Welcome

Public Information Centre No. 2

Class Environmental Assessment Study for Countryside Villages Secondary Plan Area 48

January 26, 2009

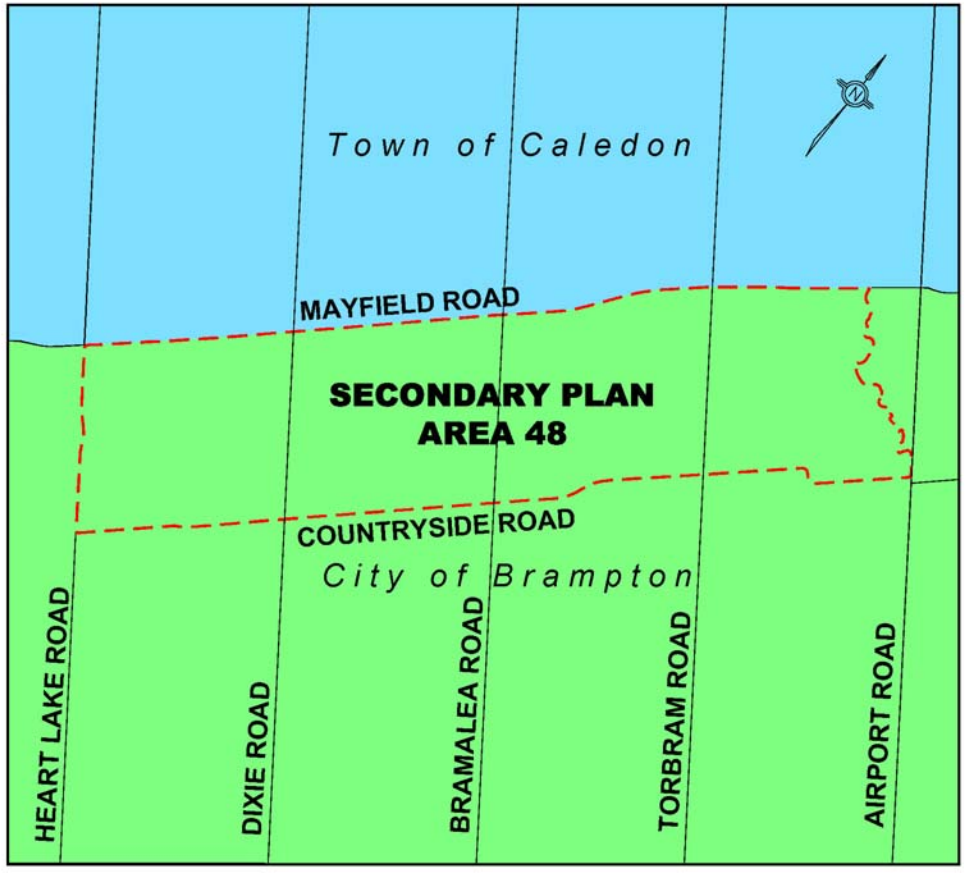
BRAMPTON AREA 48 LANDOWNERS INC.

DILLON CONSULTING

Project Location

Secondary Plan Area 48 located in the City of Brampton extends from Heart Lake Road in the east over to just west of Airport Road, and from Mayfield Road south to Countryside Road.

Picture from Countryside Villages Vision Document



Location Map

Project Background

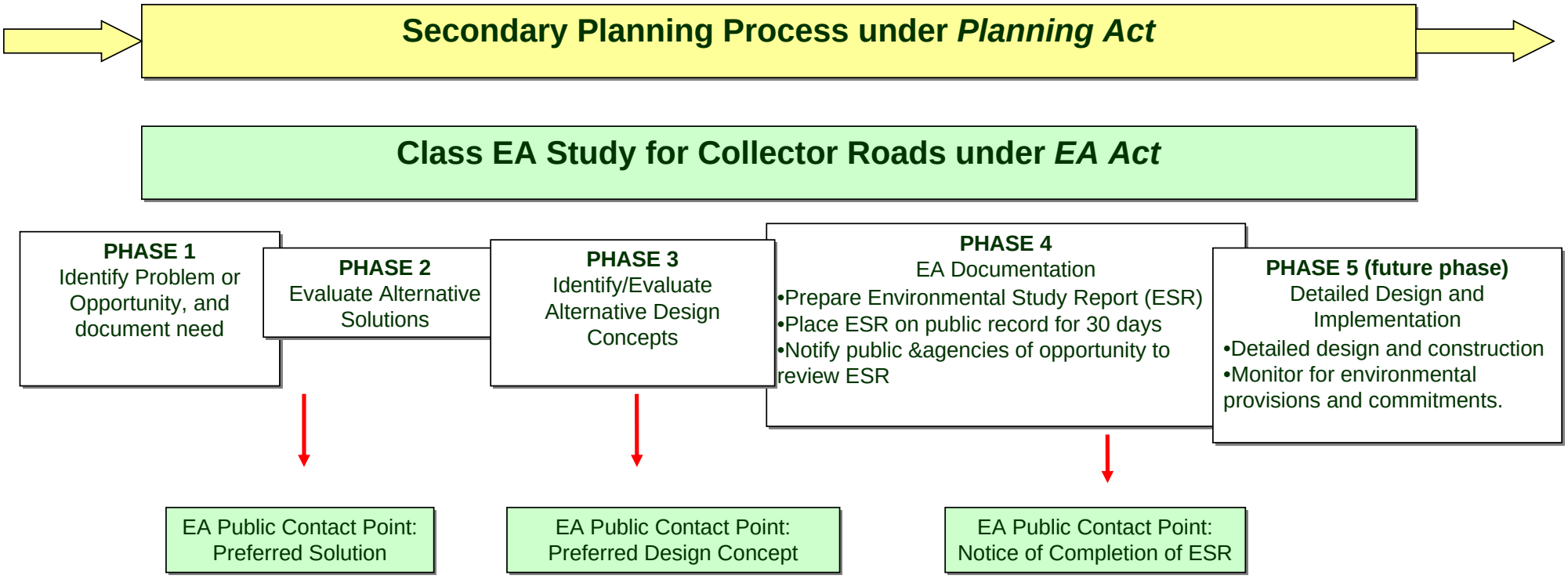
Countryside Villages Secondary Plan Area 48 (SP Area 48) is located in north-central Brampton, within the City's Urban Boundary as identified in the City of Brampton's Official Plan. As such, it has been defined as an area to be developed for urban uses to accommodate future growth. The advancement of development and related infrastructure in proximity to SP Area 48, in particular to the south, has precipitated the need to move forward with the planning for SP Area 48.

Main Street Streetscape at Village Centre

Integrated Planning/Class EA Process

- The overall planning process for SP Area 48 is being conducted by the City of Brampton under the provincial *Planning Act*
- The neighbourhood collector roads to be constructed by the Brampton Area 48 Landowners group are subject to requirements under the *Environmental Assessment Act (EA Act)* as defined in the Municipal Class Environmental Assessment (Class EA) document (October 2000, as amended in 2007)
- Coordinated planning under both *Acts* is encouraged by the province and helps facilitate streamlined consultation and decision-making
- The Class EA Study of the collector roads is therefore being carried out by the Brampton Area 48 Landowners group in coordination with the City's secondary planning process for SP Area 48

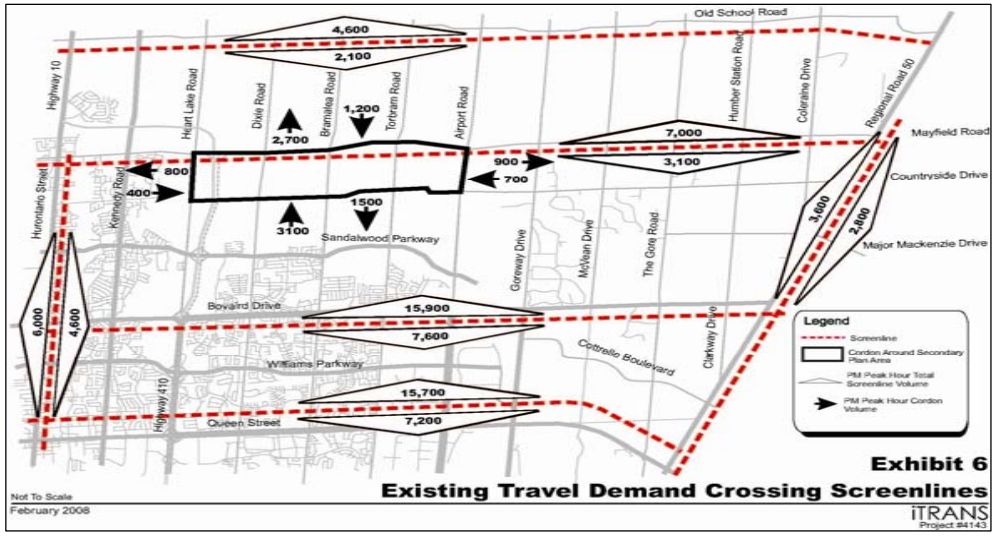
Integrated Planning/Class EA Process

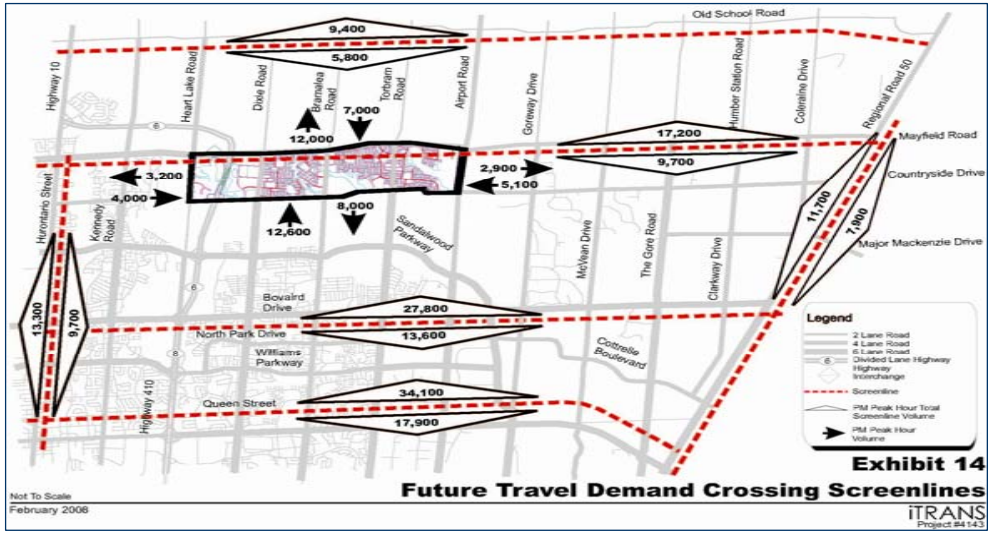


What is a Collector Road?

- Carries low to moderate traffic volumes
- Collects local traffic for distribution to arterial roads or Provincial highways
- Serves both residential and through traffic
- Designed for medium speeds with 2-4 lane capacity
- Controlled direct access from adjacent developments
- An effective grid of Collector Roads is required to support planned development and to provide for overall traffic capacity

Need for Collector Road System: Traffic Capacity Analysis

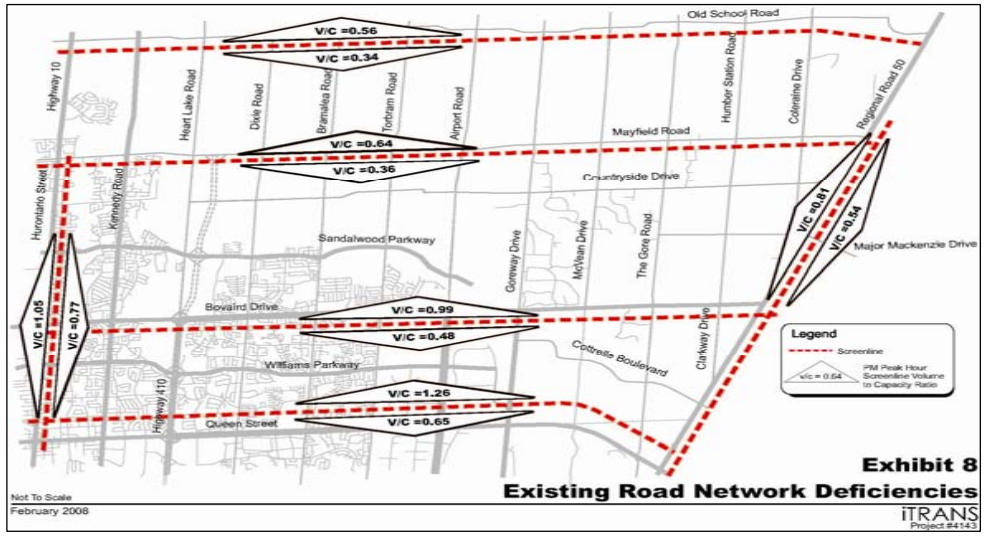


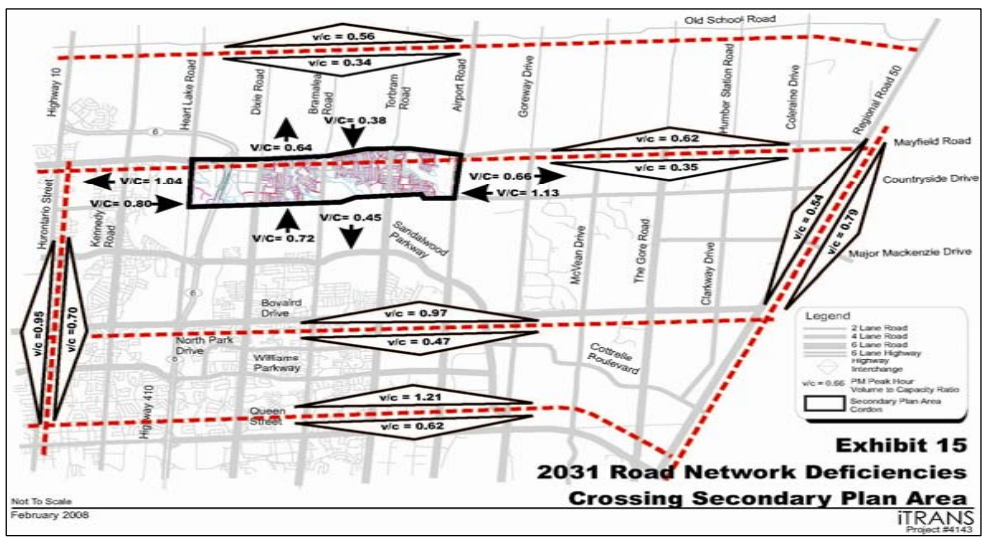


- Planned development in North Brampton and Caledon will increase traffic volumes entering and exiting the study area.
- Once Countryside Villages is developed, traffic is projected to increase by approx. 400% for outgoing vehicles and 500% for incoming vehicles.
- The current road network does not have the capacity to provide efficient means of transportation for the new population.

More Road Capacity is Required to Meet the Future Demand

Need for Collector Road System: Traffic Capacity Analysis





Volume to Capacity - a ratio used to identify when a section of roadway or intersection needs improvement. A ratio of over 1.0 typically signals a need for upgrades because the intersections are currently operating over their existing capacity.

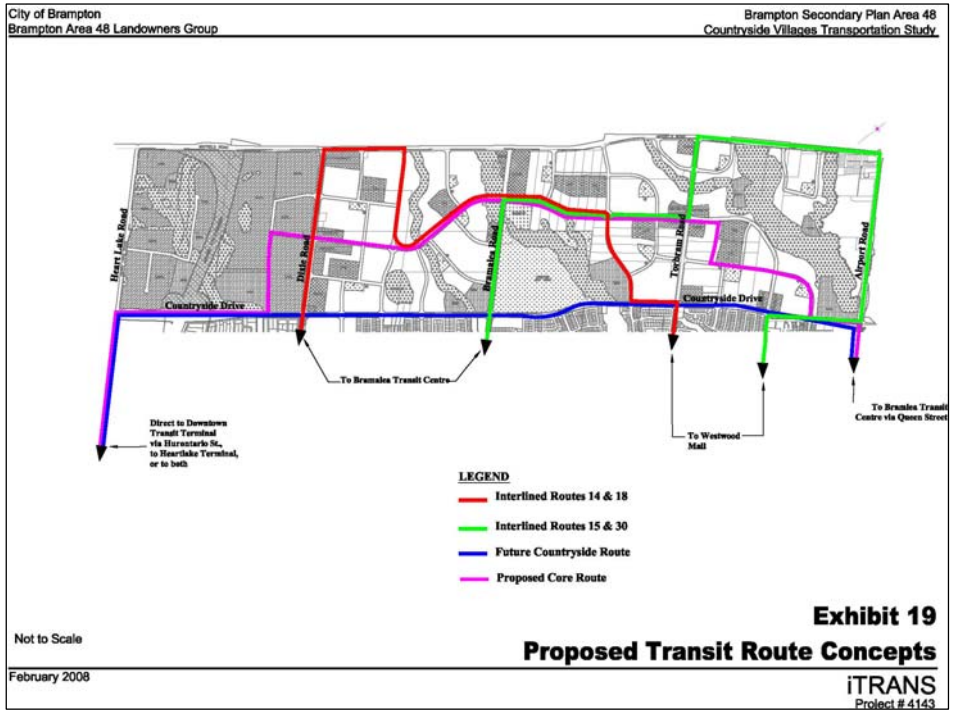
The volume to capacity (v/c) shows that improvements may be required for both the morning and afternoon peak at the southern end of the study area.

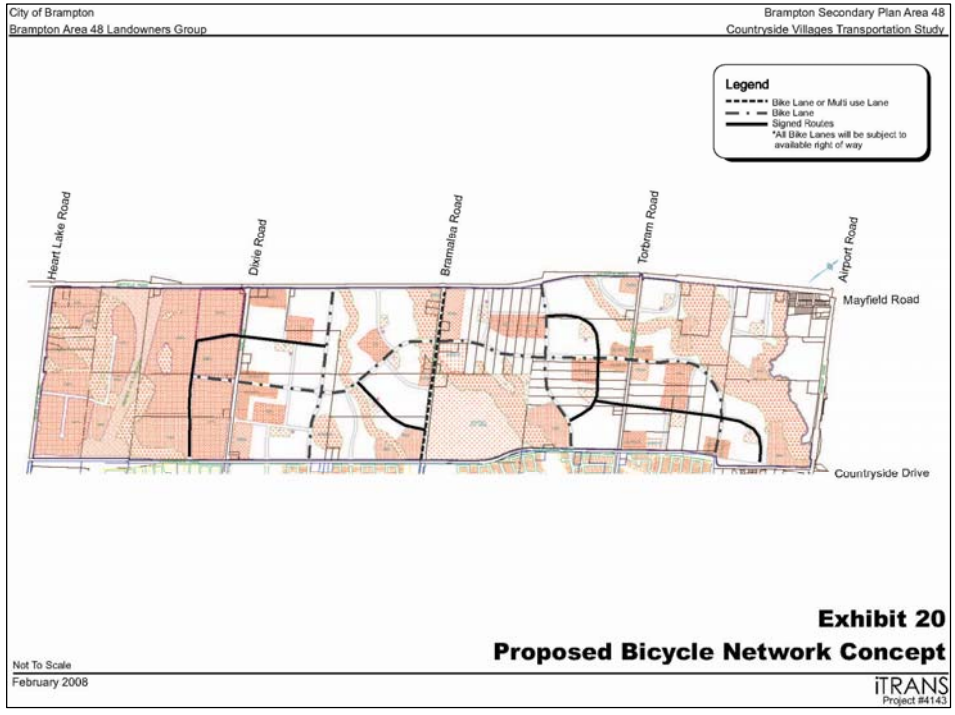
- Screenline intersections around the study area are currently operating within their existing capacities (v/c ratio less than 1.0)
- In order to keep intersections operating within their capacities for the study area, Collector Roads are required to collect and distribute residential traffic quickly and efficiently.
- Transit, cycling and pedestrian options were also examined

Problem Statement

- Countryside Villages SP Area 48 is within the City of Brampton's urban boundary and is planned for development to support the GTA's projected population estimates for 2031.
- Mayfield Road and Countryside Drive are both major east-west Regional roads where traffic volumes will continually increase into the future due to new development.
- Countryside Drive will be a partial Highway 410 interchange for both the current residents to the south as well as future residents of Countryside Villages.
- Until now, the City has been able to defer road improvements and construction of new roads within and surrounding the study area. As the area moves from its rural past to an urban area in accordance with its OP designation, future traffic volume increases and considerable growth are anticipated.
- Based on traffic projections, it is anticipated that incoming and outgoing travel through the study area will exceed the current capacity of the existing roads by 2031.
- Current arterial roads will not have the operating capacity to effectively move future traffic volumes. New collector roads will reduce demand on the arterial roads and provide more efficient means of travel within and around SP Area 48 for future residents and commuters.

Alternative Solutions: Transit-Oriented & Cycling Friendly





The Countryside Villages development will be transit-oriented and pedestrian and cycling friendly; this will help reduce traffic pressures

Summary Evaluation of Alternative Solutions

Do Nothing/Limit Growth

The decision to develop SP Area 48 and accommodate growth has been decided through Brampton's Official Plan process, and significant new traffic will be generated. The "do nothing" alternative would not address the need to collect and distribute SP Area 48 traffic quickly and efficiently. Travel flexibility would also be reduced if only current arterial roads surrounding the study area were available.

New Collector Road System

The development of new collector roads within the study area, along with TDM, transit, and improvements to existing roads and intersections around the study area, would increase travel opportunities, improve the level of transportation service, and meet the need for efficient collection and distribution of traffic.

Preferred solution

Improve Existing Roads

The location and capacity of the existing roads will not be adequate to meet the projected future traffic volumes and travel demands. Improvements to existing arterial roads would assist with increased external traffic volumes, but would not meet the need for efficient collection and distribution of internal traffic.

Improvements to existing roads would be beneficial but would not be sufficient to meet the predicted transportation needs.

Transit / TDM

The City of Brampton is in the process of considering future transit needs for the 2031 population estimates. The Secondary Plan Area 48 Transportation Study provides proposed transit route concepts that would meet the needs of the Countryside Villages population.

While transit or traffic demand management (TDM), such as car pooling, could reduce demand for roadway capacity, it would not entirely address the transportation needs of SP Area 48.

Alternative Design Concepts

- The Evaluation of Alternative Solutions confirmed the need for a collector road system within SP Area 48
- The next step was to assess the Alternative Design Concepts for the collector road system in accordance with Section A.2.9 of the Class EA
- During the planning process to date for SP Area 48, a series of collector road design concepts have been considered
- The key design options were first reviewed and summarized; they are illustrated on the displays as Alternative Design Concepts 1, 2 and 3

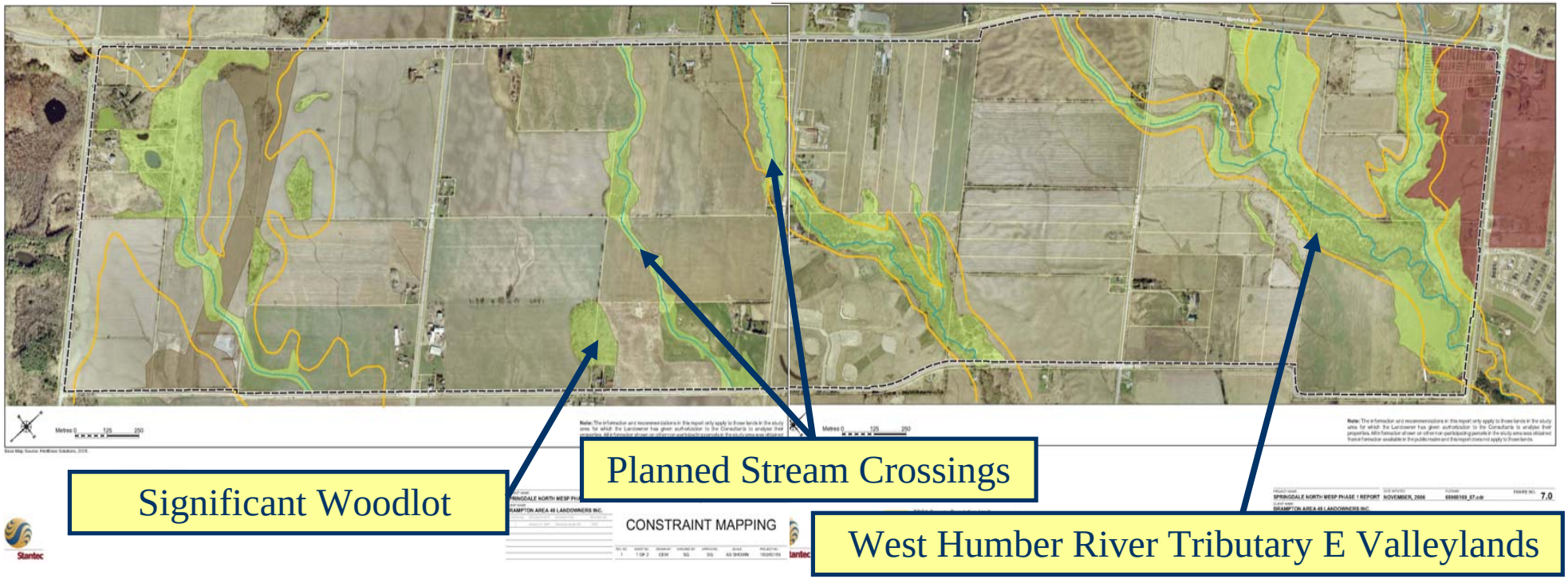
Alternative Design Concepts

- The alternative design concepts were then evaluated according to a range of technical, natural environmental, social/cultural and cost considerations
- The evaluation was conducted primarily with reference to the future baseline conditions for SP Area 48 as defined through the Official Plan and secondary planning process, and shown in the Proposed Land Use Plan for Secondary Plan Area 48
- Current existing conditions were also taken into account where applicable to the future baseline context
- The Evaluation Criteria, Existing Conditions, and Planned Future Conditions (Proposed Land Use Plan) are shown in the following displays, followed by the results of the design concept evaluation

Alternative Design Concepts: Evaluation Criteria

Traffic Operations	Level of Traffic Safety & Service
	Level of Emergency Access
	Potential to Support Non-motorized Modes of Transportation (e.g. cycling, walking)
	Potential to Support Transit Service
	Road Network Continuity
Natural Environment	Impact on Terrestrial Habitat
	Impact on Aquatic Resources
	Impact on Groundwater and Surface Water Resources
Social Environment	Impact on Residences, Communities (e.g. noise, dust, visual)
	Impact on Community & Recreational Features
Planned Land Use	Compatibility with Future Planned Land Uses within SP Area 48
	Compatibility with Future Planned Land Uses around SP Area 48
Economic Environment	Impact on Businesses, Property Owners
	Impact on Agriculture
Cultural Environment	Impact on Archaeological Resources
	Impact on Built Heritage Resources
Cost	Relative Construction Costs
	Relative Operations and Maintenance Costs

Natural Environment Existing Conditions



- There are three main Tributaries of the West Humber River that flow through the Study Area
- Planned collector roads and mitigation measures will provide a net ecological gain for the natural environment within the Study Area

Socio-Economic Existing Conditions

Brampton Sesquicentennial City-Wide Park

Businesses in the study area:

- Agriculture and farm related businesses are scattered throughout

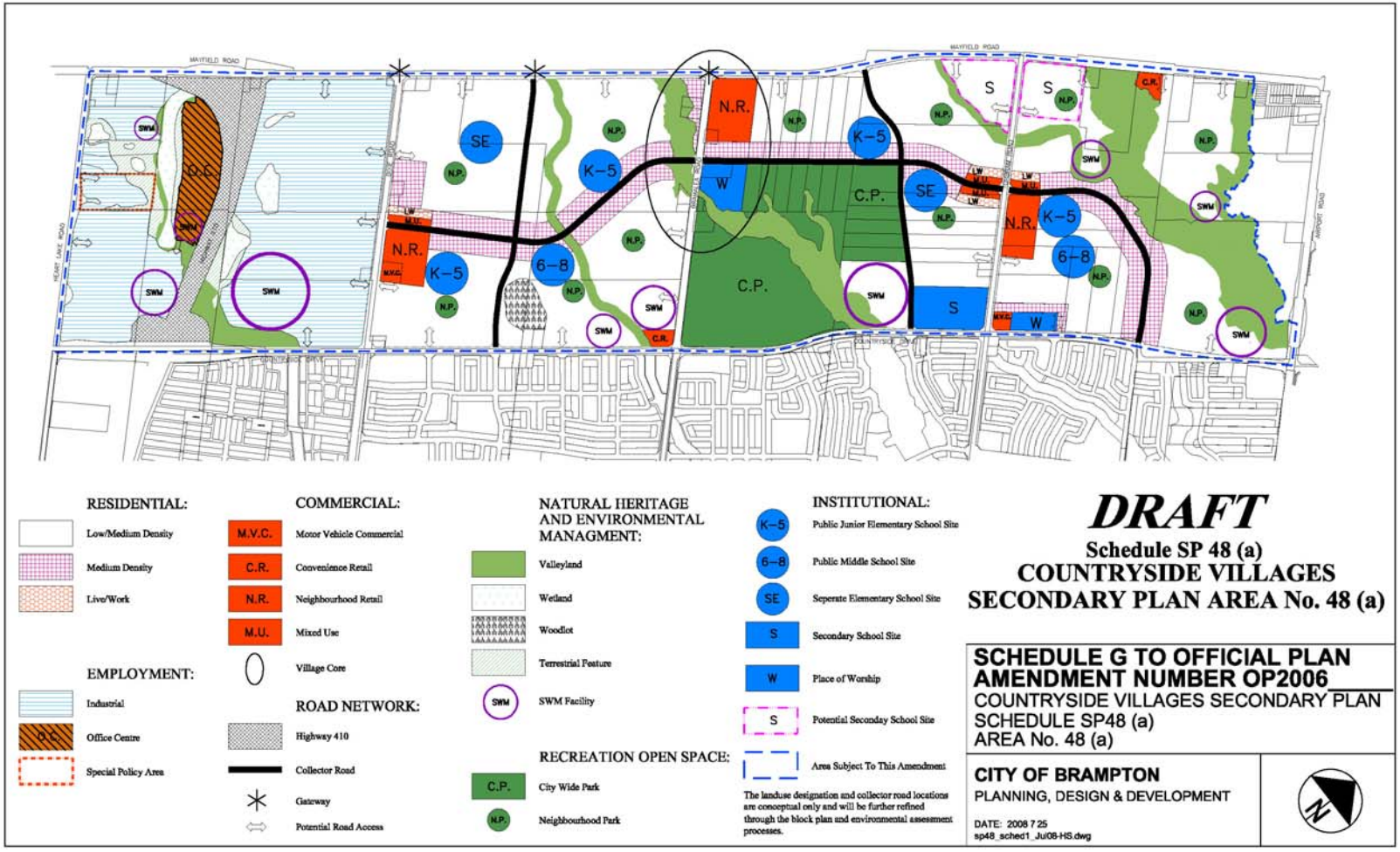
Countryside Golf Range

At present, the study area is mainly rural in character with two community features north of Countryside Drive at Bramalea Road.

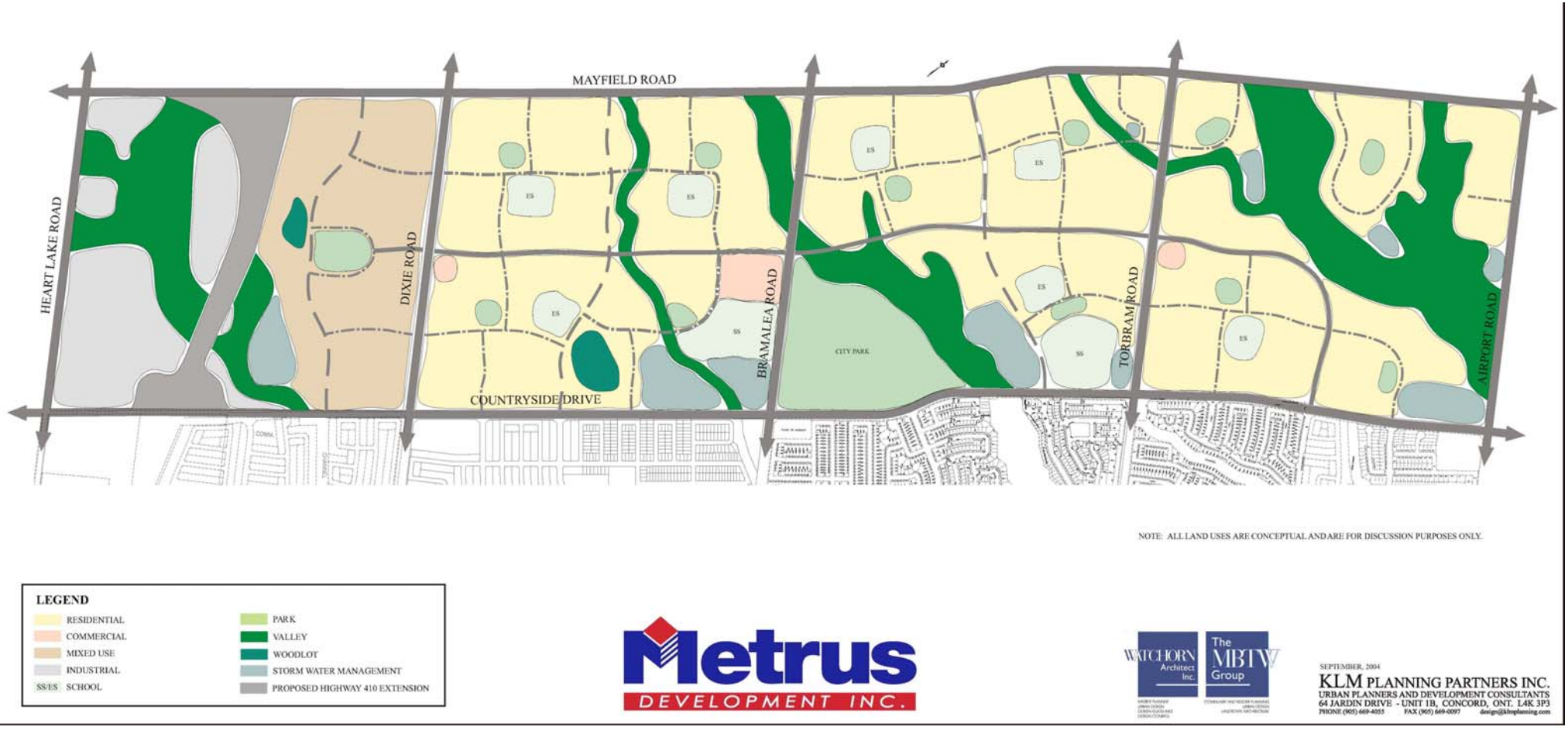
Community/recreation features in the study area include:

- Brampton Sesquicentennial City-Wide Park – recreational baseball park with 8 ball diamonds
- Countryside Golf Range – northwest corner of Countryside Drive and Bramalea Road

Planned Future Conditions:
Proposed Land Use Plan for Secondary Plan Area 48



Alternative Design Concept 1



Alternative Design Concept 1 – Summary of Relative Benefits & Potential Impacts

Traffic Operations	➢ Provides an east-west collector route for future development; would result in reduced traffic infiltration, congestion along east-west local roads ➢ No planned north-south collector routes; would result in increased traffic infiltration, congestion along north-south local roads ➢ Reduced number of collector road access points for emergency vehicles compared to Alternatives 2 and 3 ➢ Potential to support non-motor modes of transportation (i.e. cycling & walking) is equal for all alternatives as these issues will be addressed throughout the road design stage ➢ No operational barriers to transit with this concept ➢ Road network continuity is maintained for arterials and east-west collector is continuous
Natural Environment	➢ Potential for impacts to crossing West Humber River Tributary A at largest width of natural area ➢ Potential for impacts to traversing West Humber River Tributary B and its large valley ➢ Potential increase in the fragmentation of Tributary B corridor ➢ Potential impacts to traversing West Humber River Tributary C and its associated valley ➢ Removal of forest/habitat associated with Tributaries B and C crossings ➢ No impacts to the West Humber River Tributary E and its associated valleylands ➢ No impacts to woodlot north of Countryside Road between Dixie Road and Bramalea Road
Social Environment	➢ With all 3 alternatives, the implementation of a collector road network would be beneficial for future residents and users of community and recreation features ➢ With Alternative 1, as with any road system, there could be potential for impacts to residents or users of community and recreation features during road construction and operations (e.g. noise, dust, temporary lane or access reductions) ➢ The lands within SP Area 48 are defined for development regardless of the specific alignment of the collector road; all 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential social impacts and mitigation required ➢ Required road construction and operations mitigation measures will be incorporated into the detailed design and development of the community, so no significant residual social impacts are anticipated with the 3 alternatives
Planned Land Use	➢ The planning and development of SPA 48, including Alternative 1 for the collector road, would be in accordance with the City of Brampton's Official Plan, and would be consistent with the planned future development of the surrounding area ➢ Alternative 1 would however provide less collector road traffic capacity for planned developments
Economic Environment	➢ With all 3 alternatives the implementation of a collector road network would be beneficial for future businesses within SPA 48 and surrounding area ➢ With Alternative 1, as with any road system, there could be potential for impacts to businesses during road construction and operations (e.g. noise, dust, temporary lane or access reductions); all 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential business impacts and mitigation required ➢ Required road construction and operations mitigation measures will be incorporated into the detailed design and development of the community, so no significant residual business impacts are anticipated with the 3 alternatives ➢ SP Area 48 has been designated for urban uses; no future agricultural uses are proposed; there would be no future agricultural uses to be impacted with any of the alternatives
Cultural Environment	➢ During detailed design a Stage 1 and, if necessary, a Stage 2 archaeological assessment would be completed to determine the potential for significant archaeological resources ➢ All 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential cultural resource impacts and mitigation required; in the event buried archaeological resources are found during construction, provincial requirements for removal/mitigation would be met
Cost	➢ With Alternative 1, there would be significant costs associated with the multiple crossings of natural features ➢ Relative capital costs would be greater than Alternative 2, similar to Alternative 3 ➢ Operational costs would be relatively similar for all 3 alternatives

Alternative Design Concept 2

DRAFT

Schedule SP 48 (a)
COUNTRYSIDE VILLAGES
SECONDARY PLAN AREA No. 48 (a)

Area of Secondary Plan

Collector Road

Environmental Feature

The landuse designation and collector road locations are conceptual and subject to refinement/revision.

ALTERNATE ROAD LOCATIONS 2

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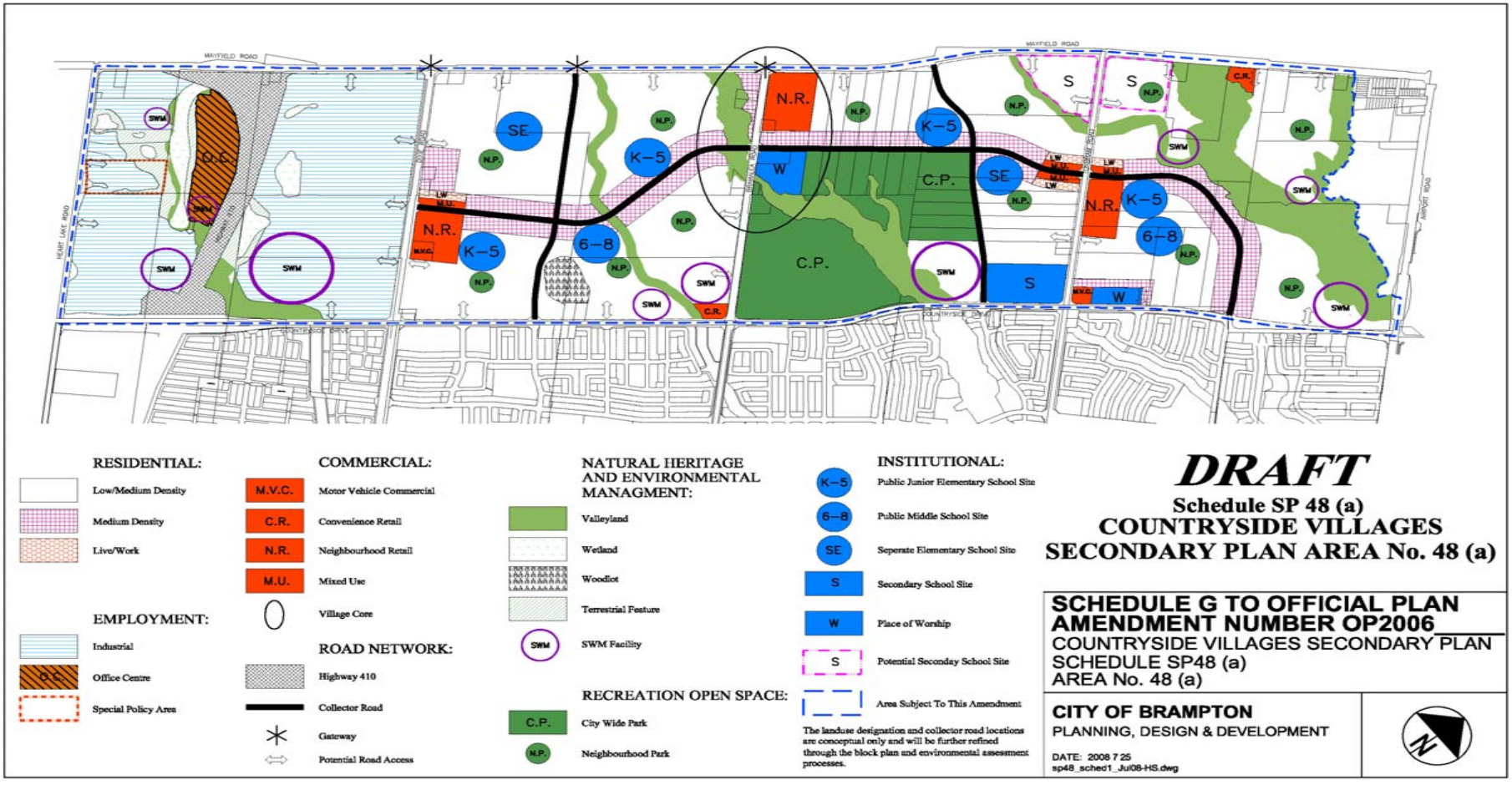
Alternative Design Concept 2 – Summary of Relative Benefits & Potential Impacts

Traffic Operations	➢ Provides an east-west collector route for future development; would result in reduced traffic infiltration, congestion along east-west local roads ➢ Provides two north-south collector routes; would result in reduced traffic infiltration, congestion along north-south local roads ➢ Same number of collector road access points for emergency vehicles as Alternative 3 (10); however, the "jog" at Bramalea Road may cause operational issues ➢ Potential to support non-motor modes of transportation (i.e. cycling & walking) is equal for all alternatives as these issues will be addressed throughout the road design stage ➢ The "jog" in the east-west collector road at Bramalea Road would be an operational barrier for Brampton Public Transit ➢ The "jog" in the east-west collector road at Bramalea Road would reduce streamline traffic operations through intersections ➢ East-west traffic would need to be accommodated on Bramalea Road through the "jog"
Natural Environment	➢ No net impacts due to crossing West Humber River Tributary A at its narrowest width of natural area ➢ No net impacts to crossing West Humber River Tributary C where it is considered as a surface drainage feature ➢ No potential impacts on the West Humber River Tributary B and its valleylands ➢ No potential impacts to the West Humber River Tributary E and its associated valleylands ➢ No potential impacts to woodlot north of Countryside Road between Dixie Road and Bramalea Road
Social Environment	➢ With all 3 alternatives, the implementation of a collector road network would be beneficial for future residents and users of community and recreation features ➢ With Alternative 2, as with any road system, there could be potential for impacts to residents or users of community and recreation features during road construction and operations (e.g. noise, dust, temporary lane or access reductions) ➢ The lands within SP Area 48 are defined for development regardless of the specific alignment of the collector road; all 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential social impacts and mitigation required ➢ Required road construction and operations mitigation measures will be incorporated into the detailed design and development of the community, so no significant residual social impacts are anticipated with the 3 alternatives
Planned Land Use	➢ The planning and development of SPA 48, including Alternative 2 for the collector road, would be in general accordance with the City of Brampton's Official Plan, and would be consistent with the planned future development of the surrounding area ➢ However, the Brampton Public Transit operational barrier associated with the "jog" in Alternative 2 would not be consistent with the transit-oriented planning objectives
Economic Environment	➢ With all 3 alternatives the implementation of a collector road network would be beneficial for future businesses within SPA 48 and surrounding area ➢ With Alternative 2, as with any road system, there could be potential for impacts to businesses during road construction and operations (e.g. noise, dust, temporary lane or access reductions); all 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential business impacts and mitigation required ➢ Required road construction and operations mitigation measures will be incorporated into the detailed design and development of the community, so no significant residual business impacts are anticipated with the 3 alternatives ➢ SP Area 48 has been designated for urban uses; no future agricultural uses are proposed; there would be no future agricultural uses to be impacted with any of the alternatives
Cultural Environment	➢ During detailed design a Stage 1 and, if necessary, a Stage 2 archaeological assessment would be completed to determine the potential for significant archaeological resources ➢ All 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential cultural resource impacts and mitigation required; in the event buried archaeological resources are found during construction, provincial requirements for removal/mitigation would be met
Cost	➢ With Alternative 2, there would be some costs associated with the multiple crossings of natural features ➢ Relative capital costs would be less with this alternative than the others due to narrow or avoided crossings of natural features ➢ Operational costs would be relatively similar for all 3 alternatives

Alternative Design Concept 3



Alternative Design Concept 3 – Summary of Relative Benefits & Potential Impacts

Traffic Operations	➢ Provides an east-west collector route for future development; would result in reduced traffic infiltration, congestion along east-west local roads ➢ Provides two north-south collector routes; would result in reduced traffic infiltration, congestion along north-south local roads ➢ Best alternative for emergency access with 10 collector road access points into the SPA 48 and continuous east-west collector ➢ Potential to support non-motor modes of transportation (i.e. cycling & walking) is equal for all alternatives as these issues will be addressed throughout the road design stage ➢ No operational barriers to transit with this concept ➢ Road network continuity is maintained for arterials and east-west collector is continuous
Natural Environment	➢ No net impacts to crossing West Humber River Tributary A at its narrowest width of natural area ➢ No net impacts to crossing West Humber River Tributary C where it is considered as a surface drainage feature ➢ Minimal impacts to traversing West Humber River Tributary B and its valleylands at a narrow location utilizing a clear-spanning bridge ➢ No potential impact to the West Humber River Tributary E and its associated valleylands ➢ No potential impact to woodlot north of Countryside Road between Dixie Road and Bramalea Road
Social Environment	➢ With all 3 alternatives, the implementation of a collector road network would be beneficial for future residents and users of community and recreation features ➢ With Alternative 3, as with any road system, there could be potential for impacts to residents or users of community and recreation features during road construction and operations (e.g. noise, dust, temporary lane or access reductions) ➢ The lands within SP Area 48 are defined for development regardless of the specific alignment of the collector road; all 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential social impacts and mitigation required ➢ Required road construction and operations mitigation measures will be incorporated into the detailed design and development of the community, so no significant residual social impacts are anticipated with the 3 alternatives
Planned Land Use	➢ The planning and development of SPA 48, including Alternative 3 for the collector road, would be in accordance with the City of Brampton's Official Plan, and would be consistent with the planned future development of the surrounding area ➢ Alternative 3 would provide more collector road traffic capacity for the planned development than Alternative 1; similar capacity as Alternative 2
Economic Environment	➢ With all 3 alternatives the implementation of a collector road network would be beneficial for future businesses within SPA 48 and surrounding area ➢ With Alternative 3, as with any road system, there could be potential for impacts to businesses during road construction and operations (e.g. noise, dust, temporary lane or access reductions); all 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential business impacts and mitigation required ➢ Required road construction and operations mitigation measures will be incorporated into the detailed design and development of the community, so no significant residual business impacts are anticipated with the 3 alternatives ➢ SP Area 48 has been designated for urban uses; no future agricultural uses are proposed; there would be no future agricultural uses to be impacted with any of the alternatives
Cultural Environment	➢ During detailed design a Stage 1 and, if necessary, a Stage 2 archaeological assessment would be completed to determine the potential for significant archaeological resources ➢ All 3 design concept alternatives would be equally subject to future development and construction activities and would be equivalent in terms of potential cultural resource impacts and mitigation required; in the event buried archaeological resources are found during construction, provincial requirements for removal/mitigation would be met
Cost	➢ With Alternative 3, there would be significant costs associated with the bridge crossing at Tributary B, west of Bramalea Road to minimize natural environment impacts ➢ Relative capital costs would be greater than Alternative 2, similar to Alternative 1 ➢ Operational costs would be relatively similar for all 3 alternatives

Summary of Comparative Evaluation

Factor	Alternative Design Concept 1	Alternative Design Concept 2	Alternative Design Concept 3
Traffic Operations	• Would result in increased traffic loads on north-south local roads • Provides less network continuity	• East-west collector road is discontinuous and does not provide streamline network continuity • Public Transit cannot effectively service network design	• Would provide network continuity • Public Transit can effectively service network design • Most beneficial for emergency access
Natural Environment	• Without mitigation, most potential for impact to natural tributaries, corridors and vegetation • Mitigation could avoid or minimize impacts	• Without mitigation, this alternative has least potential for impact to natural environment; would incorporate tributary crossings at narrowest sections or avoid them	• Without mitigation, this alternative has some potential for impacts to natural environment • Proposed mitigation, including tributary crossings at narrowest sections and bridge infrastructure, would result in no significant net impacts
Social Environment	• Beneficial to future residents, community • Baseline conditions, potential social impacts & mitigation equivalent for all 3 alternatives • No significant residual social impacts	• Beneficial to future residents, community • Baseline conditions, potential social impacts & mitigation equivalent for all 3 alternatives • No significant residual social impacts	• Beneficial to future residents, community • Baseline conditions, potential social impacts & mitigation equivalent for all 3 alternatives • No significant residual social impacts
Planned Land Use	• Collector road concept is consistent with and supports the planned future development • Alternative 1 would provide less collector road traffic capacity for planned future development	• Collector road concept is consistent with and supports the planned future development • Alternative 2 would not be consistent with transit oriented planning objectives	• Collector road concept is consistent with and supports the planned future development • Alternative 3 would provide most collector road traffic capacity for planned future development and is consistent with transit planning objectives
Economic Environment	• Beneficial to future businesses • Baseline conditions, potential business impacts & mitigation equivalent for all 3 alternatives • No significant residual business impacts	• Beneficial to future businesses • Baseline conditions, potential business impacts & mitigation equivalent for all 3 alternatives • No significant residual business impacts	• Beneficial to future businesses • Baseline conditions, potential business impacts & mitigation equivalent for all 3 alternatives • No significant residual business impacts
Cultural Environment	• Baseline conditions, potential cultural resource impacts & mitigation equivalent for all 3 alternatives • If needed, provincial requirements for removal/mitigation would be met	• Baseline conditions, potential cultural resource impacts & mitigation equivalent for all 3 alternatives • If needed, provincial requirements for removal/mitigation would be met	• Baseline conditions, potential cultural resource impacts & mitigation equivalent for all 3 alternatives • If needed, provincial requirements for removal/mitigation would be met
Cost	• Higher potential capital costs associated with multiple crossings of natural features • Lower potential capital costs associated with total length of collector roads constructed	• Lower potential capital costs associated with narrower and fewer crossings of natural features • Potential capital costs associated with total length of collector roads higher than Alternative 1, similar to Alternative 3	• Higher potential capital costs associated with number and type of natural feature crossings • Potential capital costs associated with total length of collector roads higher than Alternative 1, similar to Alternative 2
Summary & Conclusion	• Alternative 1 would not effectively address the future traffic, transportation and public transit requirements in this area; it would have most potential for impacts to the natural environment; and it would have significant costs for natural feature crossings • Alternative 2 would have a significant disadvantage for transit service and would not be consistent with the transit planning objectives. Also, Alternative 2 does not provide road network continuity. • Alternative 3 would have higher potential costs but is the only alternative that would adequately address the traffic, transportation and public transit requirements in the area; it would have minimal impacts on the natural environment due to crossings of natural features at preferred locations and the incorporation of a bridge crossing for Tributary B to minimize impacts • All 3 alternatives are equivalent with respect to potential social, agricultural, business, and cultural impacts, mitigation requirements and support of other modes of transportation • The evaluation confirms Alternative 3 as the preferred design concept for the collector road system		

Confirmation of Preferred Design Concept

The comparative evaluation of the Alternative Design Concepts according to Section A.2.9 of the Class EA confirmed Alternative 3 as the preferred design concept for the collector road system

Next Steps

	Target Dates
Contact Stakeholders, Review Agencies re: Preferred Design Concept	January 26, 2009
Complete Environmental Study Report (ESR)	February – March 2009
Issue ESR Notice of Completion; place ESR on public record for 30-day Public Review	March 2009
Class EA Letter of Completion to Ministry of the Environment (MOE)	Early April 2009

Thank-you
for attending this
Public Information Centre

If you have questions or concerns, please fill out the comment form provided