

**MAYFIELD ROAD
CLASS ENVIRONMENTAL ASSESSMENT AND PRELIMINARY DESIGN STUDY
HEART LAKE ROAD TO AIRPORT ROAD**

APPENDIX H

**Public Information Centre No. 2
Notices, Comments, Attendance, Information Handouts**

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Some outgoing members of the Caledon environmental advisory committee were highly commended by Caledon council recently for their valuable contributions.

John Lyons was thanked in particular for his outstanding contribution and dedication as a founding member. CEAC.

Hal Graham and Steve Rutherford were also thanked for their contributions to CEAC and the Caledon community.

Council also reappointed some CEAC members to the committee. Pete Paterson, Don Webb and Bill Wilson were appointed for three-year terms running from Oct. 31, 2003, to Oct. 31, 2006. Kari Morrison and

Jason Sweeney were appointed for terms lasting from Oct. 31, 2003, to 2004.

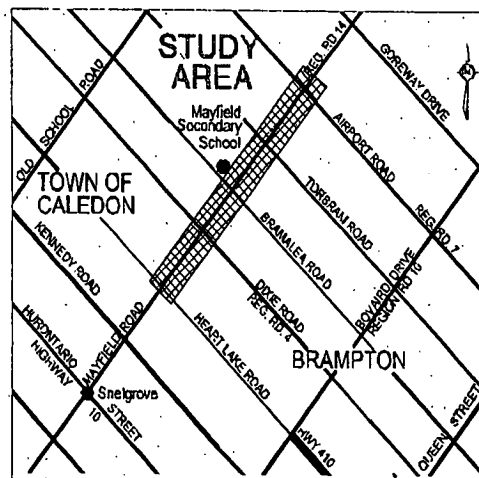
Members are normally at three-year terms except for his representatives who are appointed for terms to provide needed

CEAC's upcoming meeting. March 24, April 28, May 25, Sept. 22 and Oct. 27, all running from 7:30 a.m. to 9:30 p.m. The monthly meetings are normally held in the committee room at the Caledon Administration Centre and are open to the public.

Notice of Public Information Centre **Mayfield Rd. (Regional Rd. 14) From Heart Lake Rd. to Airport Rd.** **Class Environmental Assessment**

The Study

Based on accelerated growth and traffic volumes in the City of Brampton and the Town of Caledon, the Regional Municipality of Peel is undertaking a study to examine roadway widening and improvement options on Mayfield Road (Regional Rd. 14), between Heart Lake Road and Airport Road.



The Process

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Public Information Centre

Two Public Information Centres (PICs) are being held in association with this study. The first PIC was on Tuesday, March 27, 2003. The second PIC is scheduled for:

Date: Thursday, Feb. 19, 2004
Time: 6 to 9 p.m.
Location: Mayfield Secondary School
5000 Mayfield Rd. (corner of Mayfield Rd. and Bramalea Rd.) R. R. #4
Brampton, ON

The second PIC will consist of an informal drop-in centre with displays showing existing conditions, the problem statement and justification for the project, the proposed evaluation criteria, and the preferred design alternative. Attendees will have the opportunity to discuss their comments directly with Region of Peel staff and their consultants.

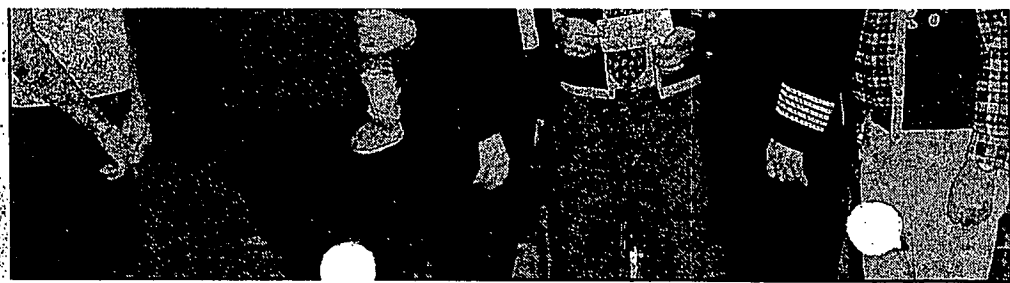
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Mr. Binu Korah
Regional Project Manager
Region of Peel
10 Peel Centre Dr., 4th Fl.
Brampton, ON
L6T 4B9
Phone: 905-791-7800, Ext. 4463
Fax: 905-791-1442
Email: korahb@peelregion.ca

Mr. Garry Leveck, P. Eng.
Consultant Project Manager
Stantec Consulting Ltd.
49 Frederick St.
Kitchener, ON
N2H 6M7
Phone: 519-585-7316
Fax: 519-579-4239
Email: gleveck@stantec.com

CALEDON CITIZEN FEB 11/04



LIONS HELP BUY DEFIBRILLATOR

The Bolton & District Lions Club donated a cheque to Caledon fire chief Boyd Finger, to help emergency services purchase a defibrillator. The donation was made in honour of former Lions Club member Dave Nixon, who served with the Vaughan fire department. On hand were members of Nixon's family - his wife Nancy, along with Maureen, Shane, Gavin and Tara. Lions president Steve Derbyshire made the presentation.

CAMPAIGN

at PJPII School, as well as the to raise funds for the United Way. Featured in the picture are Mrs. , Mrs. Easton and Mrs. Adamick on. Their goal is to surpass the ne staff is looking forward to the

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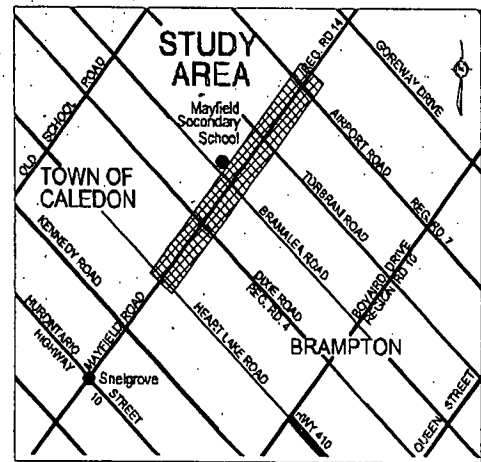
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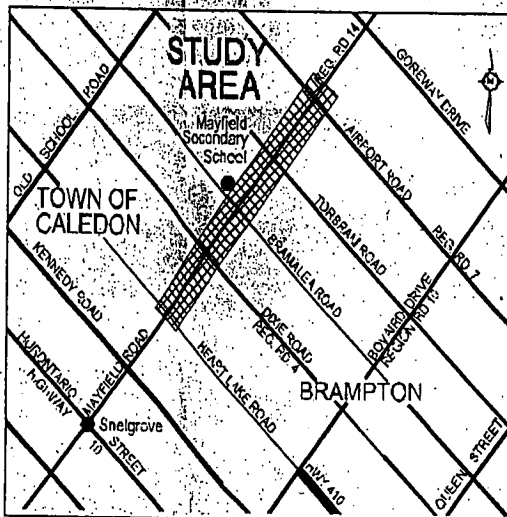
4 *peel*

wednesday Feb 4 /04

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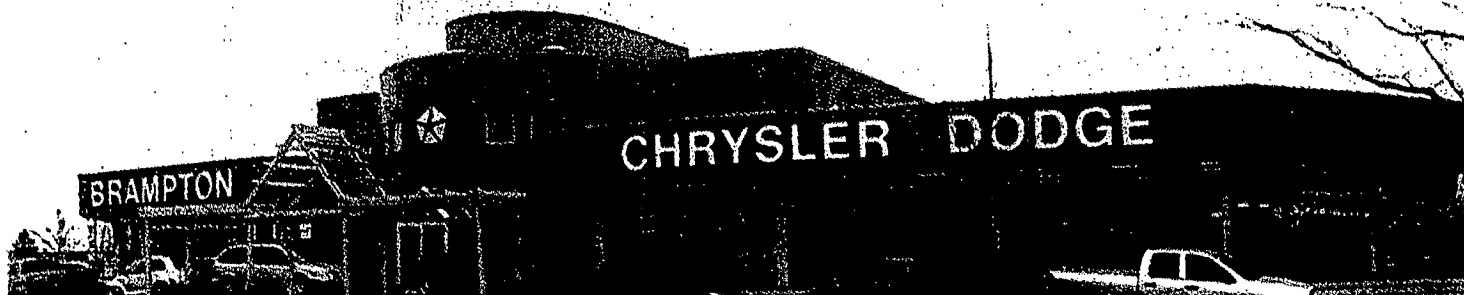
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Other seconds included: Laporte of Centennial in the junior boys 50m freestyle and the open 100m freestyle, Amber Hutchinson of Mayfield in the junior girls 50m freestyle, Alex Fretes of Notre Dame in the open girls 200m IM, Ben Hall of Mayfield in the junior boys 50m freestyle, Varun Kalra of St. Augustine in the senior boys 50m butterfly, Paoyun Tang of Turner Fenton. Weihao Tang of Turner Fenton in the senior boys 200m breaststroke, Vanessa Iacobucci of Notre Dame in the open girls 100m breaststroke, the Mayfield senior girls 100m freestyle relay and the Mayfield senior boys 200m freestyle relay.

stroke, Walsh of Centennial the senior girls 100m IM, Kalra of St. Augustine the senior boys 100m IM, Shortreed of Notre Dame the junior girls 100m IM, Janine Spiers of Mayfield the junior girls 50m freestyle, Sarah Broughton of Mayfield the senior girls 50m butterfly, Mann of Turner Fenton, the open boys 100m butterfly.

Fifths went to: Turner Fenton junior girls 200m medley relay, Tamara Iacobucci of Notre Dame, the junior girls 50m freestyle, junior girls 100m IM and open girls 100m breaststroke, Paoyun Tang of Turner Fenton the junior girls 100m freestyle, Weihao Tang Turner Fen-

the junior girls 50m butterfly. Sevens included: Brampton Centennial the senior girls 200m medley relay, Sarah Griffin Centennial the junior girls 50m freestyle, Edward Ng of Turner Fenton the junior boys 100m IM, Katherine Koroluk of Mayfield the junior girls 50m backstroke, Todd Ye Turner Fenton the junior boys 50m freestyle, Claire Anderson of Mayfield the junior girls 50m butterfly, Koroluk of Mayfield the junior girls 50m breaststroke. Eights included: Christine Odwyer of Mayfield in the junior girls 100m freestyle, Weihao Tang of Turner Fenton in senior boys 50m freestyle.

Bruins win their sixth consecutive game

minutes left in the game. The Bruins went brain dead and dropped their level of intensity and it almost cost them the game. Sheridan did not score a point the rest of the way and they did everything they could to let the Colts win the game. Lousy turnovers and listless play led to the straight Colt points and the visitors got the ball with 11 seconds left. A

poor offensive set led to a bad Centennial shot and Sheridan hung on for the win. "We just started playing stupid basketball at the end" said Bruins assistant coach Nick Davis. "There is no way it should have been that close". Central Peel graduate Kevin Dennis continued his fine play with 17 points, five rebounds and two steals. Bashir

Musse scored 12 points and grabbed three rebounds. Wayne Jones added nine points and six assists. Former Heart Lake star Sean Douglas did a great job off the bench defensively holding the Colt's leading scorer scoreless in nine minutes of action. Sheridan raises its record to 9-2 and hosts the Mohawk Mountaineers tonight. Game time is 7:30 p.m.

INSIDE
TODAY'S GUARDIAN
Sun. Feb. 15/04

- The Bay
 - Campbell's
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 - Sarah Rest.
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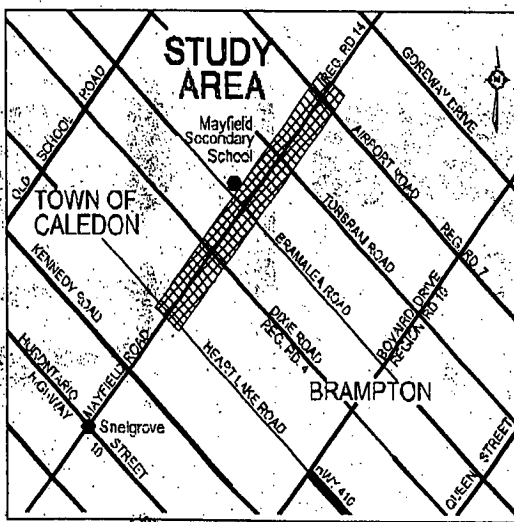
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building depart-
include real and
change," she said,
the revised devel-
process. Morri-
to the Town's
reorganization
a new Director of
Development, say-
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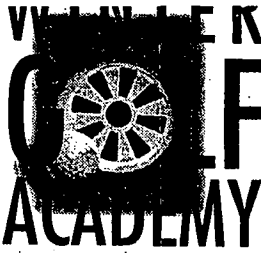
three points of action. The first is the creation of a unique and easily recognizable identity for Caledon; the second, a promise by the Town to its clients where service quality, integrity and mutual respect are clear; and the third, clear distinctions in networking and marketing that set Caledon apart from its competitors.

Morrison stated a need of the Town's to work more closely with the chamber of commerce and emphasized the importance of the partnership with the Region of Peel. She expressed her concern that a split of Peel would be unwise.

result would be lowered service quality and responsiveness, higher costs and no ability to hold directly elected local politicians accountable."

"I think that Caledon is on the cusp of having dramatic new opportunities come within our grasp, with Highway 410 coming north of Mayfield Road in the near future, and with important organizations looking to locate near these major transportation routes, but also near where their workforce calls home. We need to ready ourselves to capitalize on the right investments in Caledon's future."





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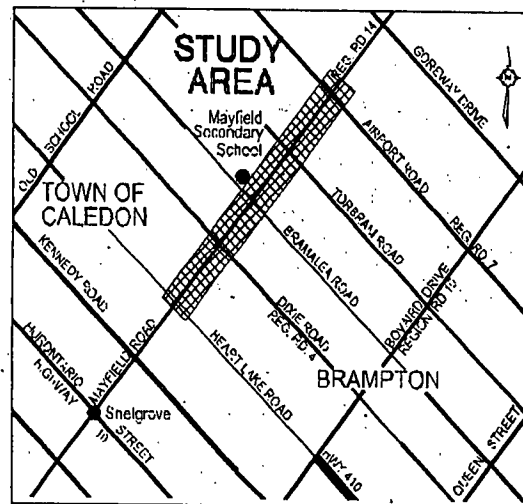
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Students mark Black H

Secondary students from across Peel will gather at the Peel board's HJA Brown Education Centre on February 25 to take part in 'Overcoming Obstacles,' a forum celebrating Black History Month. Peel students are also take part in Black History Month activities throughout February.

"Honouring Black History Month is a Peel board tradition," said Jim Grieve, director of education. "Special celebrations taking place in many of our schools provide stu-

dents with an understanding and appreciation of cultural diversity."

Students in Grades 9 to 12 will attend the forum to hear motivational speaker, Spider Jones present 'Overcoming Obstacles'. Students will break into groups facilitated by students from Glenforest Secondary School and voice their opinions on how to overcome stereotypes. Anthony Morgan, a Grade 12 student at Bramalea Secondary School and chair of ceremonies, will

read his poetry. Heritage Student Bramalea will a three selections of event will be held room of the HJA. cation Centre fro to 12 p.m. The ce ed at 5650 Huron Mississauga.

On February 20 Grades 6 to 8 w

Green Earth I

Many young demonstrate their the environment through the impo they accomplish in munities. The To Day Scholarship I recognizes gradu school students at junior college stu have achieved excellence and ha guished themseve ronmental commu vice, and extra-cur volunteer activities.

The Toyota Earth I arship is offered t entering their first ye secondary studies in sen discipline, as fu ronmental leaders v from a broad range o ic backgrounds.

The Toyota Ea Scholarship Program consists of 15 awards o each, to be applic towards tuition, boo and board (where app or other educational in the first year of onday full-time st Canada.

Panels of communi ness and environment will select regional who best meet the criteria in each of f

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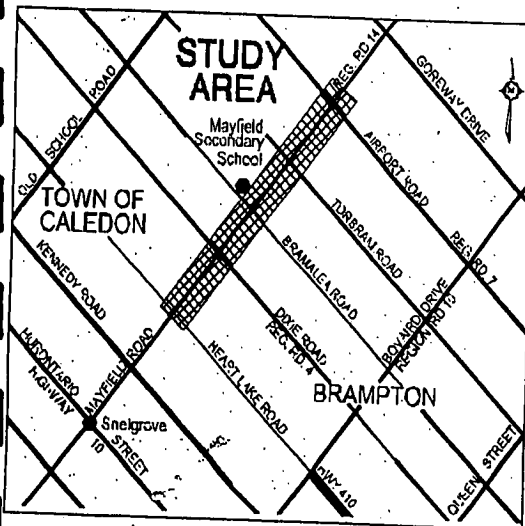
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CALEDON ENTERPRISE

FEB 14/04

06 February 2004
File: 602 10370/40

Tel: 519-585-7316
Fax: 519-579-4239
gleveck@stantec.com

Shaw Communications Inc.
Planning Department
244 New Kirk Road
Richmond Hill, ON L4C 3S5

Dear Sir/Madam:

**Reference: Region of Peel – Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study**

The Region of Peel is continuing with a study to examine roadway widening/improvement options on Mayfield Road (Regional Road 14), between Heart Lake Road and Airport Road. Stantec Consulting Ltd. has been retained by the Region of Peel to complete a Schedule 'C' Class Environmental Assessment (Class EA) Study.

Public consultation is vital to this Class EA Study. An additional Public Information Centre (PIC) was previously scheduled for January 27, 2004. However, due to severe inclement weather on that day, it was postponed to a future date.

We wish to advise that the Second Public Information Centre (PIC) meeting for this project will now be held on Thursday, February 19, 2004, at the Mayfield Secondary School. Details regarding this second PIC can be found on the attached Notice.

As a property owner or attendee at the first PIC, it is important that we are aware of any issues or concerns you may have with the Study. You are welcome to attend this Second PIC to review the project information and to provide us with further written comments. If you are unable to attend, or have any questions concerning the project contact the undersigned or one of the Project Team members noted on the attached Notice.

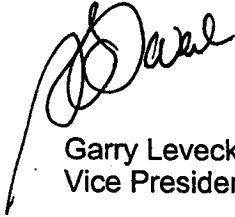
06 February 2004

Page 2 of 2

**Reference: Region of Peel – Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study**

Sincerely,

STANTEC CONSULTING LTD.

A handwritten signature in black ink, appearing to read 'G. Leveck', is written over the typed name and title.

Garry Leveck, P.Eng.
Vice President, Transportation

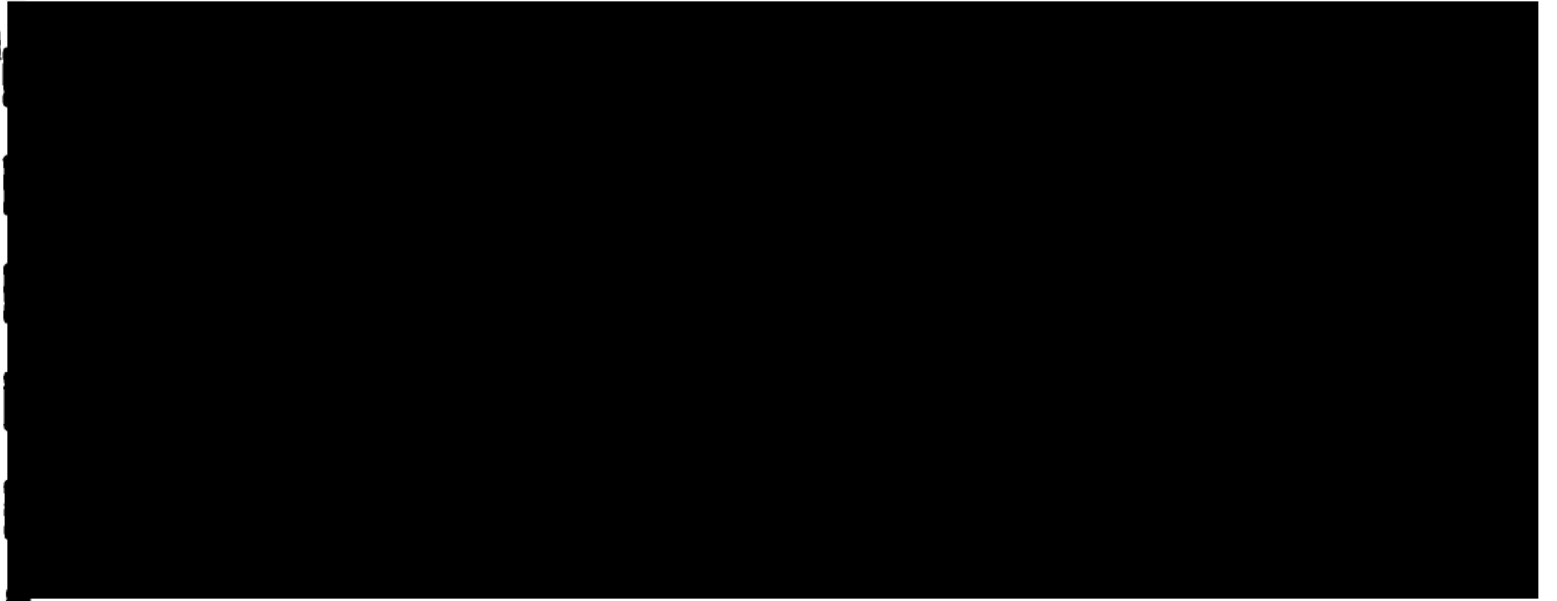
GEL/dkr
Attachment

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↑ Property Owners

↑ PIC No 2
Mayfield Road

05160™/MC



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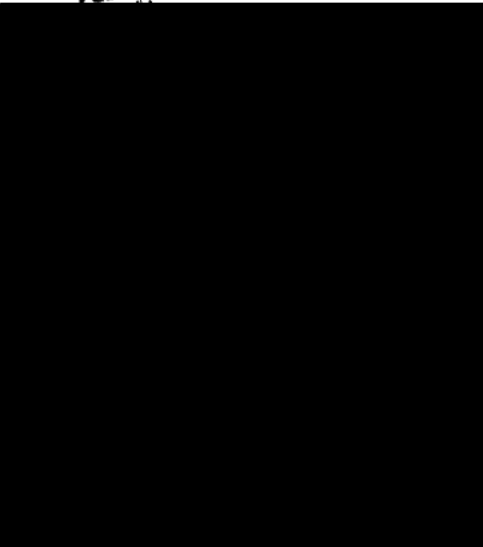
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Marie Podnar
Bell Canada
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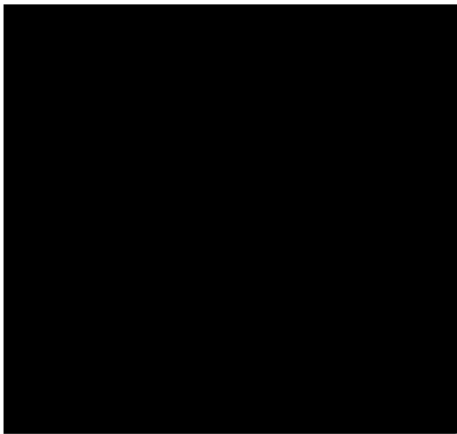
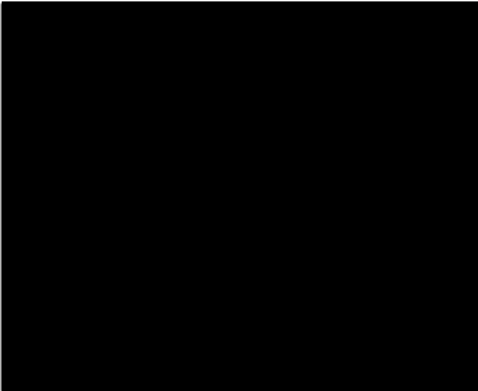
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GO Transit
Marketing and Design Services
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Toronto, ON M5J 2W3

ATTENDANCE RECORD

Region of Peel
Working for youMayfield Road (Regional Road 14) Heart Lake Road to Airport Road
Class Environment AssessmentPUBLIC INFORMATION CENTRE: Thursday, February, 19 2004PLEASE PRINT YOUR COMPLETE NAME AND ADDRESS BELOW AND INDICATE WHETHER YOU WISH TO BE KEPT INFORMED OF FUTURE NOTICES OR ISSUES PERTAINING TO THIS STUDY.Additional
Information☒ Yes☐ No

Postal Code

ELEANOR GILLON

Name (Please Print)

REGION OF PEEL

Street Address

Yes

☒ No

TRAFFIC OPS.

City

Postal Code

Yes

☐ No☒ Yes☐ No

[Redacted]

Name (Please Print)

[Redacted]

Yes

☒ No

City

Postal Code

[Redacted]

GLEN SCHWARR & ASSOCIATES

Street Address

☒ Yes

No

City

Postal Code

[Redacted]

[Redacted]

Yes

No

Postal Code

[Redacted]

Name (Please Print)

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No

[Redacted]

[Redacted]

☒ Yes

No

[Redacted]

[Redacted]

Yes No

[Redacted]

[Redacted]

Yes No

[Redacted]

[Redacted]

No

Str

Cit

Po

[Redacted]

[Redacted]

Yes No

City

Postal Code

BILL WINTERHALT

Name (Please Print)

CITY STAFF BRAMPTON

905-874-2077

[Redacted]

Yes No



Yes No

MAROLYN MORRISON
Name (Please Print)

MAYOR Town of Caledon
Street Address

Yes No

City

Postal Code

Name (Please Print)

Street Address

Yes No

City

Postal Code

Name (Please Print)

Street Address

Yes No

City

Postal Code

Name (Please Print)

Street Address

Yes No

City

Postal Code

ATTENDANCE RECORD



Mayfield Road (Regional Road 14) Heart Lake Road to Airport Road
Class Environment Assessment

PUBLIC INFORMATION CENTRE: Thursday, February, 19 2004

PLEASE PRINT YOUR COMPLETE NAME AND ADDRESS BELOW AND INDICATE WHETHER YOU WISH TO BE KEPT INFORMED OF FUTURE NOTICES OR ISSUES PERTAINING TO THIS STUDY.

Additional
Information

Yes No

[Redacted Name and Address]

[Redacted Address]

Postal Code

J. Chong

Name (Please Print)

[Redacted Address]

Postal Code

Yes

No

[Redacted Name and Address]

[Redacted Address]

City

Postal Code

Yes

No

Yes

No

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

Region of Peel
Working for you

Class Environmental Assessment & Preliminary Design Study



Stantec

Welcome to the second and final Public Information Centre for the Class Environmental Assessment Study for Mayfield Road, between Heart Lake Road and Airport Road, in the City of Brampton/Town of Caledon.

This project is being completed in accordance with the Ministry of Environment guidelines for a "Class Environmental Assessment: Municipal Road Projects" under the Environmental Assessment Act.

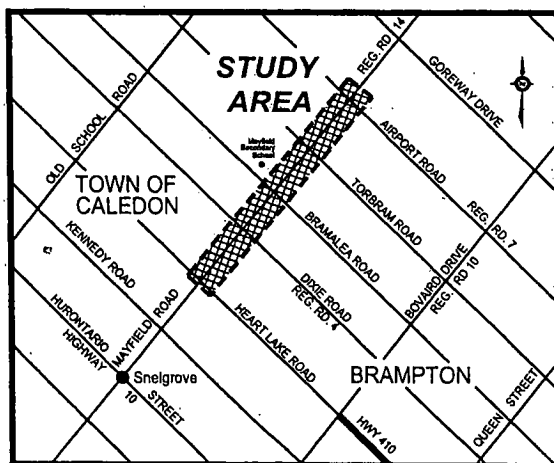
The Environmental Assessment Study is being completed by a team of Professional Engineers and Environmental Planners, managed by Region of Peel staff and Stantec Consulting Ltd.

The purpose of this Information Centre is as follows:

- To provide an opportunity for the public to meet Project Team members on an informal basis to discuss issues.
- To provide an overview of the Class Environmental Assessment Study Process.
- To illustrate the recommended preferred design concept for potential roadway improvements on Mayfield Road, between Heart Lake Road and Airport Road.
- To provide a forum for further comments by the public and outside agencies, which will be used in the final recommendations and development of other project details.

All attendees at this meeting are invited to:

- Sign the attendance register.
- Pick up a "Handout Document" (attached) which provides pertinent details on this project.
- Meet with Project Team Members.
- Review the displays depicting the study results and recommended preferred concept.
- Discuss the design concept, impacts on properties, community benefits, and other issues that you feel are important.
- Complete a study "Comment Sheet," outlining your suggestions, concerns, support, recommendations or other thoughts concerning the proposals to improve Mayfield Road.



Please proceed to the balance of displays available for your review.

Heart Lake Road to Airport Road

Region of Peel
Working for you

Class Environmental Assessment & Preliminary Design Study

BACKGROUND INFORMATION

**Stantec**

The Regional Municipality of Peel is responsible for monitoring growth on its transportation network and implementing required improvements in a timely manner. Based on accelerated growth and traffic volumes in the City of Brampton and Town of Caledon, the Regional Municipality of Peel is undertaking a study to examine roadway widening and improvement options for Mayfield Road (Regional Road 14) between Heart Lake Road and Airport Road.

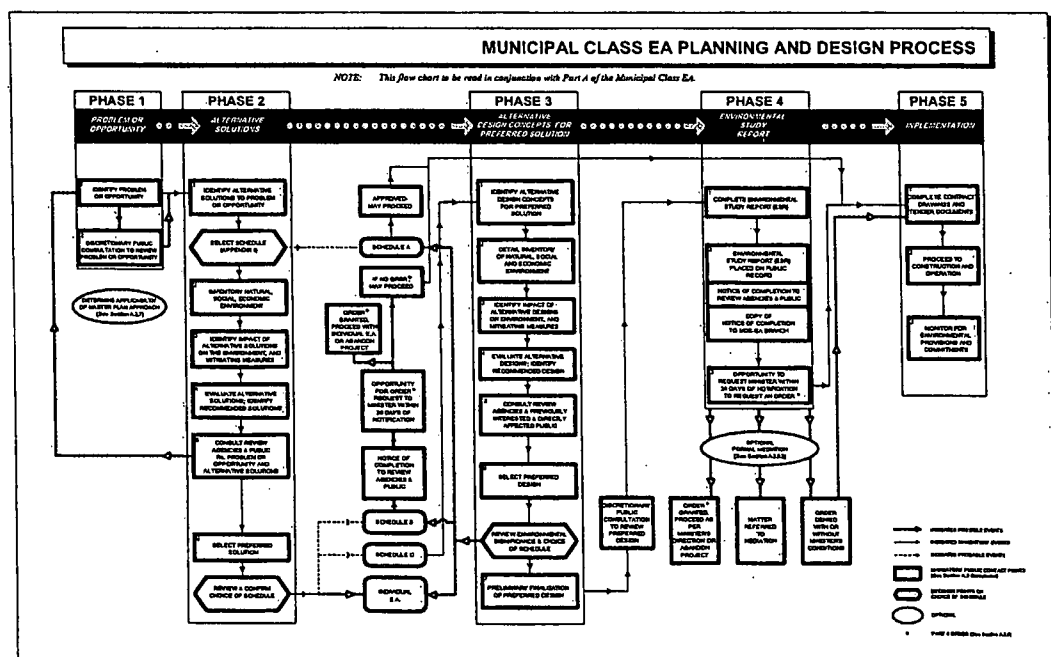
Within the next few years, the Ministry of Transportation of Ontario is also proposing to commence construction of the Highway 410 extension, including an interchange at Mayfield Road. The anticipated increased traffic volumes on Mayfield Road, as a result of the Highway 410 interchange, must also be taken into account when considering improvement options on Mayfield Road.

Stantec Consulting Ltd., was engaged by the Region of Peel in November 2002 to complete a Class Environmental Assessment and Preliminary Design within the study limits.

The Class Environmental Assessment Process

This project is being completed in accordance with the Environmental Assessment Act, and is following the guidelines for a Schedule "C" Class Environmental Assessment under the Municipal Engineer's Association document "Municipal Class Environmental Assessment, June 2000". The review of alternative design concepts, the carrying out of a comprehensive Public Consultation program, the selection of a preferred solution, and the completion of a functional design of the preferred solution, will fulfill Phases 1 to 4 of the Class Environmental Assessment Planning Process, as illustrated.

An Environmental Study Report (ESR) will be completed at the conclusion of the study, and made available for public review as part of the mandatory requirements of the Class EA.



MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

 **Region of Peel**
Working for you

Class Environmental Assessment & Preliminary Design Study

OFFICIAL PLAN DOCUMENTATION



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Region of Peel Official Plan

- Mayfield Road is designated as a **Major Road**.
- Mayfield Road is designated to have a 50 metre right-of-way width.
- Land use along Mayfield Road, between Heart Lake Road and Airport Road, is designated Urban in the City of Brampton and as a Rural System and Prime Agricultural Area in the Town of Caledon.

City of Brampton Official Plan

- Mayfield Road is designated as a **Major Arterial Road**.

Town of Caledon Official Plan

- Mayfield Road is designated as a **High Capacity Arterial**.
- Mayfield Road is designated to have a 50 metre right-of-way width.
- Land use along Mayfield Road in the Town of Caledon, is primarily designated as a Residential Policy Area between Heart Lake Road and the proposed Highway 410, and as Agricultural between the proposed Highway 410 and Airport Road.
- Tullamore, at Mayfield Road and Airport Road, is designated as a Settlement Area, and is also an Industrial Policy Area.

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

Class Environmental Assessment & Preliminary Design Study

EXISTING CONDITIONS



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Roadway

Mayfield Road (Regional Road 14) is an east-west arterial road, with a two-lane paved cross-section and gravel shoulders. Within the study limits, Mayfield Road intersects with five major north-south roads (Heart Lake Road, Dixie Road, Bramalea Road, Torbram Road and Airport Road). Turn lanes and traffic signals exist at each of the intersections. The pavement is in fair to good condition. Drainage is by means of roadside ditches with several culverts conveying overland drainage under Mayfield Road. The existing road allowance for Mayfield Road varies between 25 metres and 40 metres.

Utilities

Public utilities located within the right-of-way include watermain, gas mains, hydro and bell. Illumination exists at each of the north-south road intersections of Mayfield Road.

Other Proposed Projects Within The Study Limits

The Region of Peel is currently proposing to reconstruct and widen Airport Road and the Mayfield/Airport Road intersection in 2004. Within the next few years, the Ontario Ministry of Transportation (MTO) is also proposing to extend Highway 410 northward to Hurontario Street, with an interchange constructed at Mayfield Road. The Mayfield Road/Highway 410 interchange is within this Class EA Study limits, however impacts resulting from the interchange have been addressed under the MTO's Environmental Assessment. Therefore this Mayfield Road study does not address any impacts resulting from the Mayfield/Highway 410 interchange.

Natural Environment

A portion of the provincially significant Heart Lake Wetland Complex, east of Heart Lake Road, will be impacted by the Highway 410/Mayfield Road interchange. Impacts to the natural environment in this area are being addressed as part of the Ontario Ministry of Transportation Highway 410 project.

Nine tributaries of the Etobicoke Creek and West Humber River watersheds are intermittent streams (with the exception of Creek 11) with no direct fish habitat nor highly sensitive aquatic environments.

Two tributaries of the West Humber River are ecologically functioning headwater reaches. One is coolwater habitat (Creek 10) and the other has coolwater potential (Creek 7). Both creeks have the potential for reddsides dace, a national, provincial and regional significant fish species.

Social Environment

Mayfield Road is essentially in a rural setting with a mixture of single family homes, farms, a Secondary School and some commercial enterprises.

Most of the buildings along Mayfield Road are set back from the existing Mayfield Road allowance. However, one existing house (4524 Mayfield Road) on the northeast corner of Mayfield Road and Dixie Road, and the property at 4615 Mayfield Road will likely be impacted by any road widenings. If the buildings on these properties are impacted by proposed road improvements, they should be subject to further study to establish their historical/heritage significance. A stage 1 archaeological assessment concluded that the study area exhibits low potential for recovery of archaeological resources, and additional assessment or mitigative measures are not warranted.

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

 Region of Peel
Working for you

Class Environmental Assessment & Preliminary Design Study

PROBLEM STATEMENT



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The need and justification for this project, is summarized by the following Problem Statement:

Based on projected growth and development in Brampton and Caledon, Mayfield Road, between Heart Lake Road and Airport Road, will generally operate at unacceptable levels of service (increased congestion and unsafe traffic conditions), if no improvements are undertaken by 2012.

PROJECT NEED & JUSTIFICATION

- The need for improvements and additional roadway capacity for the Mayfield Road Corridor has been identified in earlier studies including the Mayfield Road Environmental Assessment (Hurontario Street to Heart Lake Road), the Mayfield Road Corridor Feasibility Study (Hurontario Street to Dixie Road) and the Region of Peel Official Plan. These studies recommended the widening of Mayfield Road from its current 2-lane cross-section.
- Based on existing traffic volumes and operations on Mayfield Road, combined with the proposed widening of Mayfield Road west of Heart Lake Road and the proposed interchange with Highway 410, there is an existing need to widen Mayfield Road between Heart Lake Road and Dixie Road.
- Travel demand forecasts for Mayfield Road have been developed for this study, utilizing population and employment forecasts and expected future development in north Brampton and South Caledon. This traffic forecast determined that Mayfield Road between Heart Lake Road and Airport Road will generally be operating at an unacceptable level of service by 2012 if no improvements are undertaken to Mayfield Road. (i.e. Level of Service D or Less).
- Fifty-four collisions have occurred on Mayfield Road between Heart Lake Road and Airport Road between the years 2000 and 2002. Nineteen (35%) of these collisions resulted in injuries, with no fatalities reported. Thirty-five (65%) of the collisions occurred at intersections.

A comprehensive safety review undertaken for the existing Mayfield Road corridor found:

- reducing vehicle queues at intersections may improve operations and potentially reduce rear-end and intersection collisions.
- upgrading shoulder treatments and roadside improvements may increase safety by aiding errant vehicles to regain control and safely recover.
- additional and larger signage should be installed to increase driver awareness of intersections, curves and driveways.

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

 **Region of Peel**
Working for you

Class Environmental Assessment & Preliminary Design Study

TRAFFIC BACKGROUND INFORMATION



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BACKGROUND

- The need for improvements and additional roadway capacity within the Mayfield Road Corridor has been previously identified in earlier studies, and official documents, including:
 - Mayfield Road Environmental Assessment and Preliminary Design Study: Hurontario Street to Heart Lake Road
 - Mayfield Road Corridor Feasibility Study: Hurontario Street to Dixie Road
 - Region of Peel Official Plan
- In conjunction with this Class Environmental Assessment, transportation data and forecasts have been reassessed to confirm current and future traffic deficiencies, current safety concerns, intersection improvement needs, and the appropriate timing for widening blocks of Mayfield Road.
- The traffic component of this Mayfield Road Class Environmental Assessment is being completed in parallel with other ongoing Transportation Studies in the area. The conclusions and recommendations for all studies, relative to traffic issues, will be reviewed to ensure consistency of results.

TRAFFIC SUMMARY

Timing for Mayfield Road Improvements

Based on the analysis of traffic growth in the Mayfield Road corridor, to 2027, the following table summarizes the timing for recommended 4/6 lane improvements:

Timing for Recommended Number of Lanes on Mayfield Road

From	To	When Are Lanes Required	
		4	6
Heart Lake Road	Highway 410	2006	2015
Highway 410	Dixie Road	2006	2015
Dixie Road	Bramalea Road	2012	2020 – 2021
Bramalea Road	Torbram Road	2012	2020 – 2021
Torbram Road	Airport Road	2010	2020 - 2021

Based on Level of Service D Capacity

- Based on the need to construct the overpass at Highway 410 by 2007, and the relative short time frame between the 4 lane and 6 lane need between Heart Lake Road and Dixie Road, it is proposed to construct 6 lanes in this block at the initial construction stage.
- The balance of Mayfield Road, between Dixie Road and Airport Road, will be widened to 4 lanes in stages between each of the intersections.



MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

Class Environmental Assessment & Preliminary Design Study

ENVIRONMENTAL ASSESSMENT ALTERNATIVE SOLUTIONS



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A number of alternatives to mitigate the impact of traffic growth on Mayfield Road, between Heart Lake Road and Airport Road have been identified and reviewed. They include:

1. DO NOTHING - Improvements limited to ongoing maintenance of the existing road.

Roadway capacity will not increase and therefore will not accommodate projected future traffic volumes. This option is not a reasonable alternative and has been eliminated from further consideration.

2. HIGHER LEVEL OF TRANSIT SERVICE - Improve level of transit service to reduce traffic volumes on Mayfield Road

Even with improvements in transit service, transit modal share will likely not exceed 5% and the corresponding reduction in vehicles will not address future capacity constraints. This option is therefore not considered a reasonable alternative and has been eliminated from further consideration as a stand-alone option.

3. PROMOTE RIDE SHARING - Promote ride sharing to reduce traffic volumes on Mayfield Road.

Ride sharing has experienced modest success in the GTA, but may result in vehicle reductions of up to 5%. This reduction in vehicles will not address the future capacity constraints on Mayfield Road and this option has been eliminated from further consideration as a stand-alone option.

4. UPGRADE OTHER ROUTES - Traffic currently using Mayfield Road could use other upgraded roads or new roads built in other locations.

The traffic projections for Mayfield Road assume other road network improvements will be undertaken in the area, including constructing Highway 410. This option is not considered a reasonable alternative and has been eliminated from further consideration as a stand-alone option.

5. PROVIDE LOCALIZED INTERSECTION IMPROVEMENTS - Increase the traffic capacity of the intersections, but no improvements to Mayfield Road between intersections.

Since the capacity of the intersection approaches would not be increased, the full potential of additional intersection improvements would not be realized. This option is not considered a reasonable alternative and has been eliminated as a stand-alone option.

6. WIDEN MAYFIELD ROAD - Provide additional through lanes on Mayfield Road combined with additional turn lanes at intersections.

A full widening offers greater capacity than localized intersection improvements, and would fully realize the arterial function of Mayfield Road as stated in the municipal Official Plans. This option is therefore recommended as the preferred option and has been chosen for further assessment.

One, or more, of the above alternatives may be combined with the preferred design concept of widening Mayfield Road

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

 **Region of Peel**
Working for you

Class Environmental Assessment & Preliminary Design Study

THE RECOMMENDED PREFERRED DESIGN CONCEPT



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Based on assessments completed within the parameters of various design criteria, public and agency input, and technical input at the Project Team level (Peel, Brampton, Caledon and Consultant representation), the following describes the essential details of the **Recommended Preferred Design Concept for Mayfield Road Improvements**:

- Although not part of this study, this design concept illustrates the proposed intersection improvements at Mayfield Road and Airport Road, and the proposed interchange at Mayfield Road and Highway 410.
- Recommended intersection improvements at all Mayfield Road intersections (Heart Lake Road, Dixie Road, Bramalea Road, Torbram Road and Airport Road) include two through lanes in each direction on Mayfield Road, additional or extended left and/or right turn lanes on all four legs of the intersection, median islands, and upgraded traffic signals.
- In general, the road widening concept provides for Mayfield Road to be widened "equally" on either side of the existing (two-lane) road centre line.
- Between **Heart Lake Road** and **Dixie Road**, 3 through lanes in each direction are provided with a centre median throughout. Curb and gutter and storm sewers are also provided in this block. Included with the proposed Highway 410 interchange is a 6 (through) lane bridge, and exit and entrance ramps to Highway 410.
- Between **Dixie Road** and **Airport Road**, 2 through lanes in each direction are provided, with gravel shoulders, and ditches to accommodate drainage.
- With the widening of Mayfield Road, several road crossing culverts will have to be extended or replaced to maintain off-road drainage.
- Some adjustments to the road profile are required to improve vehicle sight visibility.
- The ultimate 50m road allowance has been identified on the plans. Preliminary property requirements for the recommended concept are also illustrated based on preliminary design and preliminary utility relocation requirements. However, actual property required to widen Mayfield Road will be subject to final design details and final utility relocation requirements.

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

 Region of Peel
Working for you

Class Environmental Assessment & Preliminary Design Study

OTHER ALTERNATIVES CONSIDERED



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6 Lanes from Dixie Road to Airport Road

- 6 lanes within this section not required until 2020. Therefore 6 lanes will be considered in the future.

4 Lanes from Heart Lake Road to Dixie Road

- 4 lanes could be constructed initially within this section. However, the Mayfield Road bridge over Highway 410 will be built to 6 through lanes initially. This would require Mayfield Road to taper down to 4 lanes from the 6 lane bridge. Since 6 lanes will be required within 10 years of construction it is considered cost-effective to construct 6 lanes throughout this section.

Widen Road (unequally) to North or South

- There are no environmental or physical constraints that warrant the widening of Mayfield Road to be to the north or south. Widening equally on both side of the existing centerline of Mayfield Road will result in equal widening on both the Caledon and Brampton side of the corridor.

Curb and Gutter versus Gravel Shoulders

- Between Dixie Road and Heart Lake Road, curb and gutter with storm sewers are recommended due to the 6 lane cross-section being the ultimate design for the 50 m road allowance. Gravel shoulders with ditches would likely require additional property and make it difficult to install sidewalks in their ultimate location.
- Between Dixie Road and Airport Road, existing land use is currently rural or agricultural in nature. Constructing curb and gutter in these sections would make it difficult for farm equipment to travel on Mayfield Road and require the installation of storm sewers and storm water management (SWM) facilities. By constructing gravel shoulders with ditches within this section of Mayfield Road, it maintains the rural nature of the area, allows farm equipment to travel along the shoulders, and avoids the costly installation of storm sewers and SWM facilities.

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

Class Environmental Assessment & Preliminary Design Study

MITIGATION RECOMMENDATIONS

Based on various assessments, as well as public, agency and technical input, several mitigation measures are recommended to be implemented. The following summarizes some of the main items recommended to mitigate the various impacts the project may have:

Archaeological and Heritage Features

- If deeply buried archeological materials are discovered, the Ministry of Culture should be notified immediately.
- If the buildings at 4524 Mayfield Road on 4615 Mayfield Road are impacted by construction of the project, these structures should be subject to further heritage assessment.

Geotechnical/Pavement

- Pavement design for reconstruction or widened portions of Mayfield Road can follow standard design parameters using common road building materials (granular base topped with standard asphalt layers).
- Environmental test data suggests that some soil may exceed the MOEE guidelines for Electrical Conductivity and Sodium Absorption Ratio which likely reflects road salting operations. Hydrocarbon testing on soil near Airport Road indicate that the soil is not a subject waste. However, additional sampling and testing should be undertaken prior to detail design.

Natural Environment

- Sediment and erosion control measures must be installed prior to construction using best management practices. Areas of bare soil should be re-vegetated as soon as possible.
- For culvert replacements or extensions, in-stream construction windows of June 30 to March 30 must be respected for Etobicoke Creek tributaries (warm water), and June 30 to September 15 for creeks 7, 10 and 11 of the West Humber River (cool water).
- Any in-stream work for culvert replacement or extensions may constitute a harmful alteration, disruption or destruction of fish habitat. Further discussion with the TRCA and MNR is required during detail design to determine any required mitigation and compensation measures.
- Adjacent to wetland features or watercourses, minor grading should be undertaken to direct surface runoff away from aquatic habitat.
- In areas of tree clearing, trees to be retained should be delineated with temporary fencing.
- A natural environment monitoring program should be established for pre, post and during construction.

Peel Agriculture Advisory Working Group

- In order to accommodate farm equipment using Mayfield Road, wider outside lanes, shoulders and/or rollover curb should be considered.

Mayfield Secondary School

- Existing entrances on Mayfield Road at Mayfield Secondary School will be maintained in order that on-site circulation conditions are not negatively disrupted.

Co-ordination with Highway 410 Interchange

- Construction of Mayfield Road between Heart Lake Road and Dixie Road must be coordinated with the construction of the new Highway 410 interchange to minimize disruption as much as possible.

Utility Relocations

- Public utilities within the road allowance will have to be relocated to accommodate the widening of Mayfield Road. Final details of actual utility relocations will be determined as part of detailed design.

Property Purchase Requirements

- In order to widen Mayfield Road, portions of private property will be required. The actual amount of property required will be confirmed during detailed design when all utility relocations and grades have been finalized.

Drainage and Stormwater Management (SWM)

- Between Highway 410 and Dixie Road, road drainage will be accommodated by storm sewers, outletting to existing ditches at Dixie Road. SWM will be provided by stormseceptors outletting to grassed ditches.
- Between Dixie Road and Airport Road, existing drainage patterns will be maintained. Drainage will be via flat bottomed ditches outletting to existing watercourses. No specific SWM measures are required to accommodate the ditch drainage.

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

 **Region of Peel**
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Class Environmental Assessment & Preliminary Design Study

CONSULTATION PLAN



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Consultation throughout the planning process is an integral component of the Class Environmental Assessment Process.

Consultation Activities To Date	
Consultation Activity	Details
Study Commencement	
Notice of Study Commencement	Placed in Brampton Guardian and Caledon Citizen
Brampton/Caledon Coordination Team Meeting	To introduce Brampton and Caledon Staff to the project and receive input.
Public Information Centre #1 (PIC)	
Initial Contact Letter	Issued to external agencies, municipal staff, along with an invitation to PIC #1
Notice of PIC #1	- Placed in Brampton Guardian , Caledon Citizen and Caledon Enterprise - Mailed to property owners on Mayfield Road within the Study Area
PIC #1	Held on the evening of March 27, 2003 at Mayfield Secondary School
Brampton/Caledon Coordination Team Meeting	Held to update Brampton and Caledon staff on comments received at PIC #1

Future Planned Consultation Activities	
Consultation Activity	Details
Public Information Centre #2 (PIC)	
Notice of PIC #2	- Placed in Brampton Guardian , Caledon Citizen and Caledon Enterprise - Issued to external agencies, municipal staff and elected officials - Mailed to property owners in the Mayfield Road Study Area, and attendees at PIC #1
PIC #2	Held this evening February 19, 2004 at Mayfield Secondary School
Brampton/Caledon Coordination Team Meeting	To be held to update Brampton and Caledon staff on PIC #2 and project issues.
Study Completion	
Notice of Study Completion	To be placed in Brampton Guardian ,Caledon Citizen and Caledon Enterprise.
Final Contact Letter	To be issued to external agencies, municipal staff and elected officials
Environmental Study Report (ESR) Submitted to the Ministry of Environment	ESR will be available for public review and comment for the required 30-day review period
ESR Eligible for Environmental Clearance	Final decision rests with the Minister of Environment

COMMENT SHEET

Mayfield Road (Regional Road 14) Heart Lake Road to Airport Road
Class Environmental Assessment

PUBLIC INFORMATION CENTRE: Thursday, February 19, 2004

Please complete and leave this sheet so that your opinions on this project can be considered. If you cannot complete your comments today, please take this home and mail your comments no later than **March 2, 2004** to:

Mr. Binu Korah,
Project Manager
Regional Municipality of Peel
10 Peel Centre Drive, 4th Floor
Brampton, Ontario L6T 4B9
Phone: 905-791-7800, Ext. 4463 - Fax: 905-791-1442
Email: korahb@region.peel.on.ca

Mr. Garry Leveck, P. Eng.
Project Manager
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario N2H 6M7
Phone: 519-585-7316 - Fax: 519-579-6733
Email: gleveck@stantec.com

COMMENTS

(Please Use Reverse Side If Additional Space is Required)

Name: _____

Address: _____

Postal Code: _____

MAYFIELD ROAD IMPROVEMENT

Heart Lake Road to Airport Road

 **Region of Peel**
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Class Environmental Assessment & Preliminary Design Study



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WHERE DO WE GO FROM HERE?

- You are encouraged to submit your comments regarding this project on the comment sheet provided no later than February 5, 2004.
- Based on final comments received from this PIC meeting, the Project Team will conclude its recommendations on the preferred design concept for widening Mayfield Road.
- Subsequent to the final evaluation process, notices will be provided indicating that the recommendations for Mayfield Road have been documented in an Environmental Study Report (ESR), which will be available for public review and comment for 30 calendar days.
- During the public review period for the ESR, if concerns of any person cannot be resolved in discussions with Peel Region (proponent), then that person may submit a "Part II Order" to the Ontario Minister of the Environment, requesting a review of the project process and documentation, possibly resulting in an Individual Environmental Assessment.
- Construction of the proposed improvements to Mayfield Road between Heart Lake Road and Dixie Road are currently planned to commence in 2005 in conjunction with the Mayfield/Highway 410 interchange. The remaining sections of Mayfield Road will be widened in future years, probably commencing approximately 2010 subject to future Region of Peel budget considerations.