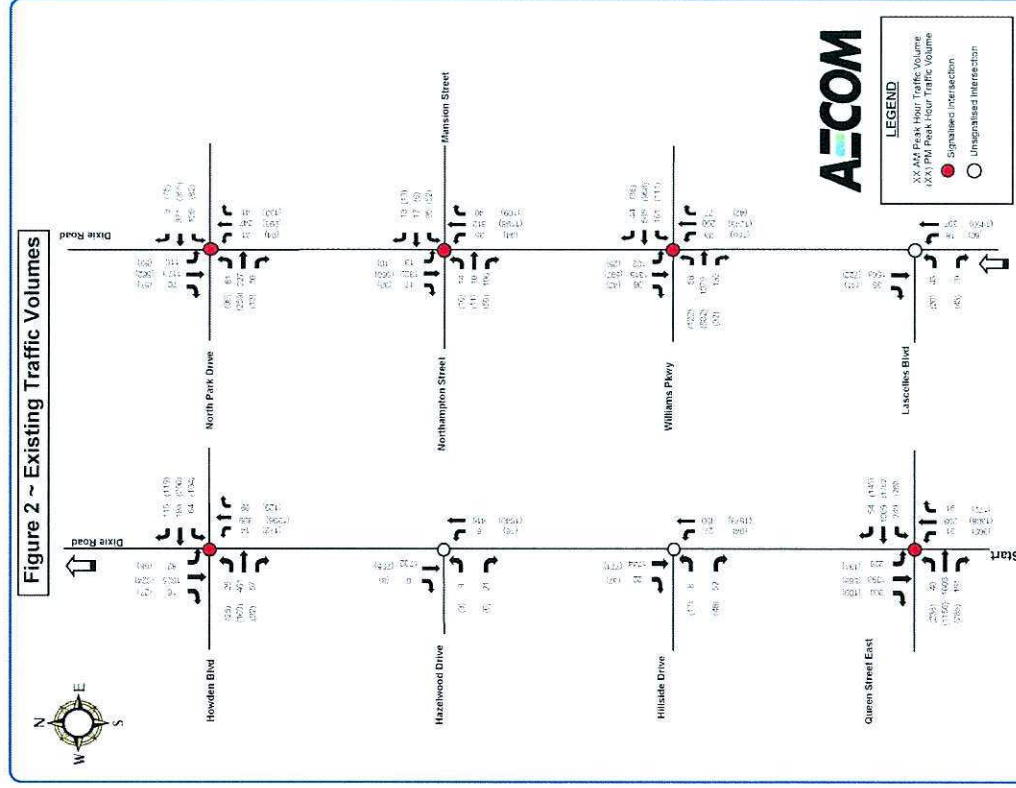


6 PURPOSE OF PIC NO.2

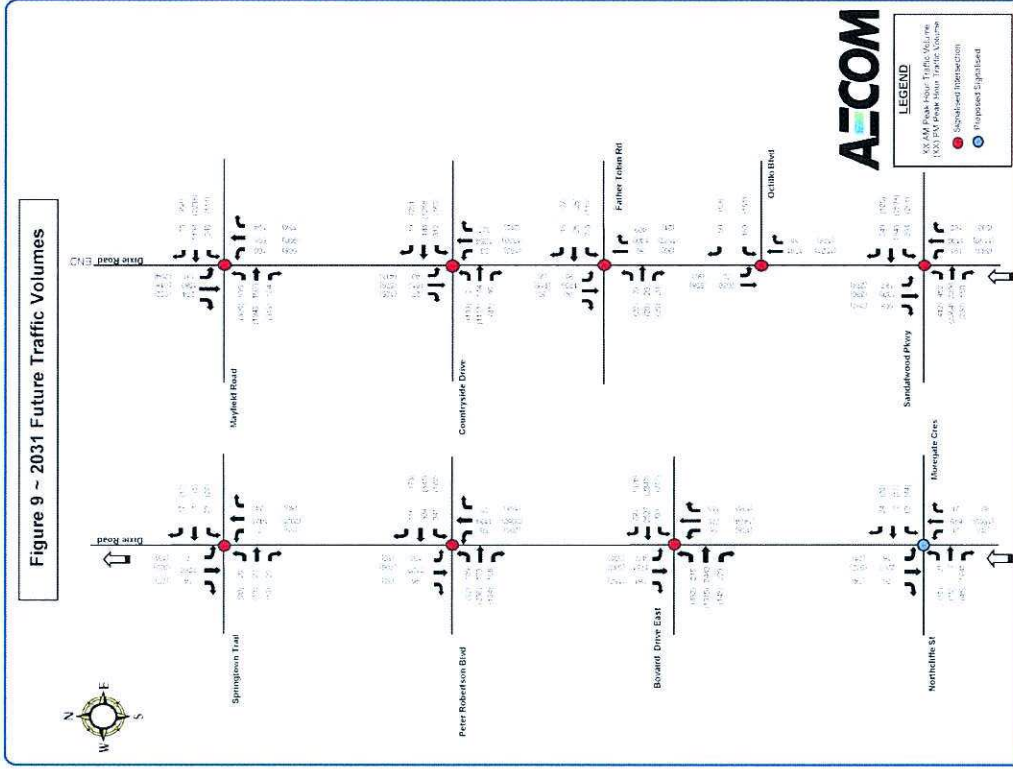
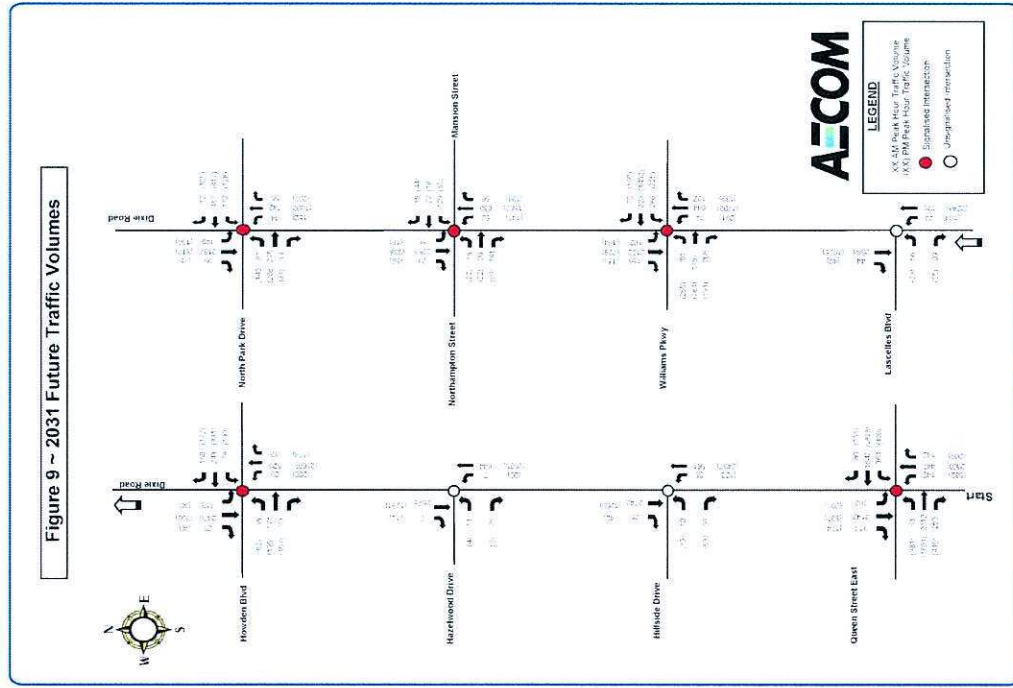
The purpose of PIC No. 2 is to:

- ❖ Present the problem and opportunity statement and evaluation of alternative planning solutions within the extended study area.
- ❖ Summarize comments received and responses given following PIC No. 1.
- ❖ Present a summary of the studies and assessments that have been completed since PIC No. 1.
- ❖ Present the evaluation of alternative design concepts including the Preliminary Recommended Design.
- ❖ Present the potential benefits, impacts and mitigation measures associated with the Preliminary Recommended Design.
- ❖ Obtain public input and comments.
- ❖ Present the next steps in the process.

7 NEEDS AND JUSTIFICATION – TRAFFIC ANALYSIS

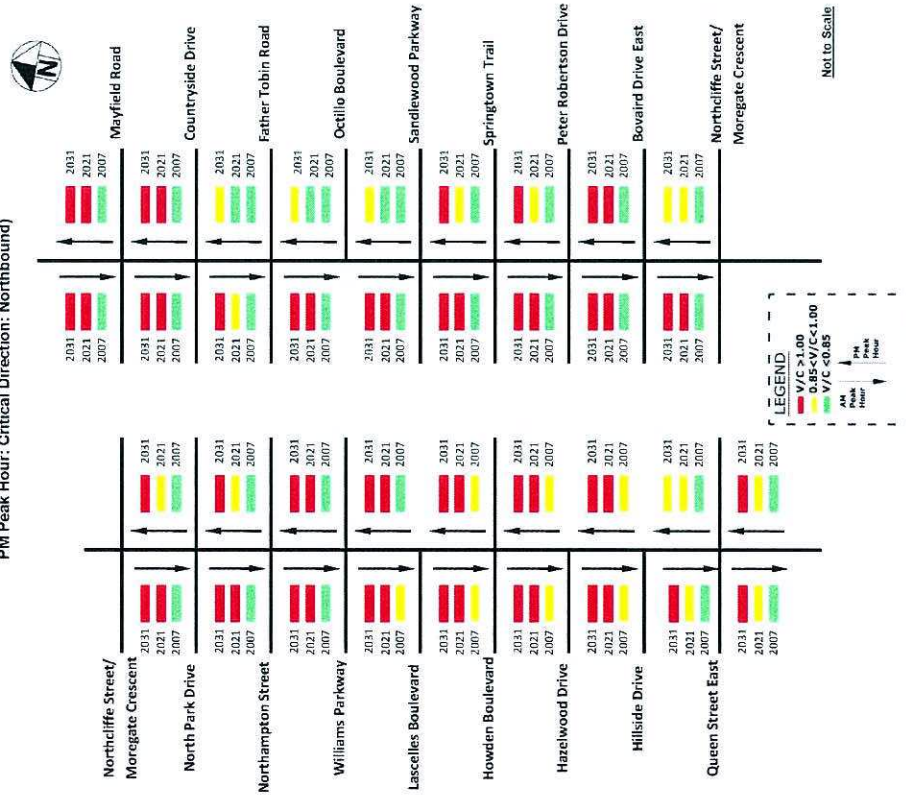


8 NEEDS AND JUSTIFICATION - TRAFFIC ANALYSIS



9 NEEDS AND JUSTIFICATION – TRAFFIC ANALYSIS

Volume to Capacity (V/C) Assessment, Link Analysis
(AM Peak Hour: Critical Direction: Southbound;
PM Peak Hour: Critical Direction: Northbound)

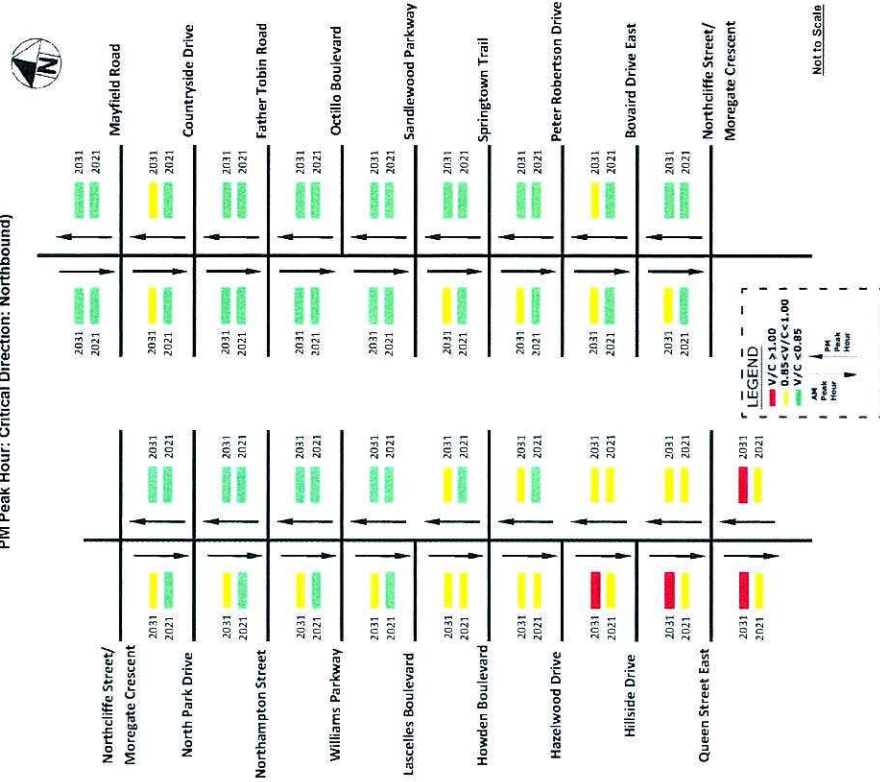


Dixie Road Without Improvements
Existing and Future Traffic Conditions
Note: V/C assessment based on critical link volumes between intersections

AECOM

DIXIE ROAD (R.R. #4) IMPROVEMENTS
FROM QUEEN STREET TO 2 KM NORTH OF MAYFIELD ROAD (R.R. #14)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Volume to Capacity (V/C) Assessment, Link Analysis
(AM Peak Hour: Critical Direction: Southbound;
PM Peak Hour: Critical Direction: Northbound)



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

Region of Peel
Western for the

10 TRAFFIC ANALYSIS – SUMMARY AND CONCLUSIONS

As currently constructed Dixie Road will fail to support projected traffic volumes due to planned growth within the study area.

Dixie Road with improvements (six lanes up to Countryside Drive and four lanes up to 2 km north of Mayfield Road) will operate by 2031 as follows:

- ❖ Between north of Sandalwood Parkway and south of Queen Street East – approaching or above capacity in the AM peak hour;
- ❖ Between south of Lascelles Boulevard and south of Queen Street East - approaching to capacity in the PM peak hour;
- ❖ A section between Peter Robertson Boulevard and Bovaird Drive East – approaching to capacity in the PM peak hour; and
- ❖ A 4-lane section between Countryside Drive and 2 km north of Mayfield Road – approaching to capacity in both the AM and PM peak hours.

As the 4-lane section of Dixie Road from Countryside Drive to 2 km north of Mayfield Road will start approaching capacity by the horizon year of 2031 monitoring beyond year 2031 will be required.

11 PROBLEM AND OPPORTUNITY 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 road conditions over the next 25 years.
- ❖ A proposed industrial development will place capacity demands on Dixie Road in the Town of Caledon (north of Mayfield Road) also requires improvements to Dixie Road.
- ❖ There is a need to improve the current transit infrastructure and active transportation facilities within the study area to support planned growth.

12 ALTERNATIVE PLANNING SOLUTIONS FOR EXTENDED STUDY LIMITS

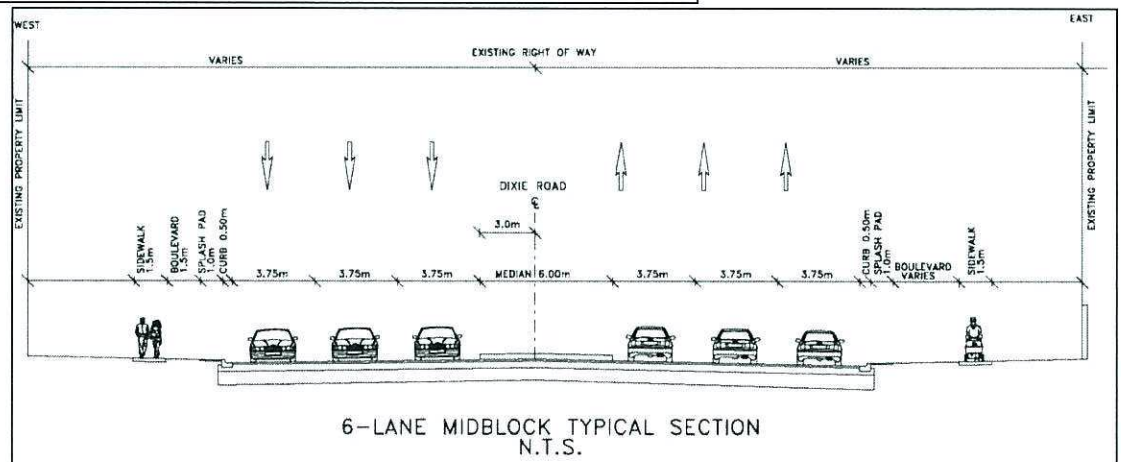
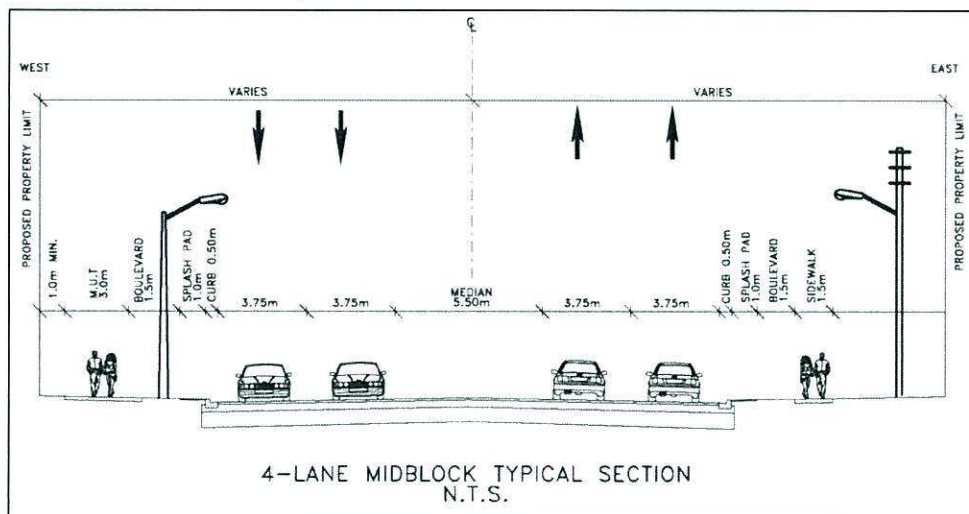
- ❖ Evaluation of Alternative Solutions for the south section of Dixie Road (south of Mayfield Road) were presented at PIC No.1.
- ❖ Alternative solutions are planning options that could potentially address the identified problem and or an opportunity can be realized. The following alternative solutions were assessed for the **extended study limits** (2 km north of Dixie Road):

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 4 Lanes	Widening Dixie Road to 4 through traffic lanes provides the highest benefit to motorists and businesses along the corridor.	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 & PROVIDE OPPORTUNITIES FOR ACTIVE TRANSPORTATION 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 TDM is encouraged by the Region as a tool to control traffic growth, currently there are no planned improvements to the transit facility in this corridor. Dixie Road has been identified as a support corridor in the City's AcceleroRide Program. - Improving opportunities for Active Transportation will not significantly change capacity requirement for Dixie Road; however they will be pursued in conjunction with the preferred planning solution.	Carried forward as part of preferred solution

13 ALTERNATIVE PLANNING SOLUTIONS

THE 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 Drive and from 2 to 4 lanes between Countryside Drive to 2 km north of Mayfield Road** in conjunction with a combination of Transportation Demand Management (TDM) options.
- ❖ TDM options include the following:
 - Improved transit services; and
 - Improved active transportation including pedestrian and bicycle access.



14 COMMENTS AND CONCERNS - PIC No. 1

COMMENT	PROJECT TEAM RESPONSE
➤ Increase of traffic (truck impacts) and noise on surrounding residential and business areas.	➤ A noise assessment was conducted and recommendations are presented on Slide 24.
➤ Loss of boulevard due to widening. ➤ Loss of trees and vegetation along Dixie Road.	➤ Recognize loss of boulevard, however, minimized property impacts. ➤ Will replace trees and vegetation where feasible
➤ Road widening in the vicinity of existing buildings and personal property (i.e., driveways).	➤ Maintaining existing road right-of-way where feasible.
➤ Impact on safety during and after construction.	➤ To be mitigated through standard construction mitigation measures.
➤ Increased pollution.	➤ An air quality assessment was conducted and recommendations are presented on Slide 19.
➤ Limited access to side streets during construction.	➤ Access to be maintained and a Traffic Management Plan to be developed.

15 ALTERNATIVE DESIGN CONCEPTS AND EVALUATION CRITERIA

The following alternative design concepts were developed and evaluated

Alternative Design Concepts	Description
Alternative 1: Widen from the centreline	Shift the existing road alignment equally on both sides.
Alternative 2: Widen to the west	Shift the road alignment and curbline all to the west side of Dixie Road.
Alternative 3: Widen to the east	Shift the road alignment and curbline all to the east side of Dixie Road.
Alternative 4: Widen based on Hybrid Design	Fluctuate the shift of the road alignment in strategic locations (either to the west or to the east side of Dixie Road) to minimize the adverse effects on the environment and existing properties.

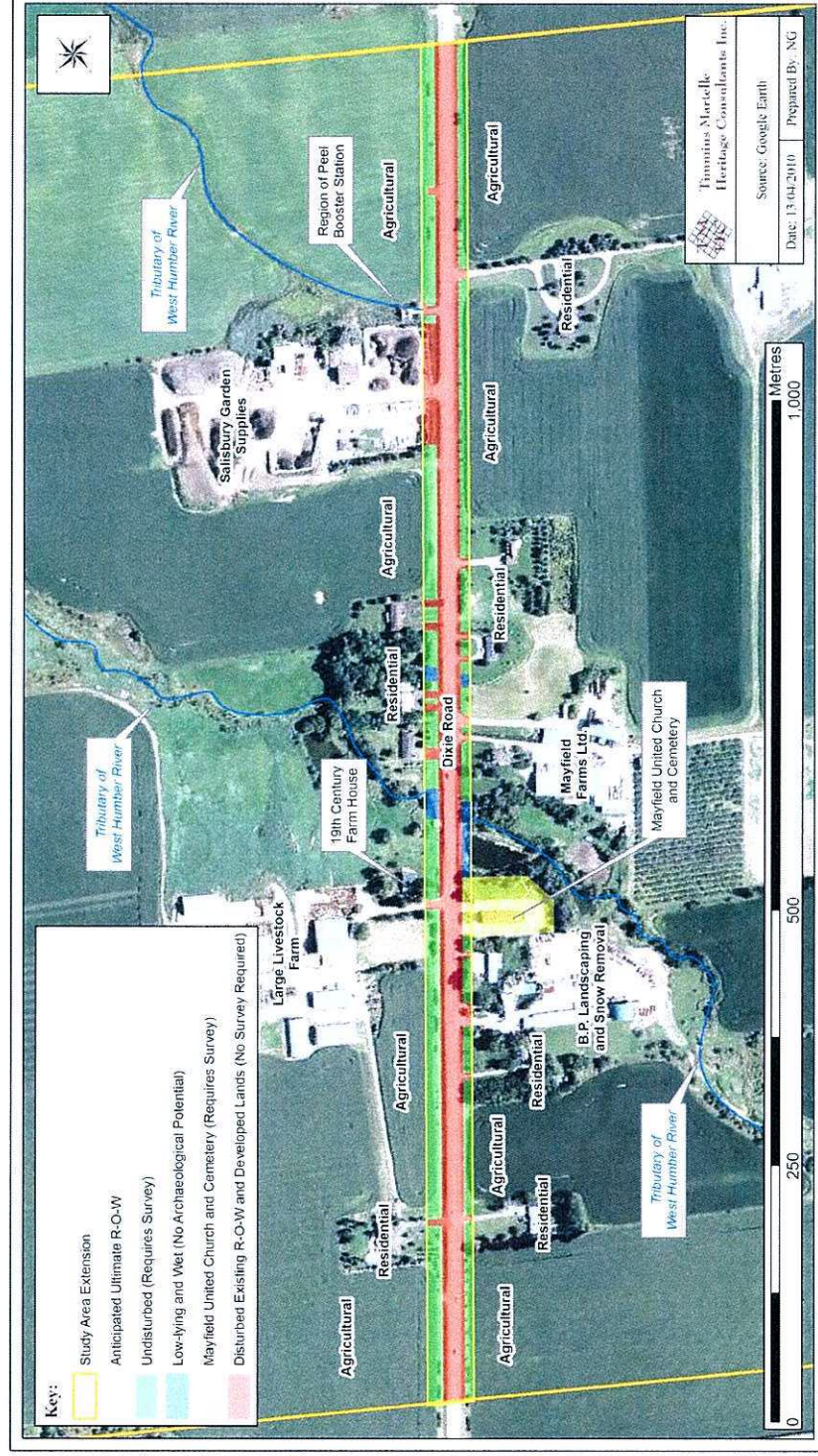
The following criteria were used to evaluate the alternative design concepts.

Category	Criteria	Criteria Indicators
Transportation/Technical	Road Geometry	Ability to improve road alignment, lane width/configuration.
	Utilities Relocation	Ability to minimize adverse effects on utilities located within the City/Town's right-of-way.
Socio-Economic Environment	Residential / Business Areas	Ability to maintain and/or maximize opportunities for improved access into adjacent residential and commercial properties.
	Property Acquisitions	Amount (m²/hectares (ha) of property required.
	Aesthetics/Streetscape	Ability to provide opportunities to improve landscaping, streetscape, tree planting, and enhance public spaces.
Natural Environment	Terrestrial Species/Habitat	- Adverse effects on terrestrial species/habitats. - Potential to enhance local terrestrial communities.
	Aquatic/Watercourse	- Adverse effects on Etobicoke Creek and West Humber tributaries in the project area. - Potential to enhance fisheries and aquatic habitat.
Cultural Environment	Archaeological Resources	Potential for disruption of archaeological resources.
	Cultural and Built Heritage Features	Potential for disruption of built heritage and cultural landscape features.
Cost	Capital Costs	Cost of construction and maintenance.

16 ARCHAEOLOGICAL ASSESSMENTS

STAGE 1 ARCHAEOLOGICAL ASSESSMENT UPDATE FOR EXTENDED STUDY AREA

- A Stage 1 Archaeological Assessment was conducted for the study limit extension, 2 km north of Mayfield Road.
- The assessment indicated that much of the area and the existing Dixie Road right-of-way and some adjoining commercial properties have witnessed major land alterations. These extensively disturbed areas do not retain their archaeological potential and do not warrant a Stage 2 assessment.

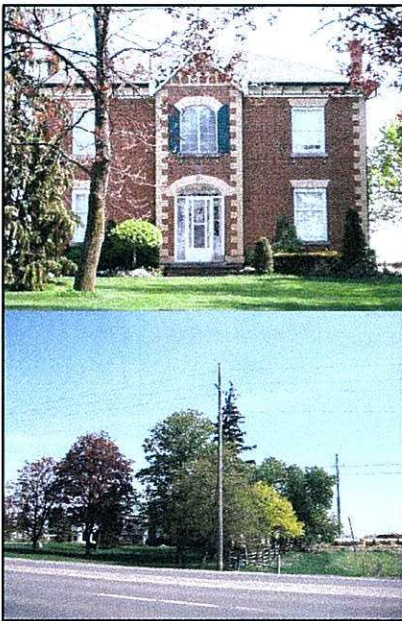


18 CULTURAL AND BUILT HERITAGE

BUILT HERITAGE AND CULTURAL LANDSCAPE

The field survey conducted on April 30th, 2010 identified a total of seven significant Cultural Heritage Resources (CHR) within the study corridor.

- The following recommendations were made:
- Proposed road work to be planned to avoid any identified CHR; and
 - Encroachment of lands close to built heritage resources and cultural heritage landscapes should be avoided wherever possible.



12035 Dixie Road
Farm Complex



12496 Dixie Road
Mayfield United
Church



12496 Dixie Road
Mayfield United
Church - Cemetery

19 AIR QUALITY ASSESSMENT

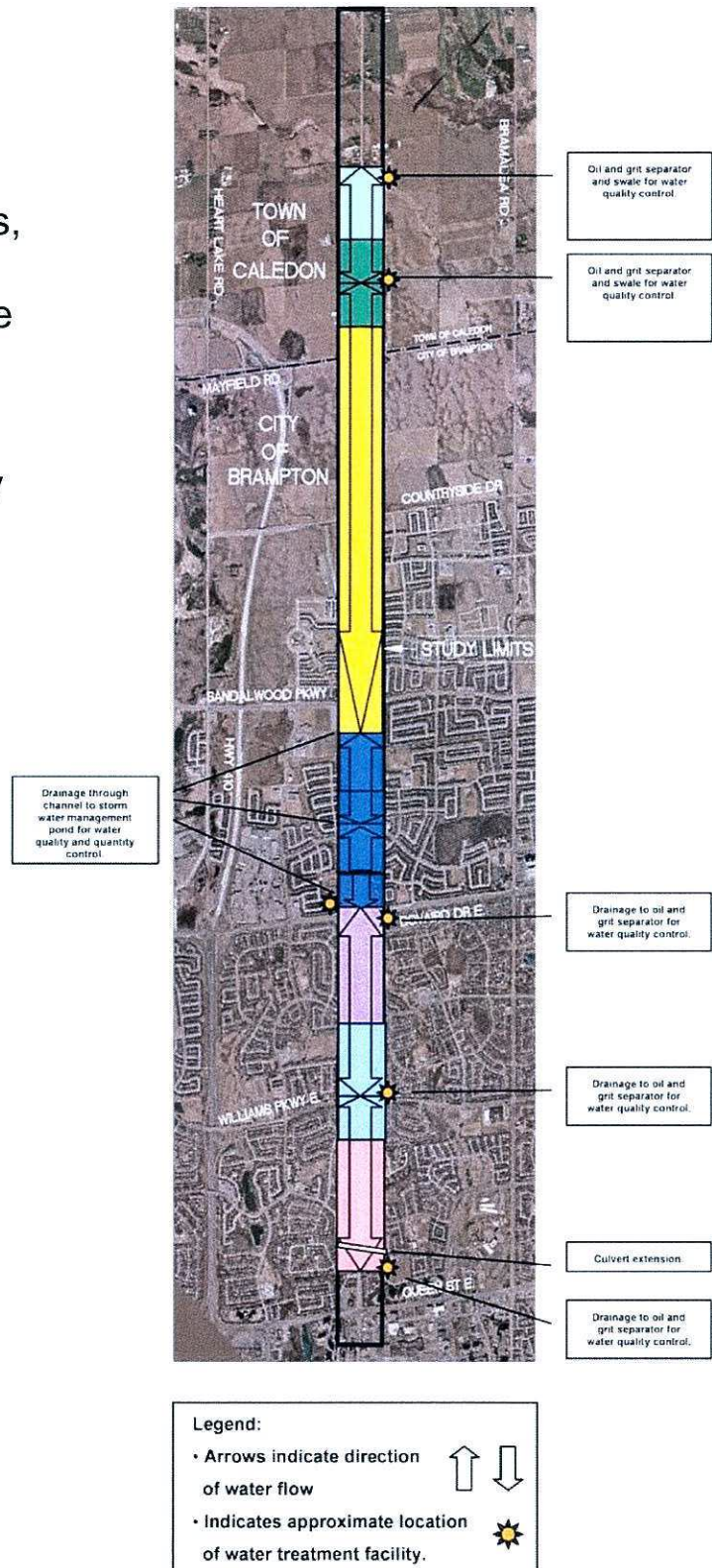
The conclusions of the assessment can be summarized as follows:

- Incremental pollutant concentrations attributed to the roadway improvements are much lower than background pollutant concentrations, and are below the applicable thresholds.
- The collective results indicate that overall, air quality is acceptable and the potential for unacceptable health impacts due to the project is low.

Based on the findings, it was concluded that any health impacts associated with emissions from the project would be essentially indistinguishable from those attributable to normal background.

20 STORM WATER MANAGEMENT

- The recommended upgrades to the current stormwater system consist of storm sewer upgrades, enhanced swales, oil grit separators and other end of pipe treatment methods.
- The upgrades are required to obtain the required water quality parameters in accordance with requirements outlined by the regulatory agencies including TRCA and MOE.



21 NATURAL ENVIRONMENTAL



- A preliminary Environmental Protection Plan has been developed to identify measures to mitigate the impacts from roadway improvements. These measures are recommended for implementation to address the anticipated components

of related construction activities, which have the potential to negatively affect the aquatic and terrestrial environment and will require management.

- Proposed mitigation measures include:

- Follow in water construction timing windows;
- Establish erosion and sedimentation controls;
- Minimize the removal of trees and shrubs; and
- Implement a stormwater quality best management practice.



- Based on the proposed mitigation measures, the proposed roadway improvements are not expected to result in significant residual adverse environmental effects.

22 NOISE ASSESSMENT

MINISTRY OF THE ENVIRONMENT (MOE) / MINISTRY OF TRANSPORTATION (MTO) NOISE PROTOCOL

- Based on the MTO/MOE Noise Protocol, noise increases above the existing ambient levels that **do not exceed 5 dBA**, do not require mitigation.
- Where noise increases above the ambient **exceeds 5 dBA**, and the outdoor living area levels **exceed 60 dBA**, noise mitigation is warranted.

NOISE ASSESSMENT

The following conclusions and recommendations were identified in the Noise Assessment:

- Unmitigated changes in sound levels at some noise sensitive receptors, resulting from the Dixie Road Widening Project, are greater than 5 dB and are equal to or exceed 55 and/or 60 dBA; and
- Additional noise mitigation at these locations has been investigated, in accordance with MTO/MOE Joint Protocol, Region of Peel, City of Brampton and the Town of Caledon guidelines.

Conclusions

- Unmitigated changes in sound level at some locations (where there are no existing noise barriers) resulting from the Dixie Road widening are greater than 5dBA and equal to or exceed 55 dBA;
- Some existing noise walls are in poor condition and do not provide adequate noise mitigation; and
- Existing noise walls that are in good condition provide adequate noise mitigation.

Recommendations

- New noise walls where there presently are none; and
- Replacement of existing deteriorated owned noise walls.

23 EVALUATION OF ALTERNATIVE DESIGN CONCEPTS



SOUTH OF MAYFIELD ROAD

CATEGORY	ALIGNMENT 1 WIDEN FROM THE CENTRELINE				ALIGNMENT 2 WIDEN TO THE WEST		ALIGNMENT 3 WIDEN TO THE EAST		ALIGNMENT 4 WIDEN BASED ON COMBINED DESIGN	
Transportation / Technical	Road Geometry	Ability to improve vertical geometry. Horizontal geometry is maintained. Additional pavement width is split equally.			Ability to improve vertical geometry. Additional pavement width is provided on west side only.		Ability to improve vertical geometry. Additional pavement width is provided on east side only.		Ability to improve vertical geometry. Additional pavement width is provided on both east and west sides as required to mitigate impacts or constraints.	
	Utilities Relocation	Requires relocation of utilities on both sides of Dixie Road.			Requires relocation of utilities on west side of Dixie Road.		Requires relocation of utilities on east side of Dixie Road.		Relocation of utilities required on both sides of Dixie Road with extent per side dependent upon extent of widening and direction from centreline.	
	Residential/Business Access	Moderate impacts to both residential and business properties as a result of widening on both sides.			Significant impacts to residential properties as a result of widening on west side.		Significant impacts to businesses as a result of widening on east side.		- Moderate impacts to residential and business properties. - Ability to mitigate impacts by varying extent of widening per side.	
	Property Acquisitions	- Property would be required on both sides of Dixie Road at isolated locations. - Much of the widening can be accommodated within the existing ROW.			Extensive property requirements on west side of Dixie Road adjacent to Residential properties.		Extensive property requirements on east side of Dixie Road adjacent to Industrial/Commercial properties. Negative impacts on adjacent properties.		Property would be required on both sides of Dixie Road dependent upon extent of required widening per side; however, impacts are less than other alternatives. Most Widening can be accommodated within the existing ROW.	
Social-Economic Environment	Aesthetics/Streetcape	- Widening will require removal of some vegetation and impacts into existing landscape buffer zone. - Minor to moderate reduction in property setbacks.			- Widening will require extensive removal of vegetation and mature trees in existing landscape buffer zone. - Significant reduction in property setbacks for residential properties on west side of Dixie Road.		- Widening will require removal of vegetation from business properties. No impacts into existing landscape buffer zone. - Moderate to significant reduction in property setbacks for residential properties on east side of Dixie Road.		- Widening will require removal of some vegetation into existing landscape buffer zone. - Minor to moderate reduction in property setbacks for business properties.	
	Terrestrial Species/ Habitat and Vegetation/Trees	Minor to moderate impacts to existing trees along the corridor and landscape buffer.			Significant impacts to existing trees along the corridor and landscape buffer.		Minor impacts to existing trees along the corridor and landscape buffer.		Minor to moderate impacts to existing trees along the corridor.	
Natural Environment	Aquatic/Watercourse	- No increase in storm runoff into Etobicoke Creek, but widening road will require minimum 5 m extension of the existing culvert to the West and a 2m extension to the east. - Significant impact to natural vegetation on the east side of Etobicoke Creek and existing aquatic habitat function.			- No increase in storm runoff into Etobicoke Creek, but widening road will require minimum 5m culvert extension to the west. - No impact to natural vegetation on the west side of Etobicoke Creek.		- No increase in storm runoff into Etobicoke Creek, but widening road will require minimum 5m culvert extension to the east. - Significant encroachment and impact on habitat to the east of Etobicoke Creek.		No increase in storm runoff into Etobicoke Creek, but widening road will require minimum 5 m extension of the existing culvert to the West and a 2m extension to the east.	
Cultural Environment	Archaeological Resources	- There are no known archaeological sites located within the proposed right-of-way however there is the possibility to disturb potential archaeological resources outside of the proposed right-of-way (e.g., lands North of Countryside Drive, Mount Olivet Cemetery and Lundy Family burial ground). - Stage 3 archaeological investigation may be required for previously undisturbed lands (i.e., work outside of ROW).			- A Stage 2 archaeological investigation confirmed one archaeological site located near a large tree in front of a residential property north of Countryside Drive produced 17 historic artifacts. - A Stage 3 assessment is recommended if the site is to be impacted by construction.		Same as Alignment 1.		Same as Alignment 1.	
Cost	Capital Costs	Significant capital costs for road improvements, including utility relocation, culvert extension on both sides and creek realignment.			Reduced capital costs for road improvements, including utility relocation and culvert extension.		Significant capital costs for road widening, including utility relocation, culvert extension, creek realignment and cemetery relocation.		Lowest capital costs for road improvements including utility relocation and culvert extension.	
Criteria Summary		Partially Preferred		Least Preferred		Not Recommended		Most Preferred		
RECOMMENDATION		Not Recommended		Not Recommended		Not Recommended		Recommended		
TOTAL SCORE		19		11		14		28		

24 EVALUATION OF ALTERNATIVE DESIGN CONCEPTS



NORTH OF MAYFIELD ROAD

CATEGORY	CRITERIA	ALIGNMENT 1 WIDEN FROM THE CENTRELINE	ALIGNMENT 2 WIDEN TO THE WEST	ALIGNMENT 3 WIDEN TO THE EAST	ALIGNMENT 4 WIDEN BASED ON COMBINED DESIGN
Transportation/Technical	Road Geometry	- Ability to improve vertical geometry. - Horizontal geometry is maintained. Additional pavement width is split equally.	- Ability to improve vertical geometry. - Additional pavement width is provided on west side with only minor widening on the east side.	- Ability to improve vertical geometry. - Additional pavement width is provided on east side with only minor widening on the west side.	- Ability to improve vertical geometry. - Improved access throughout the corridor.
	Utilities Relocation	Minor relocations to Gas and Hydro required, however Bell and Water potentially remain unaffected.	Only Gas impacted.	Relocations required to all utilities.	Relocations to Gas along with minor Hydro relocations at the project limits.
Socio-Economic Environment	Residential/Business Access	- Minor to Moderate Impacts to both residential and business properties as a result of widening on both sides. - Moderate impact to driveways on both sides of Dixie Road.	- Moderate impacts to residential/business properties as a result of widening on west side. - Significant impact on driveways on west side.	- Moderate impacts to residential/business properties as a result of widening on east side. - Significant impact on driveways on east side.	- Minor to Moderate Impacts to both residential and business properties as a result of widening on both sides. - Minor to Moderate impact to driveways on both sides of Dixie Road.
	Property Acquisitions	- Property would be required on both sides of Dixie Road. - Minor/moderate impact on both east and west side including 15 residential, 8 agricultural and 3 commercial properties.	- Extensive property requirements on west side of Dixie Road adjacent to Residential/Development properties. - Significant impact to 10 residential, 5 agricultural and 2 commercial properties, very minor impacts to 5 residential, 3 agricultural and 1 commercial properties.	- Extensive property requirements on east side of Dixie Road adjacent to Residential/Commercial properties. - Significant impact to 5 residential, 3 agricultural and 1 commercial properties, very minor impacts to 10 residential, 5 agricultural and 2 commercial properties.	Property would be required on both sides of Dixie Road at various locations. This impact however is mitigated by altering the road alignment from the west to east side. This avoids the major hydro line along with having the road easement on the east side of the heritage/culturally significant area at the cemetery location.
Cultural Environment	Aesthetics/Streetscapes	- Minor impact to existing landscaping and aesthetics but, has the potential to improve aesthetics at intersections. - Widening will require removal of some vegetation into existing landscape buffer zone. - Minor to moderate reduction in property setbacks.	- Moderate impact to existing landscaping and aesthetics on the west side but, has the potential to improve aesthetics at intersections. - Widening will require significant removal of vegetation on the west side of Dixie Road. - Significant reduction in property setbacks on the west.	- Moderate impact to existing landscaping and aesthetics on the east side but, has the potential to improve aesthetics at intersections. - Widening will require significant removal of vegetation on the east side of Dixie Road. - Significant reduction in property setbacks on the east.	- Minor impact to existing landscaping and aesthetics but, has the potential to improve aesthetics at intersections. - Widening will require removal of some vegetation and impacts into existing landscape buffer zone. - Minor to moderate reduction in property setbacks.
	Archaeological Resources	- There are no known archaeological sites located within the proposed right-of-way however there is the possibility to disturb potential archaeological resources outside of the proposed right-of-way. - Stage 2/3 archaeological investigation may be required for previously undisturbed lands (i.e., work outside of ROW).	All lands adjacent to the west of the Dixie Road right-of-way, with the exception of the B.P. Landscaping and Snow Removal property, are more or less pristine and retain archaeological potential. A Stage 2 archaeological assessment will be required.	All lands adjacent to the disturbed existing Dixie Road right-of-way, with the exception of the Salisbury Garden Supplies property, are more or less pristine and retain archaeological potential. If the proposed widening project impacts these areas, a Stage 2 archaeological assessment will be required.	Same as Alignment 1.
Cost	Capital Costs	Significant Capital Costs for road improvements, including utility relocation, culvert extension on both sides.	Reduced Capital Costs for road improvements, including utility relocation and culvert extension.	Reduced Capital Costs for road widening, utility relocation and culvert extension.	Lowest Capital Costs for road widening, utility relocation and culvert extensions on both sides.
	Criteria Summary	Partially Preferred	Partially Preferred	Least Preferred	Most Preferred
RECOMMENDATION		Not Recommended	Not Recommended	Not Recommended	Recommended
TOTAL SCORE		14	12	11	22

25 ANTICIPATED IMPACTS AND MITIGATION

FACTOR	ANTICIPATED IMPACT	PROPOSED MITIGATION
Socio-Economic Environment		
Noise	Increase in existing noise levels from traffic	Install new noise walls and replace existing deteriorated noise walls as per recommendations in the Noise Impact Assessment report.
Residential / Business Areas	Impacts on residents / impacts on businesses	- Prior to construction, specific notices and contact information must be delivered to area residents and property and business owners informing them of construction details and schedule. - Maintain access to individual driveways/business accesses during construction.
Property Acquisitions	Requirements for additional property	- Property will be required for Dixie Road Improvements. Preliminary property requirements are available for review as part of the preliminary recommended design plans. The recommended preliminary design was developed to minimize property required. - The formal property acquisition process will be initiated after the completion of the Dixie Road Class EA Study and detailed design.
Safety	Safety for other corridor users	- To encourage pedestrian movements, sidewalks will be maintained throughout the corridor. Where required temporary sidewalk detours will be implemented by signage. - With the additional roadway width, pedestrians will have wider intersections to cross. Traffic signals will be timed to provide adequate crossing time for pedestrians.
Aesthetics / Streetscape	Potential for reduced aesthetics	- To improve pedestrian realm and to begin to establish a more comfortable pedestrian environment, streetscaping improvements are necessary. - Streetscaping details will be confirmed during detailed design.
Natural Environment		
Vegetation / Trees	Minimal impact on existing vegetation/trees.	- There are no significant natural vegetation communities within the project. - Prior to construction, protective fencing would be placed around existing mature trees, as appropriate, to reduce the potential for damage. Should any mature tree be damaged as a result of construction, replacement with a tree of similar features will be provided, if possible. - Landscape plans will be developed during the detailed design phase of the project. - Vegetation requiring removal should be replaced at minimum a 3:1 ratio within suitable areas with an appropriate planting plan in consultation with the TRCA.
Fisheries and Aquatic Habitat	Impact on fisheries and aquatic habitat Potential contamination to Etobicoke Creek/West Humber River during construction Soil disturbances/sedimentation to Etobicoke Creek/West Humber River	- Detailed plans and sequencing for in-water work (e.g., culvert extensions) on the upstream side that includes working in dry conditions using accepted methods to bypass flows such as damming and pumping the water around the in-water construction area or using a diversion channel. Construction schedule will follow the applicable fisheries timing windows identified by the TRCA. - All activities, including maintenance procedures, should be controlled to prevent the entry of petroleum products, debris, rubble, concrete or other deleterious substances into Etobicoke Creek and the West Humber River tributary. Vehicular refueling and maintenance will be conducted away (minimum of 30 m) from the identified watercourse. - Where construction occurs in proximity to watercourses, proper sedimentation/erosion controls will be employed to the satisfaction of all relevant agencies including the MNR and TRCA. - An erosion and sediment control plan will be prepared during detailed design and will include construction sequencing, measures to prevent erosion, and devices to contain any sediment that moves towards the creek. (e.g., sediment fencing and heavy duty fencing in the vicinity of Etobicoke Creek and the West Humber Tributary, straw bales installed within all water conveyance systems and road side ditches). - Ensure proper onsite monitoring of erosion and sediment control, especially during in-water works. - Any areas disturbed by construction will be restored and stabilized as soon as practically possible. - Implement stormwater management strategy as per recommendations in Stormwater Management Report. See Slide 20.
Wildlife Habitat	Increase in the existing pavement area will result in increase in quantity of runoff Minimal impact on wildlife habitat	Majority of identified species in the study area are considered urban or tolerant of human presence, therefore associated impacts to wildlife with this project are negligible.
Cultural Environment		
Cultural Heritage	Impact on built heritage and cultural landscapes	No anticipated impacts on cultural heritage features.
Archaeology	Discovery of archaeological / human remains	- Due to the established high potential for the recovery of archaeological remains within the identified undisturbed sections of the study corridor that are to be affected by proposed construction, a Stage 2 Archaeological Field Investigation will be completed prior to finalizing the recommendation for the study. - A Stage 3 Archaeological Investigation will be carried out prior to detailed design for lands north of Countryside Drive. - Immediately contact appropriate ministries if any deeply buried deposits are found, or in the event that human remains are encountered.

26 PRELIMINARY RECOMMENDED DESIGN CONCEPT

Key elements of the Preliminary Recommended Design Concept (Alignment No.4) include:

- Widen Dixie Road south of Countryside Drive to six (6) through lanes to Queen Street plus turning lanes;
- Widen Dixie Road north of Countryside Drive to the project limit to four (4) through lanes plus turning lanes;
- Dedicated turn lanes at various intersections;
- Shift the urban cross-section (curb and gutter) to the west or east of Dixie Road to minimize impact to land uses/buildings; and
- Provide for streetscape and landscape enhancements to improve pedestrian realm and to establish a more comfortable environment.

Rationale for selecting the Preliminary Recommended Design Concept include:

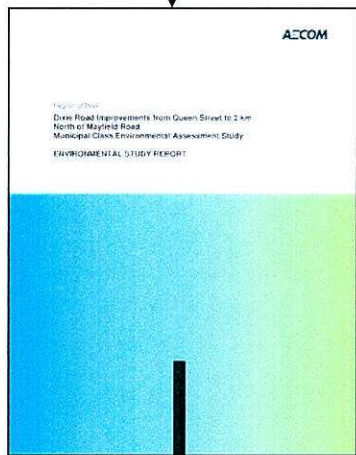
- Minimized property requirements;
- Minimize impacts to existing vegetation and aquatic features including Etobicoke Creek and West Humber River tributaries;
- For north of Mayfield Road this avoids impacting the major hydro line along with having no major impact to the properties around the Mayfield United Church cemetery; and
- Low capital costs for road improvements including utility relocation and culvert extensions.

27 NEXT STEPS

The major tasks and activities that will be completed in the next phase of this study include:

- Review the feedback and comments received from the public and agencies on the information presented at the second PIC.
- Respond to comments and inquiries received from the public and agencies.
- Confirm and select the Preferred Design Concept.
- Complete the Environmental Study Report (ESR) which documents the planning process and consultation activities throughout the duration of this study.
- File the ESR on the public record for 30 days.

Following this PIC, the Region will consider all public and agency comments and input to complete the planning and design process and will consult with stakeholders, as required.



An Environmental Study Report (ESR) will be prepared and is scheduled to be completed by Summer 2011 and the Region will notify the public and agencies of the 30 day review period.

Upon completion of the mandatory public review period, the ESR will be finalized and subject to comments, the project may proceed to detailed design and construction.

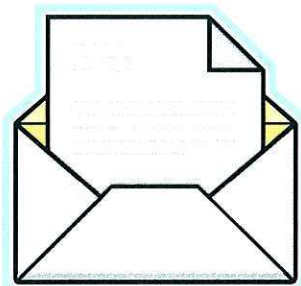
Agencies include Provincial Ministries (e.g., Ministry of Natural Resources, Ministry of the Environment, Ministry of Culture), Toronto Region Conservation Authority, local Municipal and Regional Departments and Utilities (e.g., Bell, hydro).

28 PUBLIC INPUT

Public participation is an essential component of the decision making process.

We encourage you to provide us with your input and comments. You can provide your comments to us by:

- Completing a comment sheet tonight or sending it to us by June 7, 2011 via letter, fax, or email to the representatives below.
- Visiting the Region's website at www.peelregion.ca/PW/enviro-assess/ to review the information presented and/or contact the following representatives.



Hitesh Topiwala, MCIP, RPP
Project Manager
Region of Peel
9445 Airport Road, 3rd Floor
Brampton, ON L6S 4J3
Telephone: 905-791-7800 ext. 7805
Fax: 905-791-1442
E-Mail: hitesh.topiwala@peelregion.ca

Brenda Jamieson, P.Eng.
Associate Vice President, Transportation
Project Manager
AECOM
300 Water Street,
Whitby, ON L1N 9J2
Telephone: 905 668-4021 ext. 2251
Fax: 905 668-0221
E-Mail: brenda.jamieson@aecom.com

**THANK YOU FOR ATTENDING THE
PUBLIC INFORMATION CENTRE.**



DIXIE ROAD (R.R #4) IMPROVEMENTS
FROM QUEEN STREET TO 2 KM NORTH OF MAYFIELD ROAD (R.R #14)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Region of Peel
Working for you

**DIXIE ROAD CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET TO 2KM NORTH OF MAYFIELD ROAD
REGIONAL MUNICIPALITY OF PEEL
PUBLIC INFORMATION CENTRE #2
Tuesday May 24, 2011**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live? ☐ City of Brampton ☒ Town of Caledon ☐ Other _____

2. My interest is (check all applicable)

☒ Direct access onto Dixie Road

☐ Residential property

☐ Business/commercial

☐ Industrial

☐ Other (specify) _____

3. Do you have any comments on the recommended preliminary design concept?

*Safety concern arising [redacted]
no good sightline to the south [redacted] traffic
coming north on DIXIE ROAD AT HIGH SPEED
have little time to re-act after they round the
crest of the hill to the south of us please
improve sightline [redacted]*

4. Please provide any additional questions or comments you may have.....

5. If you would like us to contact you, please leave us your name and address or telephone number or email:

Name: [redacted]

Address: [redacted]

Telephone: [redacted]

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/dixie-road-mayfield.htm>. Please place your completed comment sheet in the Comment Box. You can also send to Mr. Hitesh Topiwala, Region of Peel, Project Manager (see below for information) by Tuesday June 7, 2011.

Mr. Hitesh Topiwala, RPP, PMP
Project Manager, Transportation Division
Public Works, Region of Peel
9445 Airport Road, 3rd Floor
Brampton, ON L6T 3Y3
Tel: 905-791-7800 x7805 / Fax 905-791-1442
Email: hitesh.topiwala@peelregion.ca

Note: Comments and information regarding this project are being collected in accordance with the Municipal Freedom of Information & Protection of Privacy Act for the purpose of meeting environmental assessment requirements. With the exception of personal information, all comments will become a part of the public record.

**DIXIE ROAD CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET TO 2KM NORTH OF MAYFIELD ROAD
REGIONAL MUNICIPALITY OF PEEL
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Tuesday May 24, 2011**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live? ☐ City of Brampton ☒ Town of Caledon ☐ Other

2. My interest is (check all applicable)

☐ Direct access onto Dixie Road

☒ Residential property

☐ Business/commercial

☐ Industrial

☐ Other (specify) _____

3. Do you have any comments on the recommended preliminary design concept?

I do not want a bus shelter at the end of [redacted] as currently proposed.

4. Please provide any additional questions or comments you may have.....

please send me a blow up of the plan

5. If you would like us to contact you, please leave us your name and address or telephone number or email:

Name: [redacted]

Address: [redacted]

Telephone: [redacted]

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/dixie-road-mayfield.htm>. Please place your completed comment sheet in the Comment Box. You can also send to Mr. Hitesh Topiwala, Region of Peel, Project Manager (see below for information) by Tuesday June 7, 2011.

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QUESTIONNAIRE / COMMENT SHEET

1. Where do you live? ☒ City of Brampton ☐ Town of Caledon ☐ Other _____

2. My interest is (check all applicable)

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

3. Do you have any comments on the recommended preliminary design concept?

4. Please provide any additional questions or comments you may have.....

*Increases in the noise level specially
in the night. Can't leave windows open
due to traffic noise. Would recommend
a solid noise insulation such as wall
barrier & or trees.*

5. If you would like us to contact you, please leave us your name and address or telephone number or email:

Name:

Address:

Telephone/

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/dixie-road-mayfield.htm>. Please place your completed comment sheet in the Comment Box. You can also send to Mr. Hitesh Topiwala, Region of Peel, Project Manager (see below for information) by Tuesday June 7, 2011.

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QUEEN STREET TO 2KM NORTH OF MAYFIELD ROAD
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PUBLIC INFORMATION CENTRE #2
Tuesday May 24, 2011**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live? ☒ City of Brampton ☐ Town of Caledon ☐ Other _____

2. My interest is (check all applicable)

☐ Direct access onto Dixie Road

☒ Residential property

☐ Business/commercial

☐ Industrial

☐ Other (specify) NOISE & POLLUTION

3. Do you have any comments on the recommended preliminary design concept?

Due to the location, the intensity
does not have as much impact
as some other properties.

4. Please provide any additional questions or comments you may have.....

According to the schematic, my back
fence will be replaced by a sound
noise barrier. Due to increased
sound and volume from the growth
of Springdale and the new Hospital,
my house should qualify for a sound
wall immediately. It would be very
accommodating if the region could build the wall first

5. If you would like us to contact you, please leave us your name and address or telephone number or email:

Name: _____

Address: _____

Telephone: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/dixie-road-mayfield.htm>. Please place your completed comment sheet in the Comment Box. You can also send to Mr. Hitesh Topiwala, Region of Peel, Project Manager (see below for information) by Tuesday June 7, 2011.

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**DIXIE ROAD CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET TO 2KM NORTH OF MAYFIELD ROAD
REGIONAL MUNICIPALITY OF PEEL
PUBLIC INFORMATION CENTRE #2
Tuesday May 24, 2011**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live? ☒ City of Brampton ☐ Town of Caledon ☐ Other _____
2. My interest is (check all applicable)
 - ☒ Direct access onto Dixie Road
 - ☒ Residential property
 - ☐ Business/commercial
 - ☐ Industrial
 - ☒ Other (specify) SOUND BARRIER SOUTH OF HOWDEN, EAST SIDE
3. Do you have any comments on the recommended preliminary design concept?
SOUND BARRIER IS YEARS FAST DUE

4. Please provide any additional questions or comments you may have.....

5. If you would like us to contact you, please leave us your name and address or telephone number or email:
Name: _____
Address: _____
Telephone: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/dixie-road-mayfield.htm>. Please place your completed comment sheet in the Comment Box. You can also send to Mr. Hitesh Topiwala, Region of Peel, Project Manager (see below for information) by Tuesday June 7, 2011.

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**DIXIE ROAD CLASS ENVIRONMENTAL ASSESSMENT STUDY
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QUESTIONNAIRE / COMMENT SHEET

1. Where do you live? ☒ City of Brampton ☐ Town of Caledon ☐ Other _____

2. My interest is (check all applicable)

☐ Direct access onto Dixie Road

☒ Residential property

☐ Business/commercial

☐ Industrial

☒ Other (specify) Environmental concerns

3. Do you have any comments on the recommended preliminary design concept?

Luckily it does not affect my area directly too much however I would like to request that the trees be kept where possible if behind my house

4. Please provide any additional questions or comments you may have.....

Also, guaranteed privacy fences is necessary for me to be on board otherwise, looks good! :)

5. If you would like us to contact you, please leave us your name and address or telephone number or email:

Name: _____

Address: _____

Telephone: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/environ-assess/dixie-road-mayfield.htm>. Please place your completed comment sheet in the Comment Box. You can also send to Mr. Hitesh Topiwala, Region of Peel, Project Manager (see below for information) by Tuesday June 7, 2011.

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AECOM
3 – 30 Hannover Drive
St. Catharines, ON, Canada L2W 0A1
www.aecom.com

905 682 0212 tel
905 682 4498 fax

Memorandum

To	File	Page 1
CC	Hitesh Topiwala (Region of Peel), Brenda Jamieson (AECOM), Travis Brown (AECOM)	
Subject	Dixie Road Improvements from Queen Street to 2 km North of Mayfield Road Municipal Class Environmental Assessment Study: PIC #2 Summary	
From	Karl Grueneis	
Date	May 25, 2011	Project Number 60118562/110372

The following provides a summary of the Dixie Road PIC #2 which was held on May 24th, 2011 at Harold M. Braithwaite Secondary School from 6 to 8pm. 37 people signed at the PIC and 6 comment sheets were handed in. Attached are the sign in sheets and comment sheets.

The majority of the people who attended were abutting residents residing in the south end. Likely reason is that they have typically lived there the longest (compared to the developing north end residents) and have watched the area develop rapidly. Other attendees included Regional Councillors Allan Thompson and John Sprovieri, and representatives from Mayfield United Church, as well as a reporter from the Caledon Citizen.

Summary of verbal comments:

Based on feedback from one on one discussions, most attendees were supportive of the recommended road widening design concept including proposed noise walls. One person [REDACTED] did not like the proposed bus shelter at the end of her driveway (AECOM to forward her crop out of the aerial plan drawing) and one other person at the north end of the study area [REDACTED] noted safety concerns regarding sight lines at their driveway. One person [REDACTED] was quite vocal about the need/justification for proposed widening (does not see high traffic volumes, better to build lanes on HWY 410, major cities like Toronto don't have six lane roads and they have better public transit) and will be submitting a letter with [REDACTED] concerns/objections separately to me.

Summary of the major written comments:

- Increased noise volumes at night, unable to open windows. Would like solid noise insulation such as a tall wall barrier and/or trees.
- Increased noise and pollution. House should qualify for sound/noise barrier.
- Sound barrier is years past due.
- Environmental concerns. Would like the trees to be kept where possible i.e. behind 40 Nottingham Crescent.
- Wants guaranteed privacy fences prior to agreeing with proposed road widening.
- Resident a [REDACTED] does not want a bus shelter [REDACTED]
- Safety concern exiting [REDACTED] no good sightline to the south.

PIC #2 boards (minus aerial plan figures) have been provided to the Region for posting on their website.

**DIXIE ROAD CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET TO 2KM NORTH OF MAYFIELD ROAD
REGIONAL MUNICIPALITY OF PEEL
PUBLIC INFORMATION CENTRE #2
Tuesday May 24, 2011**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live? ☒ City of Brampton ☐ Town of Caledon ☐ Other _____
2. My interest is (check all applicable)
 - ☒ Direct access onto Dixie Road
 - ☒ Residential property
 - ☐ Business/commercial
 - ☐ Industrial
 - ☐ Other (specify) _____
3. Do you have any comments on the recommended preliminary design concept?
Please see attached letter dated May 26th, 2011.

4. Please provide any additional questions or comments you may have.....
Please see attached letter dated May 26th, 2011.

5. If you would like us to contact you, please leave us your name and address or telephone number or email:
Name: _____
Address: _____
Telephone/Email: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/dixie-road-mayfield.htm>. Please place your completed comment sheet in the Comment Box. You can also send to Mr. Hitesh Topiwala, Region of Peel, Project Manager (see below for information) by Tuesday June 7, 2011.

Mr. Hitesh Topiwala, RPP, PMP
Project Manager, Transportation Division
Public Works, Region of Peel
9445 Airport Road, 3rd Floor
Brampton, ON L6T 3Y3
Tel: 905-791-7800 x7805 / Fax 905-791-1442
Email: hitesh.topiwala@peelregion.ca

Note: Comments and information regarding this project are being collected in accordance with the Municipal Freedom of Information & Protection of Privacy Act for the purpose of meeting environmental assessment requirements. With the exception of personal information, all comments will become a part of the public record.

SENT VIA EMAIL

May 26, 2011

Mr. Hitesh Topiwala, RPP, PMP

Project Manager, Transportation Division

Region of Peel, Public Works

9445 Airport Road, 3rd Floor

Brampton, ON L6T 3Y3

Tel. 905-791-7800 Ext. 7805 Fax 905-791-1442

Email: hitesh.topiwala@peelregion.ca

Dear Sir:

**Re: Dixie Road Class Environmental Assessment Study – Dixie Road Widening
Queen Street to 2 Km North of Mayfield Road – Public Information Centre #2**

I have been the owner/resident at _____
_____ for almost thirty (30) years. When I moved in, the land across the road was still _____
Over the years Dixie Road has become wider and more heavily traveled. My grandparents built my house in 1957 and lived there for twenty-five (25) years. During that time the City or Region reduced the property size from one (1) acre to three-quarters ($\frac{3}{4}$) of an acre to accommodate the changes to Dixie Road and to accommodate the two hydro poles on the front corners of the property. Fifty-Four (54) years later we are still accommodating changes to Dixie Road but it is getting increasingly harder. I would never have bought my house in the first place if I had known that I would be fronting onto a six (6) lane road. Each increase in the width of Dixie Road brings a decrease to the value of my home, as well as a decrease in the sale ability. That being said, I realize that there is a need to provide additional north-south road capacity and I will once again adapt to the changes however, I believe that the Region of Peel can do more to help to alleviate some of the impacts on my family and I, and the families in the _____.

At the PIC #2 on May 24th, 2011 we were told that the noise issue didn't require the Region of Peel to put up a noise barrier in front of our home due to the fact that "regulations" say that they only have to protect people's backyard and since our home _____ do not qualify for this. I would like my issues to be addressed on a more personal level, put yourselves in my shoes versus "what you are required to do under regulations". Also, the studies that have taken place may show that the preliminary design that is now being presented shows "minimal" impact which may be the case when you look at the whole picture but I'm asking you to look at the direct impact on my family and I, and the families of the _____ which is considerably greater. In fact we have the full impact of this change. This is our home; we have this to look at and deal with every day! Keeping us confined to our backyards and keeping our front windows closed all the time to reduce the noise level and keeping the blinds closed so we don't have to look at it is not the solution. I am asking the Region of Peel to work with me and _____ address the issues that this proposal creates, and to do what they can to make our homes a nice place to be.

Concerning my property at [REDACTED] Brampton, the following are issues that I would like to have addressed and my suggestions as to how to deal with them.

ISSUE	SUGGESTIONS TO RECTIFY
Safe access to and from Dixie Road	• Exclusive left-hand turn lane is needed to have a car or truck with a trailer length safely off the throughway to be able to get into our driveway when heading south. This must be separate from the [REDACTED] left-hand turn lane to avoid cars coming head-on into our left-hand turn area. • The current plan shows two islands that we would have to drive between to make a left-hand turn into and out of our driveway. These islands do not allow enough room to make smooth entry into the left-hand turn lane nor a quick left-hand turn exit from our driveway. It was suggested at the PIC #2 that perhaps our access to and from our driveway for left hand turns should be blocked, thereby making it so that we can only head north when exiting and we would only have access to our driveway when heading north as well. This is not an option. These islands should be removed from the design and a left-hand turn lane be made to provide full access. We currently have full access on the four-lane road so there would be no reason to not be able to provide the same for the six lane road. • Driveway entrance should be widened to allow for quick right-hand turn exit off Dixie Road keeping in mind that we must be able to turn safely onto our half of the driveway. (The property line runs in the middle of the driveway, [REDACTED] and the [REDACTED], they also have a driveway on the north side of their property.) We must have full access to our side of the driveway from Dixie Road. Drivers of other cars do not like to slow down to allow people to turn into driveways so it is very important to be able to get quickly off the road to prevent accidents. It is also important to note that in order to make quick exits off of Dixie Road into our driveway, the slope of the end of the driveway must be a very gradual incline going from the road level to the higher elevation of our driveway. Therefore careful placement of the grade level of the sidewalk at that point is required with the possibility of having to slope the driveway further in to meet the sidewalk level. • The curb [REDACTED] should be cut, at a location which I would choose, to allow for a future driveway if the need arises. I would like to avoid having to have a driveway across the front of my house (the garage is on the north side) but would like that option available if I need a safer alternative to my Dixie Road driveway. • The speed limit must be kept at the current 60 kph.
Increased noise levels	• Provide a noise barrier wall/ fence along the front property line and thirty (30) feet up the side of property [REDACTED]. The other side of the property (north side) has the driveway.

ISSUE	SUGGESTIONS TO RECTIFY
Aesthetics and Loss of Property Value and Sale Ability	• Provide a noise barrier wall/ fence along the front property line and thirty (30) feet up the side of the property _____ creating a separation between Dixie Road and _____. This would create a residential atmosphere for our home versus the look of living on a freeway, and it would also decrease the effects of the salt from the road on our trees and shrubs which would also improve the way things look. Additionally, this separation from the roadway would help to get back some of the loss of value of our home and some of the loss of the sale ability that would be caused by the road widening.
Hydro Poles	• There is a hydro pole on each of the front two corners of our property. The current plan has the sidewalk being moved to where these hydro poles are. Either the sidewalk needs to be put on the other side of these poles (closer to our property line) or the hydro lines need to be buried. Moving the hydro poles closer to our home is not an option.
Snow removal of three lanes of traffic, versus the current two lanes, into our driveway blocking access	• _____ Currently when snow is cleared off of Dixie Road into the _____ there have been times when we can barely get in through the buildup. With the additional lane being emptied into our driveway I'm concerned that there will be times when we can't get in and I would like to know if there is anything that the Region can do to help alleviate this problem. • This issue is another reason why I would like the curb cut on the _____ side of the property to allow for a driveway so there would be an alternate access if the Dixie Road driveway is blocked.

Please contact me regarding these issues, and keep me informed throughout the entire process. My contact information is as follows:

Thank you.

Yours truly,

cc Brenda Jamieson, P. Eng., Consultant Project Manager – AECOM (brenda.jamieson@aecom.com)
Gael Miles, Regional Councillor, Wards 7 & 8 (gael.miles@brampton.ca)
Allan Thompson, Regional Councillor, Ward 2 (allan.thompson@caledon.ca)

Call from resident of [REDACTED] and she had the following comments:

1. Increase in noise due to road widening. If sound reflective noise barriers are provided on the west side the noise will increase even further. Requested that the Region plant trees to screen the noise source.
2. Salt spray during winter is damaging the trees along the frontage
3. Access to be maintained and signals on Williams Parkway and Howden to be timed to allow gap for them to make the southbound left turn.

From:
Sent: June 6, 2011 11:33 AM
To: hitesh.topiwala@peelregion.ca; Jamieson, Brenda
Subject: Dixie Rd class environmental assessment study - comment sheet

**DIXIE ROAD CLASS ENVIRONMENTAL ASSESSMENT STUDY
QUEEN STREET TO 2KM NORTH OF MAYFIELD ROAD
REGIONAL MUNICIPALITY OF PEEL
PUBLIC INFORMATION CENTRE #2
TUESDAY MAY 24, 2011
QUESTIONNAIRE / COMMENT SHEET**

1. Where do you live?

City of Brampton

2. My interest is (check all applicable)

Direct access onto Dixie Road
Residential property

3. Do you have any comments on the recommended preliminary design concept?

We spoke to you at the meeting with regards to having a noise receptor done at the corner of [REDACTED] Could we be advised as to what noise decibels we can expect? We would also like to know what the noise decibel is for the one studied on the corner of La Salle Blvd and Dixie Rd.

One of our main concerns is the turn lane out in front of _____ Dixie Rd. We want to be assured that we are protected entering and exiting our driveways.

4. Please provide any additional questions or comments you may have....

Why not add lanes to the 410 for through traffic. Is that not the purpose of Hwy 410 to reduce traffic congestion on other roads?

By adding 2 more lanes of traffic, there will be considerably more salt used in the winter. How will this affect plants at the road frontage?

While the widening is taking place, will the underground utilities be replaced or altered?

Can we expect disruptions for using our driveway and we expect to be notified if it is going to be blocked.

5. If you would like us to contact you, please leave us your name and address or telephone number or email:

If there are further meetings we would appreciate a letter informing us. Our neighbours received a letter, but we never got any notice. For the first meeting related to the widening we received a letter informing us about the meeting, so we expect future notification.

Name: _____

Address: _____ Brampton

Jamieson, Brenda

From:
Sent: June 7, 2011 2:01 PM
To: Jamieson, Brenda
Subject: FW: dixie road improvements from Queen St. to 2 km north of Mayfield Road

From:
Sent: Tuesday, June 07, 2011 1:54 PM
To: 'brenda.jamieson@aecon.com'
Cc: 'hitesh.topiwala@peelregion.ca'
Subject: dixie road improvements from Queen St. to 2 km north of Mayfield Road

I am submitting my comments following the public information meeting held on May 24, 2011,

My property is located [REDACTED] which is in the study area.

In the individual property diagrams which were displayed at the meeting, a bus shelter was indicated [REDACTED]
[REDACTED] am definitely opposed to having a bus shelter located on or close to my property. Please note this in your records.

Also I spoke to Brenda at the meeting (who I assume in the Brenda noted above). Brenda indicated that if I requested in the comments box left at the meeting that you would send me a diagram of my property showing the detailed proposed changes, the same as was shown at the meeting.

If you could arrange for that I would very much appreciate it.

Also when is the earliest that these road widenings would occur? I believe 2016 was mentioned at the meeting?

Thank you for your response in advance.