



**Welcome**

**Sandalwood Parkway Improvements**

**From**

**McLaughlin Road to Heart Lake Road**

**Municipal Class Environmental Assessment**

**Public Information Centre (PIC) #1**

*Thursday November 2, 2017*

*6:30 pm to 8:30 pm*

*Loafer's Lake Recreation Centre, City of Brampton*

# Why Are We Here?

## The Purpose of this Public Information Centre (PIC) is to:

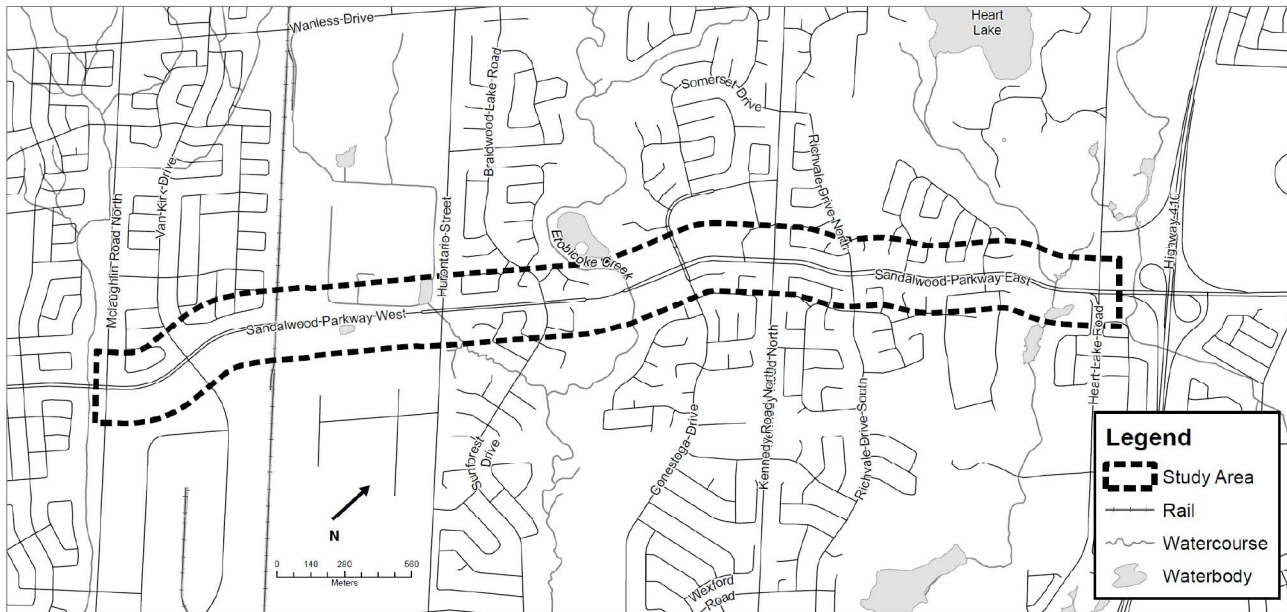
- Introduce you to the Sandalwood Parkway Municipal Class Environmental Assessment (EA) Study
- Provide an overview of the Study's planning process and how the community can participate
- Provide an overview of existing and future conditions
- Present the Study's problems and opportunities
- Present the evaluation of alternative solutions including preliminary preferred solution
- Gather public input on the problems and opportunities and the preliminary preferred solution



**Please take a Comment Form and a pen.**

**As you review the information presented today, we encourage you to ask questions and provide feedback by November 16, 2017.**

# Study Area Overview



## Major Arterial Road definition (City Official Plan)

- Planned, design, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways (for Sandalwood Parkway this means Northeast Brampton and HWY 410). Provisions will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate.
- Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate.
- Provisions for HOV lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

- The Study Area is located in the north central part of the City of Brampton and includes the section of Sandalwood Parkway, from McLaughlin Road to Heart Lake Road
- Sandalwood Parkway is classified as a **Major Arterial Road** with a right of way width ranging from 40 to 45 m
- The existing road corridor includes 4 vehicular travel lanes with centre median, sidewalks on both sides of the road and several north to south pedestrian tunnels
- Brampton Transit provides regular bus service that connects to the Zum Hurontario Route
- Heavy trucks are only permitted on Sandalwood Parkway between McLaughlin Road and Hurontario Street

# How Did We Get Here?

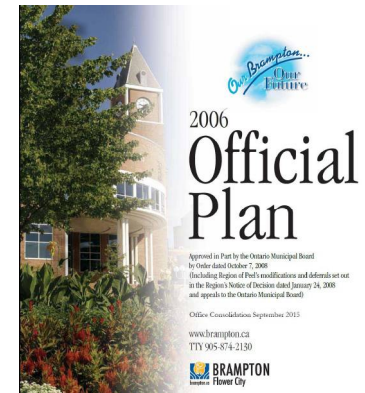
## Official Plan (2006)

- The City of Brampton continues to grow and develop into a more urban municipality
- To accommodate growth, new infrastructure needs to be provided that recognizes the capacity needs of planned growth

	*Preliminary Forecasted Growth in Brampton			
	2017	2021	2031	2041
Total Population	628,200	686,800	836,800	888,600
Total Housing Units	173,400	191,100	235,100	250,900
Total Employment	215,000	244,000	292,400	322,000

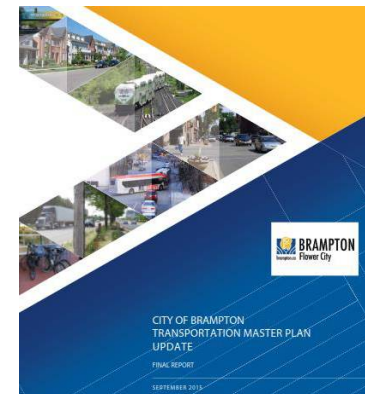
\*The forecasts are subject to change as they are being finalized

Preliminary forecasts prepared for the City of Brampton by Hemson Consulting Ltd. (May 2015)

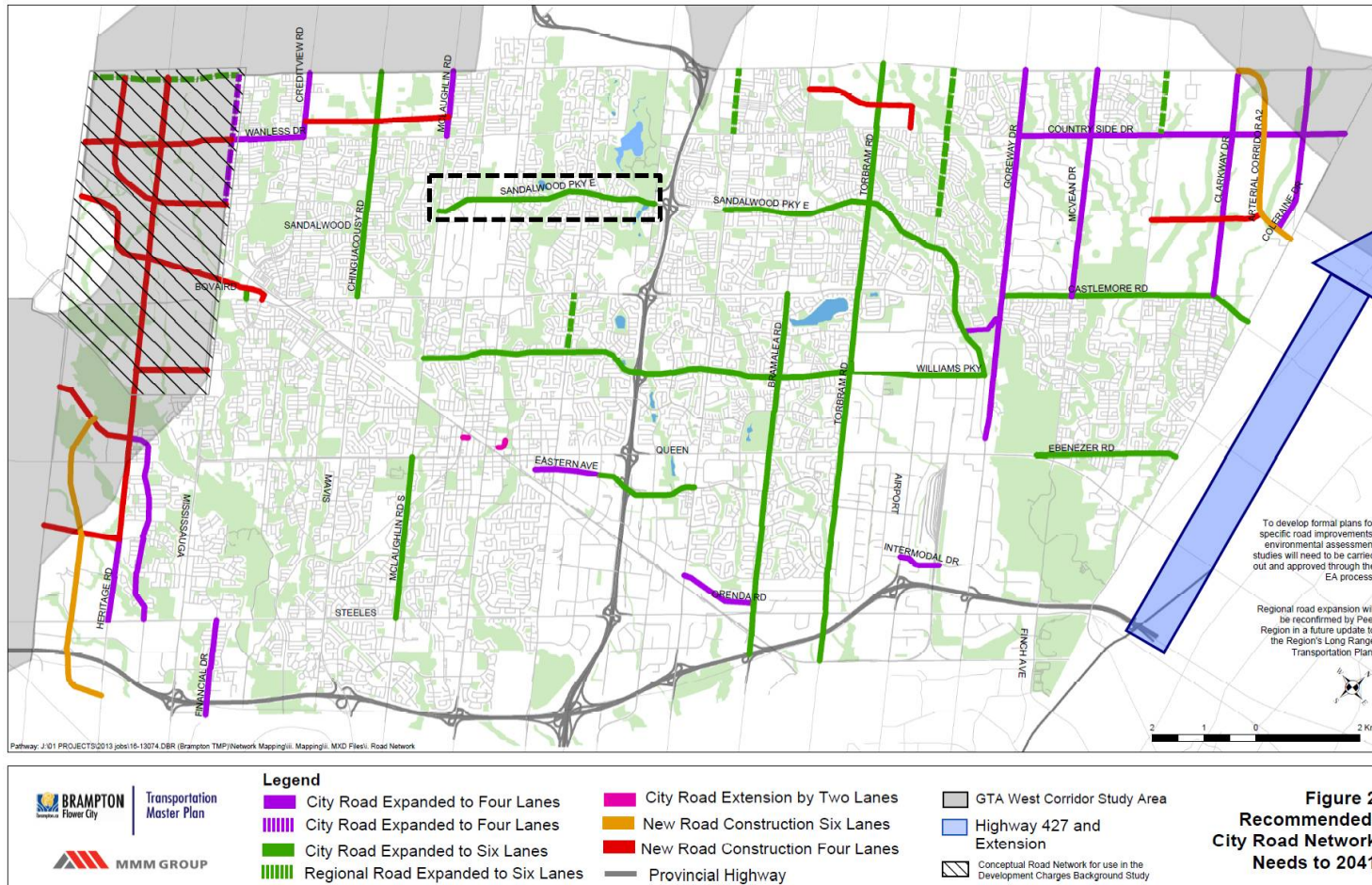


## Transportation Master Plan (2015)

- The City of Brampton undertook an update study for their 2009 Transportation and Transit Master Plan in 2015
- The 2015 Transportation Master Plan (TMP) Update identified the need for widening Sandalwood Parkway (Heart Lake Road to McLaughlin Road) from a four-lane cross section to a six-lane cross section
- This study is to confirm the recommendations of the 2015 TMP and determine the timing of improvements

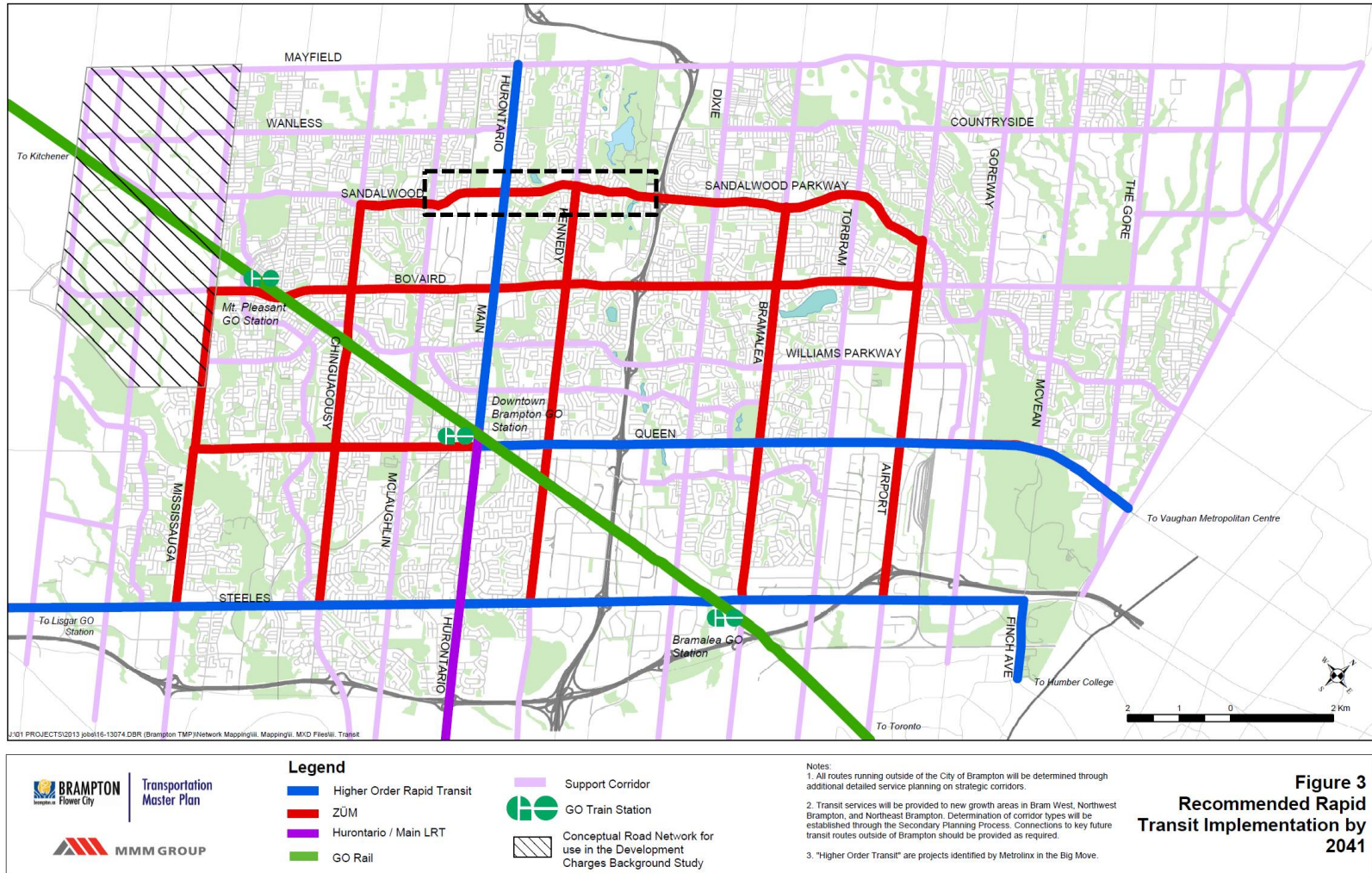


# Transportation Master Plan



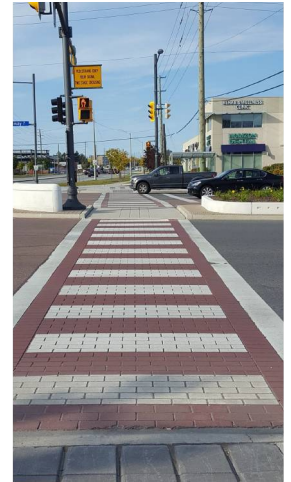
- The TMP considered a number of City, Region and MTO planned transportation projects in relation to projected traffic volumes on Sandalwood Parkway.
- Other non road transportation improvements such as Metrolinx and Brampton Public Transit Initiatives were also considered as part of the review

# Planned Public Transit Improvements

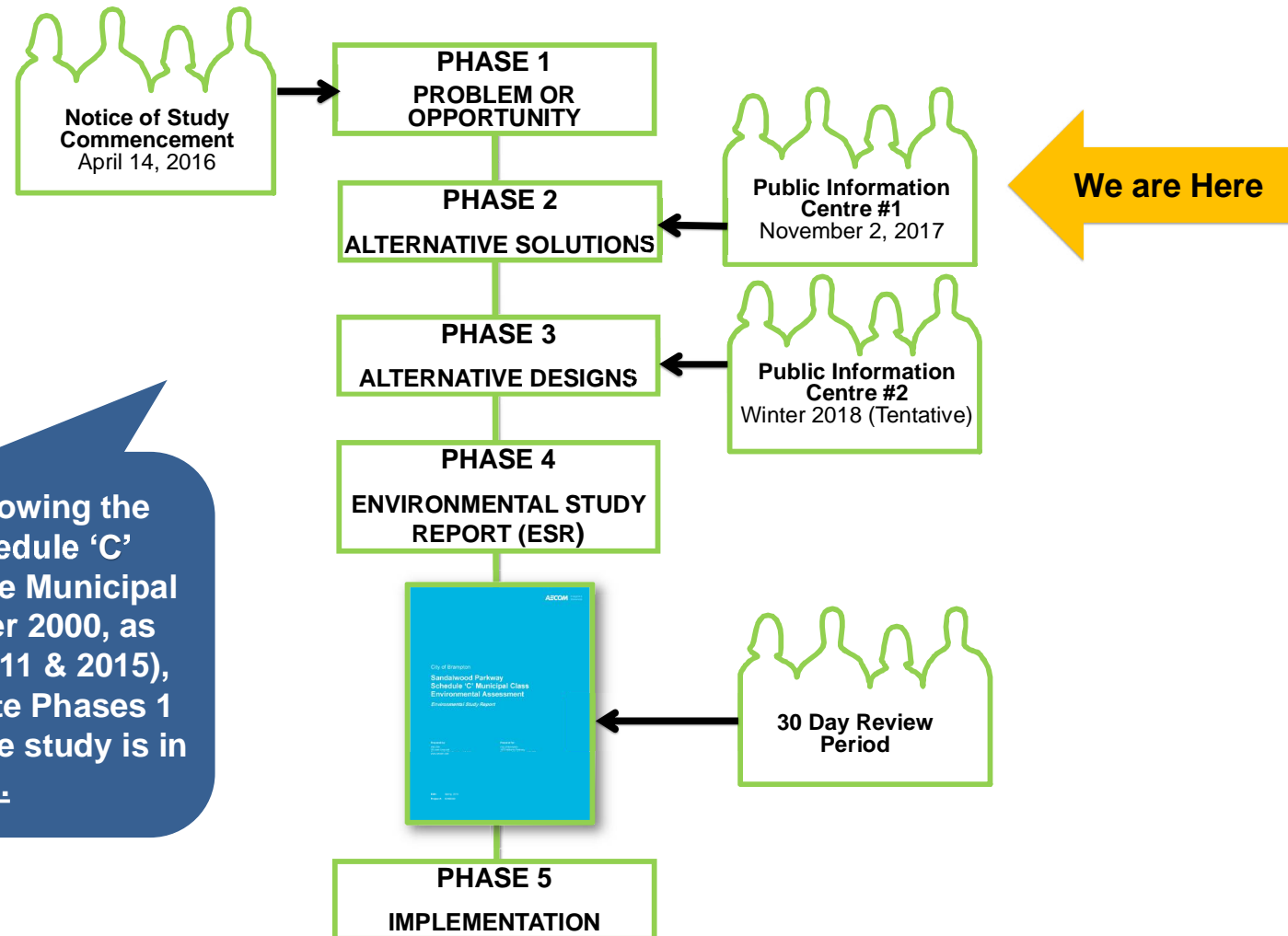


# Active Transportation

- The City is currently developing an **Active Transportation Master Plan** which will define an implementation **strategy for building a connected cycling and pedestrian network** across the City (and connecting to neighbouring municipalities) to enable **safer**, more **convenient** travel by non-motorized modes, and to **encourage cycling as a viable means of transportation**.
- Sandalwood Parkway is identified as a candidate to be included within the city-wide cycling network.
- Based on the traffic volumes and speeds along Sandalwood Parkway, this Class EA will consider a range of active transportation facilities that may include multi-use trails and/or separated bicycle lanes.



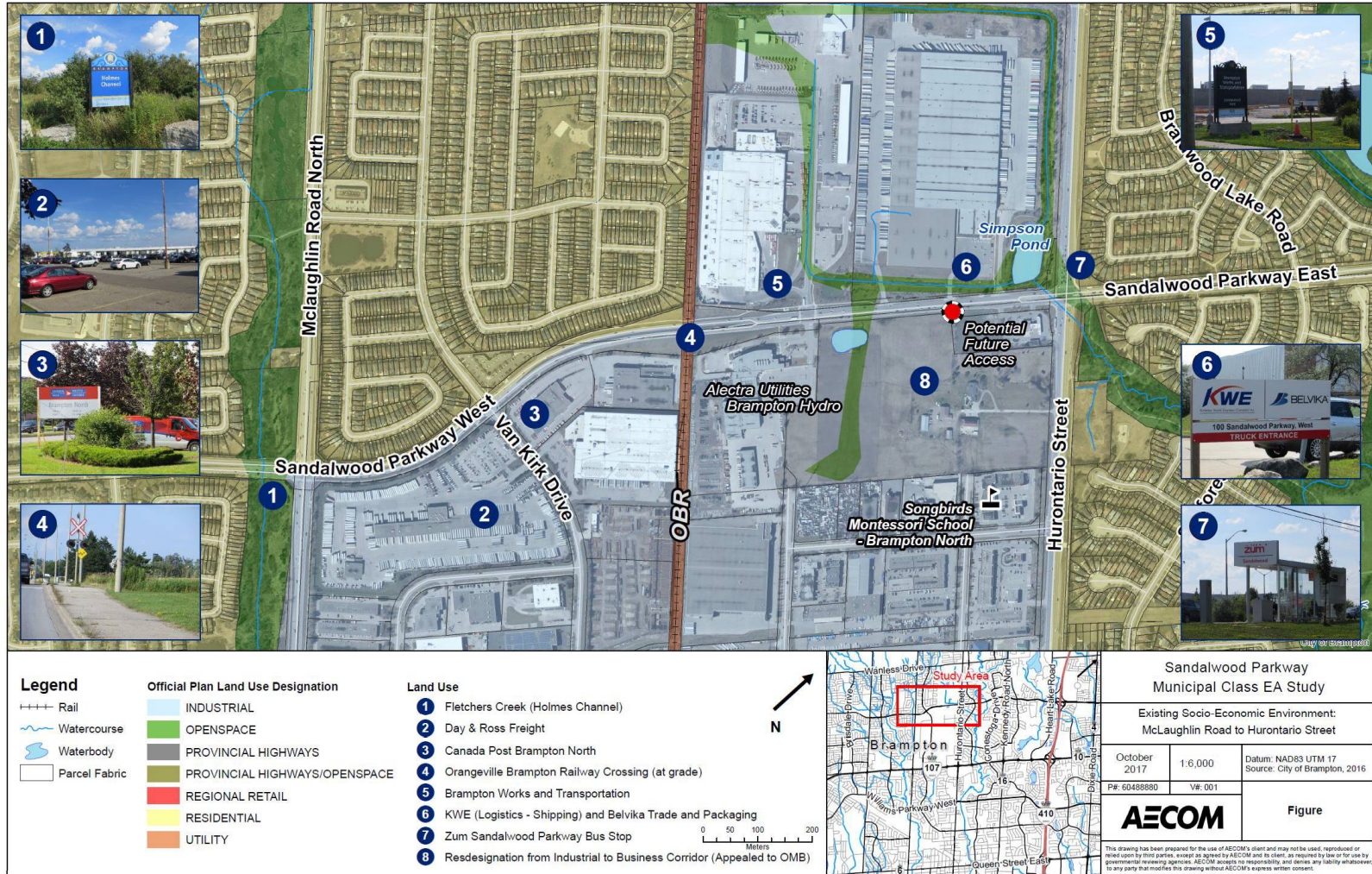
# Municipal Class EA Process



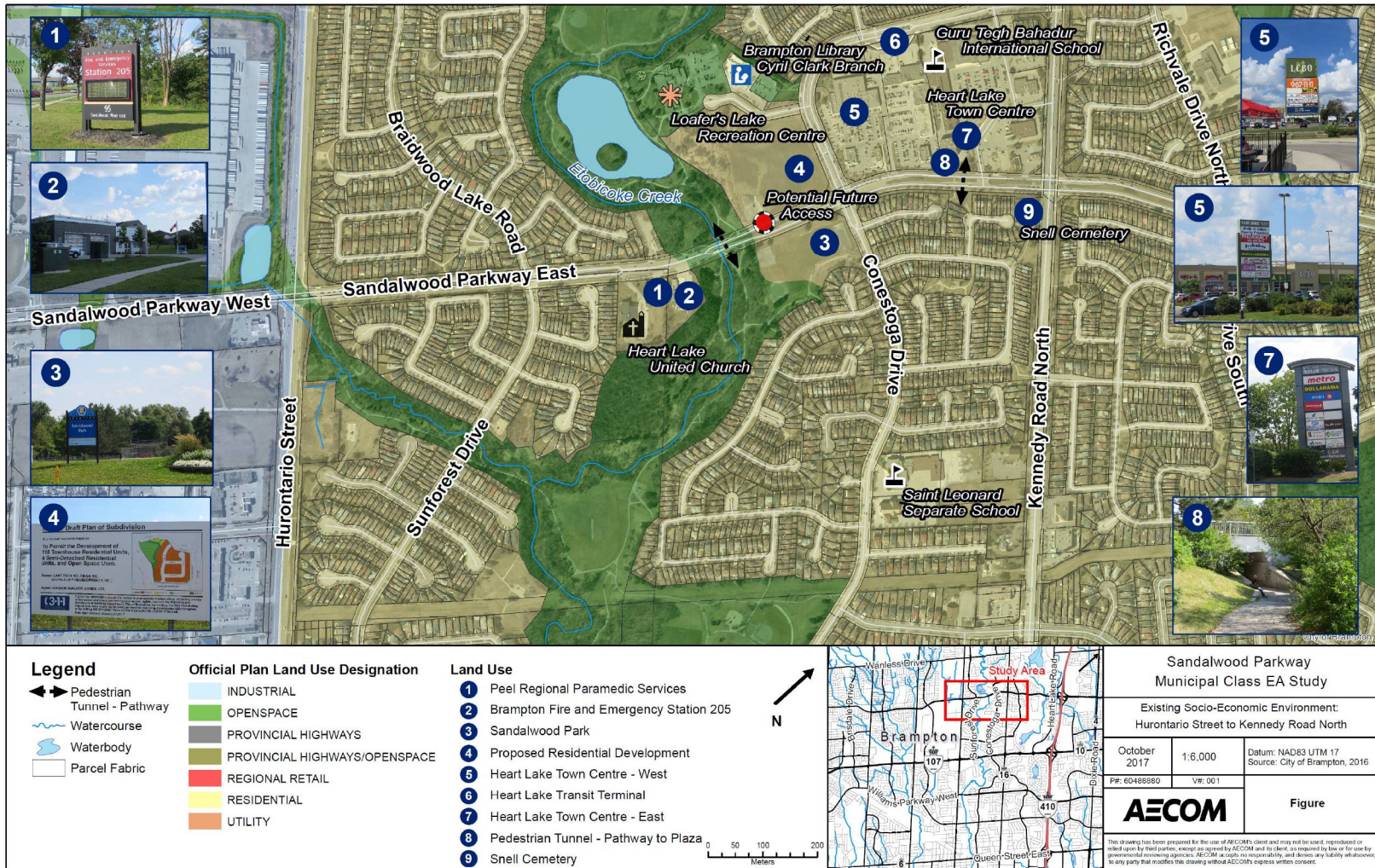
This study is following the process of Schedule 'C' requirements of the Municipal Class EA (October 2000, as amended 2007, 2011 & 2015), which will complete Phases 1 to 4. At present, the study is in Phase 2.



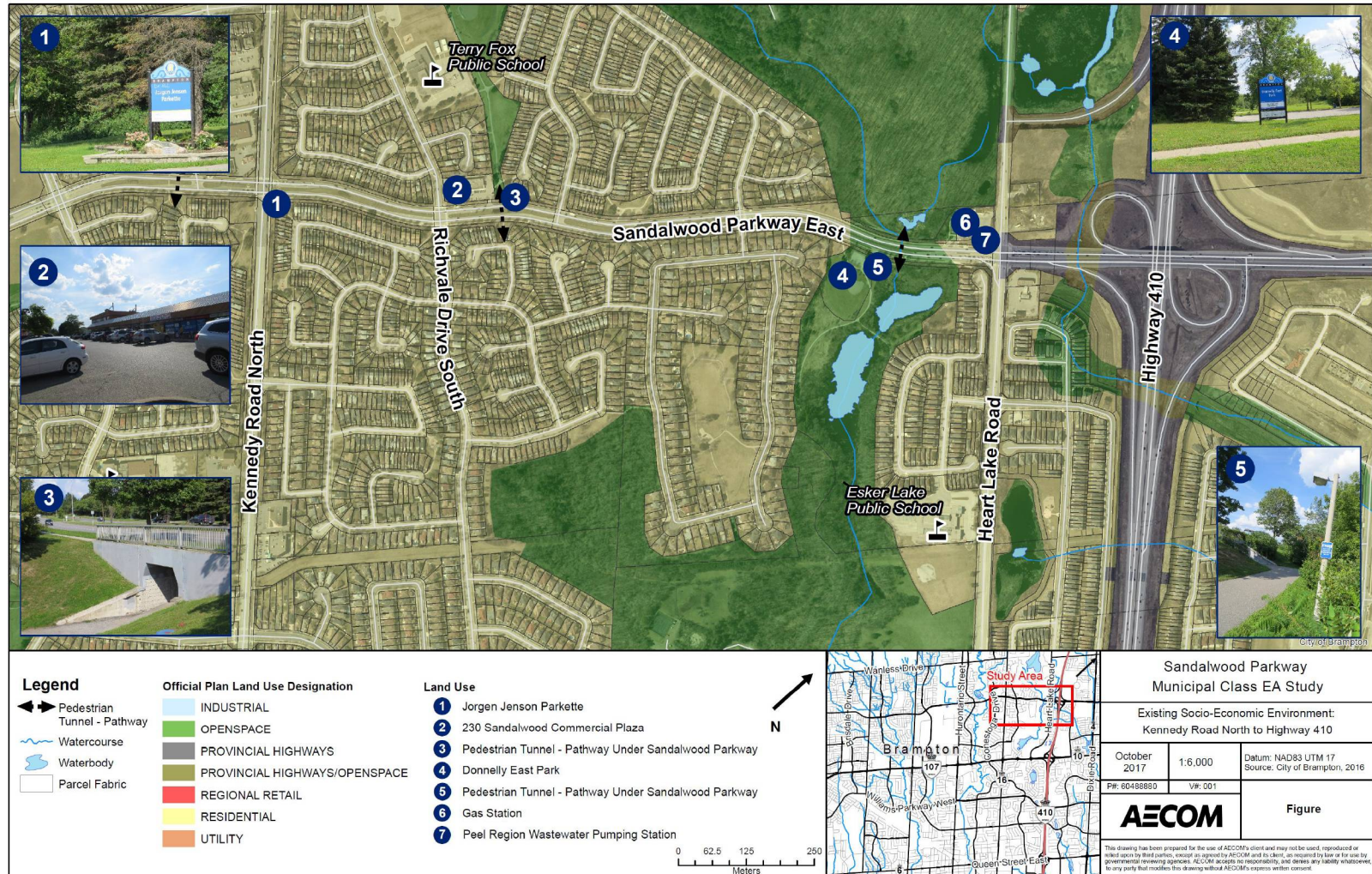
# Land Use: West Section



# Land Use: Central Section



# Land Use: East Section



# Existing Natural Environment

- Existing Natural Environment Features within the study area include:
  - Areas of Natural and Scientific Interest (ANSIs) – Brampton Buried Esker Regional Earth Science ANSI and the Heart Lake Forest and Bog Provincial Life Science (Candidate) ANSI
  - Provincially Significant Heart Lake Wetland Complex and three unevaluated wetlands
  - Heart Lake Wetlands Environmentally Sensitive/Significant Area (ESA)
  - Credit Valley Conservation (CVC) and Toronto and Region Conservation Authority (TRCA) regulated areas
  - Core Areas of the Region of Peel Greenlands System, per the Schedule A of the Region of Peel Official Plan (2014)
  - City of Brampton's Natural Heritage Features and Areas, per Schedule D of the City of Brampton Official Plan (2015)
- Watercourses within the study area include West Etobicoke Creek, East Etobicoke Creek and Spring Creek
- Holmes Channel (Fletchers Creek Tributary) is immediately west of the study area. Fletchers Creek is listed by MNR as Redside Dace Habitat

The following Species at Risk have potential to occur in the study area based on the available habitat:

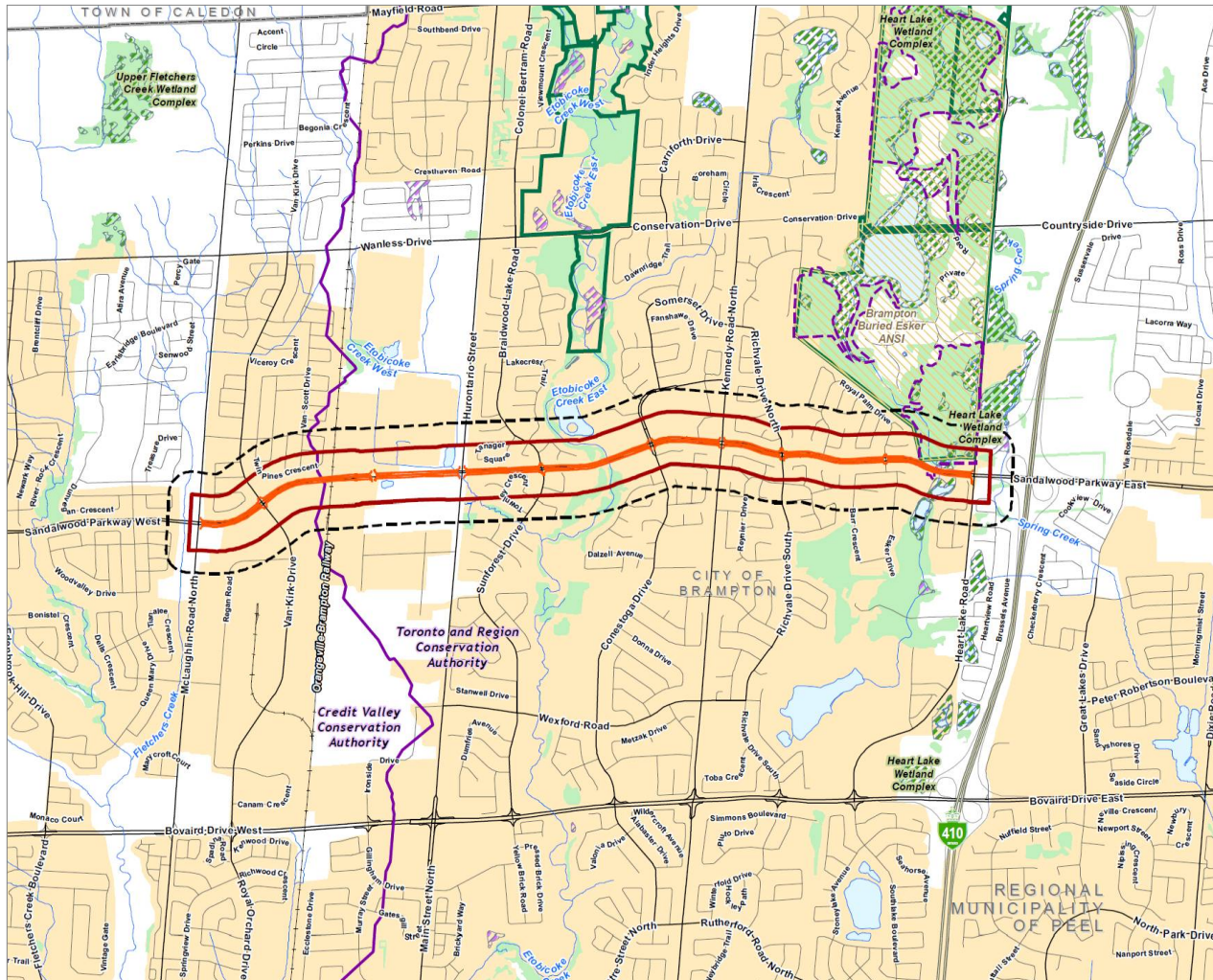
*Threatened*: Bobolink, Barn Swallow, Bank Swallow, Eastern Meadowlark, Chimney Swift, and Blandings Turtle

*Special Concern*: Eastern Wood-Pewee, Wood Thrush, Red-headed Woodpecker, and Snapping Turtle

*Endangered*: Little Brown Myotis, Northern Myotis, Eastern Small Footed Myotis, Tri-Coloured Bat, Butternut, and Redside Dace



# Existing Natural Environment – Cont'd



### Legend

- Sandalwood 120m AOI
- Sandalwood EA Study Area
- Proposed Sandalwood Parkway Improvements

### Administrative Features

- Conservation Authority Boundary
- Municipal Boundaries

### Designated and Ecological Features

- Environmentally Sensitive Area
- Conservation Area
- Earth Science ANSI
- Water Feature
- Life Science
- Wooded Area
- Built-up Area

### Wetlands

- Provincially Significant
- Unevaluated

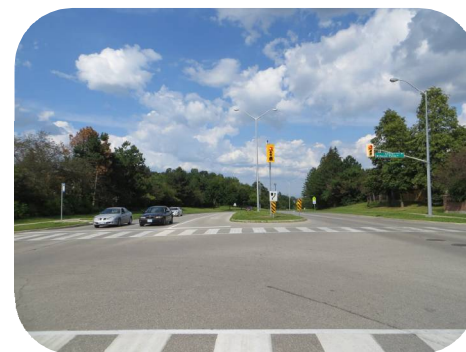
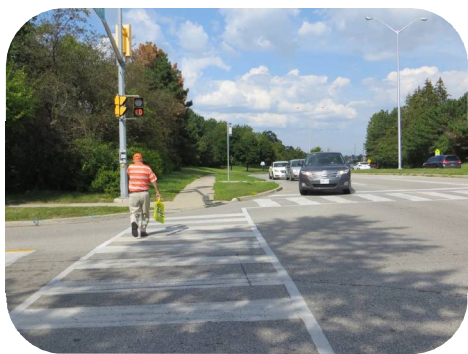
### Roads

- Freeway
- Ramp
- Major Road
- Service
- Local Road
- Railway



# Street Trees and Vegetation

- Road Corridor includes many established street trees in median and boulevards
- A full tree/vegetation inventory is being completed to understand impacts from road improvements including widening and developing mitigation strategies.



# Existing Cultural Environment

## Archaeology:

- Stage 1 Archaeological Assessment has been completed
- As a result of extensive roadway infrastructure, significant portions of the Study Area have been previously disturbed and archaeological potential has been removed
- Some portions of the Study Area have been identified as areas where archaeological potential may remain
- A Stage 2 Archaeological Assessment is recommended for all land not demonstrated to be previously disturbed within the construction foot print limits. This will be confirmed once the preferred road cross section is identified



## Cultural and Built Heritage Resources:

- A Cultural Heritage Assessment Report has been completed to identify recognized heritage and potential heritage properties. There is one cultural heritage resource within the Study Area:
  - **Snell's Cemetery (Designated Pioneer Heritage Cemetery)**
- It was determined that no potential impacts to cultural heritage resources are anticipated from the Project
- Detailed assessment of impacts to properties will be conducted as part of evaluation of alternative designs in the next phase of the project



# Existing Stormwater and Drainage

- The Study Area includes three watercourse crossings:
  - Etobicoke Creek West (unnamed tributary)
  - Etobicoke Creek East (main channel)
  - Spring Creek
  - Holmes Channel (immediately west of project limits)
- Stormwater run-off from the road corridor is typically directed to watercourses or storm ponds
- Details on stormwater management requirements will be provided as part of evaluation of alternative designs in the next phase of the project
- Road design will also consider Low Impact Development (LID) practices to manage stormwater within the corridor, where feasible. Facilities may be located adjacent to or under walkways, multi-use trails and or lay-by parking



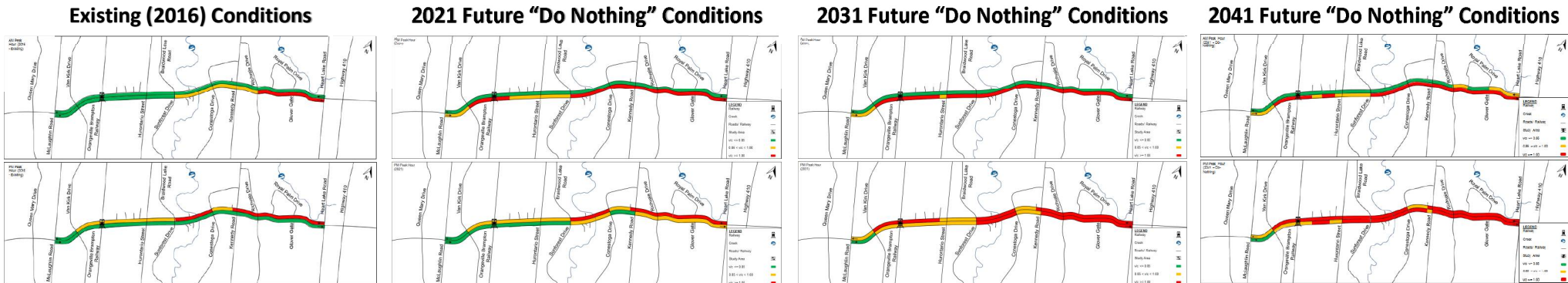
LID practices use simple, cost effective landscape features and other techniques to filter, store, infiltrate and use rain where it falls



# Needs Assessment / Traffic Analysis

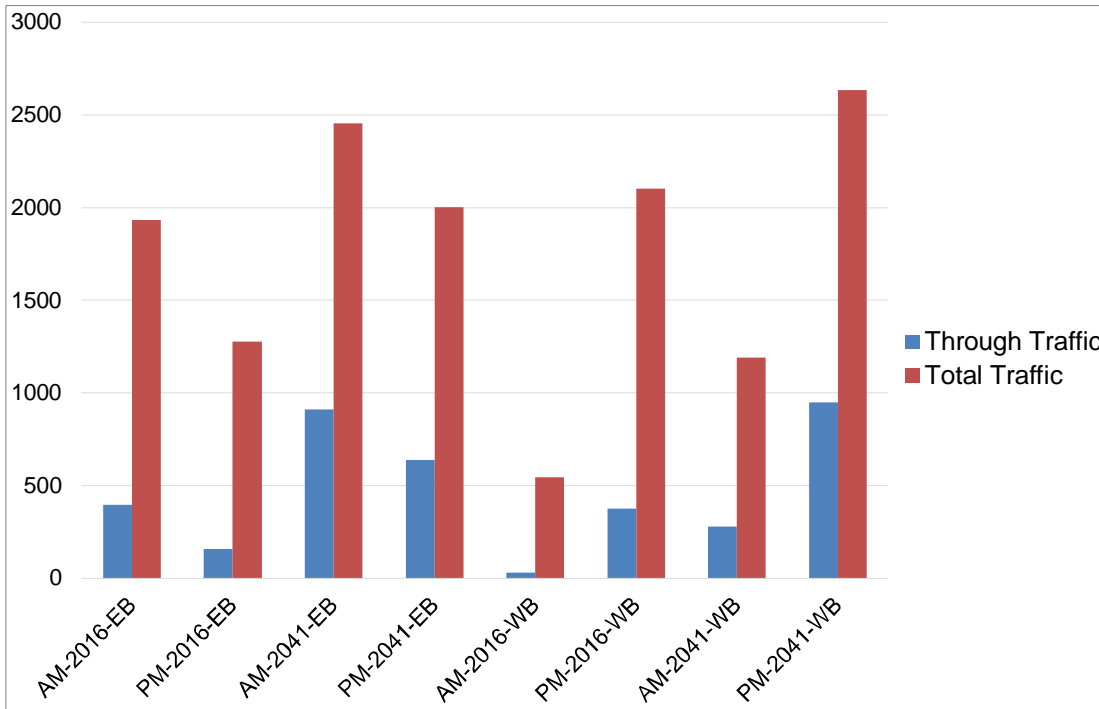
Significant approved future development and population growth is planned in Northeast Brampton. Considering associated transportation demands, a Traffic Analysis was completed for this Municipal Class EA Study to confirm need and timing for road improvements:

- Findings of the 2021, 2031, 2041 and Future “Do-Nothing” assessment indicated that future traffic demands exceed the existing capacity on Sandalwood Parkway (McLaughlin Road to Heart Lake Road)
- The assessment considered active transportation, TDM and transit projections based on real experience from other jurisdictions, including impact to vehicular capacity
- This provides the need and justification for implementing Multi Modal improvements within the Study Area



# Where are People Coming and Going?

- The following compares the directional east bound (EB) and west bound (WB) **Through Traffic** volumes with the **Total Traffic** volumes during AM and PM peak hours for Sandalwood Parkway
- The existing conditions (2016) show 6 to 21 percent of total traffic volume is through traffic on Sandalwood Parkway
- The future 2041 conditions show 23 to 37 percent of total traffic volume is through traffic on Sandalwood Parkway
- No travelers that start and end their trips outside the City would travel on the studied section of Sandalwood Parkway



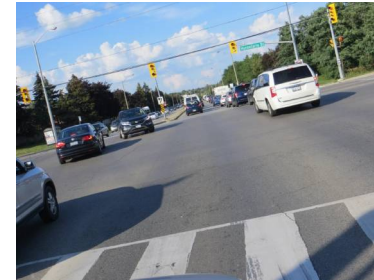
Peak Hour-Year-Direction	Through Traffic** (1)	Total Traffic (2)	Through/Total (1)/ (2)
AM-2016-EB	397	1933	21%
PM-2016-EB	156	1275	12%
AM-2041-EB	911	2454	<b>37%</b>
PM-2041-EB	637	2000	32%
AM-2016-WB	30	545	6%
PM-2016-WB	374	2103	18%
AM-2041-WB	278	1189	23%
PM-2041-WB	948	2634	36%

**\*\*Through Traffic:** trips that are originated from AND destined to locations outside the broader study area (i.e., the area bound by the Wanless Drive to the north, Highway 410 to the east, Bovaird Drive to the south and Chinguacousy Road to the west)

# Problem / Opportunity

## What is the problem?

- The Transportation Analysis conducted for this study confirmed that traffic volumes will exceed capacity in the AM and PM peak periods - New transportation infrastructure will need to be provided that recognizes the capacity needs of planned growth and the objectives of protecting established communities and businesses
- **Future 2021, 2031, 2041 Do Nothing scenarios show increased traffic congestion and deterioration of road operation conditions**
- Significant near and long term growth is expected in the City of Brampton that will impact the overall road network



## What is the opportunity?

- There is an opportunity to improve Sandalwood Parkway to help accommodate the existing and future traffic demand by providing active transportation, transit facilities and other cross sectional elements
- Potential safety improvements will also be addressed



# Alternative Solutions

The following alternative solutions were identified for the Project:

1. **Do Nothing** – Maintain the status quo.
2. **Transportation Demand Management (TDM)** – Implementation of management measures (ride sharing/ increased automobile occupancy, parking management and pricing strategies).
3. **Improvements of Active Transportation Infrastructure** – Introduction of dedicated cycling facilities, multi-use trails, new or wider sidewalks.
4. **Improvements of Transit Services and Infrastructure** – Increasing level of service (more buses and headway), introduction of bus bays, new bus stops, dedicated lanes.
5. **Road Network Improvements (Sandalwood Parkway)** –
  - A. Improvements to Sandalwood Parkway - intersection geometry e.g. provision of additional auxiliary lanes, queue jump lanes for transit vehicles, traffic signal phasing / coordination improvements.
  - B. Increase Capacity - widen Sandalwood Parkway from a four-lane cross section to a six-lane cross section (may be undertaken in stages).
6. **Limit Development** – Assumes no improvements will be made beyond those already planned and approved and includes measure to limit development in the Study Area.
7. **Various Combinations of the above may also be considered.**

# Evaluation of Alternative Solutions

CRITERIA	CRITERIA INDICATORS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4	ALTERNATIVE 5A	ALTERNATIVE 5B	ALTERNATIVE 6
		DO NOTHING	TRANSPORTATION DEMAND MANGEMENT	IMPROVEMENTS OF ACTIVE TRANSPORTATION INFRASTRUCTURE	IMPROVEMENTS OF TRANSIT SERVICES AND INFRASTRUCTURE	SANDALWOOD PARKWAY GEOMETRIC INTERSECTION IMPROVEMENTS	SANDALWOOD PARKWAY WIDEN TO SIX LANES	LIMIT DEVELOPMENT
<b>A. Transportation/Technical</b>								
1. Planning Objectives	Ability to meet the City of Brampton's Official Plan (OP), Transportation and Transit Master Plan (TTMP), and Pathways Master Plan (PMP) goals and objectives.	Does not meet the City's OP visions, TTMP and PMP objectives.	Meets the OP visions, TTMP and PMP objectives by supporting alternative modes.	Meets the OP visions, TTMP and PMP objectives	Meets the OP visions, TTMP and PMP objectives by supporting alternative modes.	Only meets some of the City's OP visions, TTMP and PMP objectives.	Meets the OP visions and the TTMP and PMP objectives.	Does not meet the City's OP visions and TTMP objectives.
2. Transit Services	Ability to improve from existing and/or integrate transit services into the overall transportation system.	No improvement in accessibility to transit services in the Sandalwood Parkway corridor.	Potential for minor reduction in traffic growth and related transit delays due to modal shift from auto to other modes including transit.	Supports accessibility to transit services.	Potential for minor reduction in traffic growth and related transit delays due to modal shift from auto to other modes including transit.	Marginal improvements in accessibility to transit services.	Improves transit services in the Sandalwood Parkway corridor.	No improvement in accessibility to transit services.
3. Multi-modal Level of Service	Ability to improve Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS)	Does not improve PLOS and BLOS.	Improves PLOS and BLOS.	Improves PLOS and BLOS.	Can be coordinated with transit improvements.	Can be coordinated with intersection improvements.	Can be coordinated with capacity improvements.	Does not improve PLOS and BLOS.
4. Overall Safety	Ability to improve safety from existing conditions at intersections and along Sandalwood Parkway .	Does not improve safety.	Potential for minor safety improvements due to the reduction in traffic congestion.	Improves Safety	Potential for minor safety improvements due to the reduction in traffic congestion.	Potential for safety improvements at intersections only.	Potential for safety improvements due to the reduction in traffic congestion.	Does not improve safety.
5. Traffic Infiltration	Impacts on local roads adjacent to the study area.	Significant impact due to traffic spill as a result of increased traffic volume and delay on Sandalwood Parkway.	Significant impact due to traffic spill as a result of increased traffic volume and delay, however diversion to other modes of transportation may minimize the impacts.	No impact on adjacent roads	Significant impact due to traffic spill as a result of increased traffic volume and delay, however diversion to other modes of transportation may minimize the impacts.	Significant impact due to traffic spill as a result of increased traffic volume and delay, however improvements to intersection operations may minimize the impacts.	Additional road capacity on Sandalwood Parkway will decrease traffic congestion and delay thereby reducing traffic spill on adjacent roads.	<b>Least Preferred</b> Significant impact due to traffic spill as a result of increased traffic volume and delay.
6. Network Capacity and Level of Service	Ability to improve traffic congestion and level of service.	Adverse impacts due to increase in traffic volumes.	Potential for marginal reduction in capacity requirements in corridor due to the diversion of traffic to other modes.	Potential to limit increase in traffic congestion	Potential for marginal reduction in capacity requirements in corridor due to the diversion of traffic to other modes.	Potential for marginal improvements in level of service at intersections only. Does not address traffic congestion and delay along Sandalwood Parkway.	Improves corridor capacity and level of service on Sandalwood Parkway.	Potential to limit increase in traffic congestion by limiting growth in future traffic.

Legend						PRELIMINARY PREFERRED ALTERNATIVE
	Least Preferred				Most Preferred	

# Evaluation of Alternative Solutions

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<b>A. Transportation/Technical</b>								
7. Utility Conflicts	Ability to minimize adverse effects on utilities located within the City's right-of-way.	No utility relocations.	No utility relocations.	No utility relocations.	Unlikely that utility relocations would be needed.	Minor utility relocations.	Significant utility relocations along Sandalwood Parkway with opportunities to upgrade utilities.	No utility relocations.
		●	●	●	◐	◐	○	●
8. Stormwater Management	Ability to minimize an increase in stormwater runoff from existing conditions.	No increase to runoff.	No increase to runoff.	Likely no increase to runoff.	Likely no increase to runoff.	Minor increase to runoff due to an increase in impervious area at the intersections.	Increase in runoff due to an increase in impervious area along Sandalwood Parkway.	No increase to runoff.
		●	●	◐	◐	◐	○	●
<i>Transportation/Technical Summary</i>		○	◐	●	●	◐	●	○
<b>B. Natural Environment</b>								
1. Terrestrial Resources (Wildlife and Vegetation)	Impacts on terrestrial species and habitats (e.g., trees, shrubs, vegetation).	No impacts on terrestrial resources.	No impacts on terrestrial resources.	Minimal potential for impacts on terrestrial resources.	Minimal potential for impacts on terrestrial resources.	Minor impacts on terrestrial resources at intersections only.	Potential for impacts on local terrestrial resources. Lands north of corridor include provincially significant wetlands, areas of natural interest or environmentally sensitive areas. Opportunities to enhance the local terrestrial communities along Sandalwood Parkway will be examined further.	No impacts on terrestrial resources.
		●	●	◐	◐	◐	◐	●
2. Aquatic Species/Watercourses	Impacts on Etobicoke Creek and the unnamed tributaries in the project area.	No impacts on the Etobicoke Creek crossing or on the two unnamed tributaries.	No impacts on the Etobicoke Creek crossing or on the two unnamed tributaries.	No impacts on the Etobicoke Creek crossing or on the two unnamed tributaries.	No impacts on the Etobicoke Creek crossing or on the two unnamed tributaries.	No impacts on the Etobicoke Creek crossing or on the two unnamed tributaries.	Potential impacts on the Etobicoke Creek crossing and on the two unnamed tributaries. Opportunities to enhance Etobicoke Creek Main Channel by removing concrete channel and naturalizing stream corridor.	No impacts on the Etobicoke Creek crossing or on the two unnamed tributaries.
		●	●	●	●	●	◐	●
<i>Natural Environment Summary</i>		●	●	◐	◐	◐	◐	●

<b>Legend</b>	○ Least Preferred	◐	◐	◐	◐	● Most Preferred	<b>PRELIMINARY PREFERRED ALTERNATIVE</b>
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<b>C. Socio-Economic Environment</b>								
1. Healthy Community	<ul style="list-style-type: none"> <li>Reduces the risk of chronic conditions through Active Transportation (AT)</li> <li>Supports Age Friendly and Accessible living (accessibility)</li> </ul>	Maintains existing conditions.	Maintains existing conditions.	Reduces the risk of chronic conditions by improving walking and cycling infrastructure and making connections within the City Trail Network.	Improvements to active transportation and accessibility can be coordinated with design of alternative.	Improvements to active transportation and accessibility can be coordinated with design of alternative.	Improvements to active transportation and accessibility can be coordinated with design of alternative.	Maintains existing conditions.
2. Residential/Business Access	<ul style="list-style-type: none"> <li>Ability to maintain and/or maximize opportunities for improved access into adjacent residential and commercial properties.</li> </ul>	No opportunities to improve accesses into adjacent properties.	No opportunities to improve accesses into adjacent properties.	Improve accesses into adjacent properties.	No opportunities to improve accesses into adjacent properties.	Opportunities to improve accesses into adjacent properties at the intersections.	Opportunities to improve accesses into adjacent properties along the corridor.	No opportunities to improve accesses into adjacent properties.
3. Property Requirements	<ul style="list-style-type: none"> <li>Amount of property required.</li> </ul>	Property not required.	Property not required.	Minimal potential for property to be required.	Minimal property for property to be required.	Potential for property requirements at intersections.	Potential for property requirements at certain locations along the corridor.	Property not required.
4. Emergency Response	<ul style="list-style-type: none"> <li>Access for emergency vehicles.</li> </ul>	Adverse impacts due to increase in traffic volumes.	Potential for minor improvements.	No impact to response - access	Potential for minor improvements.	Potential for minor improvements.	Potential for improvements along Sandalwood Parkway to the reduction in traffic congestion.	No improvement over the existing condition.
5. Noise	<ul style="list-style-type: none"> <li>Ability to minimize impacts on ambient noise levels after construction.</li> </ul>	<b>Least Preferred</b> Noise levels will increase as a result of increased traffic and congestion.	<b>Partially Preferred</b> Potential noise impacts due to a marginal reduction in vehicular traffic.	<b>Preferred</b> No increase in noise levels.	<b>Partially Preferred</b> Potential noise impacts due to a marginal reduction in vehicular traffic.	<b>Preferred</b> Noise levels will be reduced marginally with improved intersection operations.	<b>Least Preferred</b> May increase noise due to increased traffic however provides an opportunity for noise mitigation.	<b>Partially Preferred</b> Existing noise levels will remain the same.
6. Air Quality	<ul style="list-style-type: none"> <li>Ability to minimize the air particulate matter and emissions.</li> </ul>	<b>Least Preferred</b> May decrease air quality due to traffic delay and congestion.	<b>Preferred</b> Minimize single occupant vehicle use along the corridor and maximize TDM measures will help to reduce air particulate matter and emissions.	<b>Preferred</b> No impacts to air quality	<b>Preferred</b> Minimize single occupant vehicle use along the corridor and maximize TDM measures will help to reduce air particulate matter and emissions.	<b>Partially Preferred</b> Potential improvement with the reduction in traffic and congestion.	<b>Preferred</b> Air particular matter and emissions will be reduced because the flow of traffic and average delay in the corridor will be improved.	<b>Least Preferred</b> Existing air quality will remain the same.

<b>Legend</b>	 Least Preferred					 Most Preferred	<b>PRELIMINARY PREFERRED ALTERNATIVE</b>
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		DO NOTHING	TRANSPORTATION DEMAND MANGEMENT	IMPROVEMENTS OF ACTIVE TRANSPORTATION INFRASTRUCTURE	IMPROVEMENTS OF TRANSIT SERVICES AND INFRASTRUCTURE	SANDALWOOD PARKWAY GEOMETRIC INTERSECTION IMPROVEMENTS	SANDALWOOD PARKWAY WIDEN TO SIX LANES	LIMIT DEVELOPMENT
<b>C. Socio-Economic Environment</b>								
7. Aesthetics/Streetscape	<ul style="list-style-type: none"> <li>Impacts to existing aesthetics/streetscape and ability to provide opportunities to improve landscaping, streetscape, tree planting, and enhance public spaces.</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>No impacts to existing landscapes and aesthetics.</li> <li>No opportunities to improve the landscaping (e.g. tree planting).</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>No impacts to existing landscapes and aesthetics.</li> <li>No opportunities to improve landscaping (e.g. tree planting).</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>Compliments existing landscapes and aesthetics.</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>No impacts to existing landscapes and aesthetics.</li> <li>No opportunities to improve landscaping (e.g. tree planting).</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>Minor impacts to existing landscape and aesthetics.</li> <li>Some opportunities to improve landscaping (e.g. tree planting) at the intersections.</li> </ul>	<b>Least Preferred</b> <ul style="list-style-type: none"> <li>Potential impacts to existing mature landscapes and aesthetics along Sandalwood Parkway (tree and vegetation removal in median and boulevards)</li> <li>Mitigate impacts to landscape (e.g. avoid and minimized removals, where possible/plant new trees)</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>No impacts to existing landscapes and aesthetics.</li> <li>No opportunities to improve the landscaping (e.g. tree planting).</li> </ul>
<i>Socio-Economic Environment Summary</i>								
<b>D. Cultural Environment</b>								
1. Archaeological Resources	<ul style="list-style-type: none"> <li>Potential for disruption of archaeological resources.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>No impact to archaeological resources.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>No impact to archaeological resources.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>Minimal potential for impacts to archaeological resources.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>Minimal potential for impacts to archaeological resources.</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>Potential impact to archaeological resources.</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>Potential impact to archaeological resources.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>No impact to archaeological resources.</li> </ul>
2. Cultural and Built Heritage Features	<ul style="list-style-type: none"> <li>Potential for disruption of built heritage and cultural landscape features.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>No impact to cultural and built heritage features.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>No impact to cultural and built heritage features.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>Minimal potential for impacts to cultural and built heritage features.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>Minimal potential for impacts to cultural and built heritage features.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>Minimal potential for impacts to cultural and built heritage features.</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>Potential impacts to cultural and built heritage features.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>No impact to cultural and built heritage features.</li> </ul>
<i>Cultural Environment Summary</i>								
<b>E. Cost</b>								
1. Capital Costs	<ul style="list-style-type: none"> <li>Cost of construction.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>No impact.</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>Moderate capital costs.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>Moderate capital costs.</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>Moderate capital costs.</li> </ul>	<b>Partially Preferred</b> <ul style="list-style-type: none"> <li>Moderate capital costs.</li> </ul>	<b>Least Preferred</b> <ul style="list-style-type: none"> <li>High capital costs.</li> </ul>	<b>Preferred</b> <ul style="list-style-type: none"> <li>No impact.</li> </ul>
<i>Cost Summary</i>								

<b>Legend</b>	 Least Preferred					 Most Preferred	<b>PRELIMINARY PREFERRED ALTERNATIVE</b>
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# Preliminary Preferred Solution

The Preliminary Preferred Planning Solution includes a combination of the following:

## Multimodal Solutions

- Alternative 2: Transportation Demand Management (TDM)/Transit Improvements
- Alternative 3: Improve Active Transportation Infrastructure
- Alternative 4: Improve Transit Services and Infrastructure

## Road Based Solutions

- Alternative 5A: Intersection Improvements
- Alternative 5B: Increase Capacity - Widen Sandalwood Parkway from McLaughlin Road to Heart Lake Road to a six lane urban cross section. This can be implemented in phases.

Rationale for the Preliminary Preferred Planning Solution includes:

- ✓ Provides safety for all road users including pedestrians and cyclists
- ✓ Improves transit
- ✓ Can support “Complete Streets” approach and improves linkages to City trail network
- ✓ Best addresses the problem and opportunity statement
- ✓ Addresses future capacity needs

# Noise Assessment

## Information on Noise

- Noise is a form of energy and measured in terms of sound pressure using “Decibels” (dBA) to best represent the way in which the human ear perceives noise
- The general thresholds for how people perceive changes in noise levels either increases or decreases in the decibel levels include:

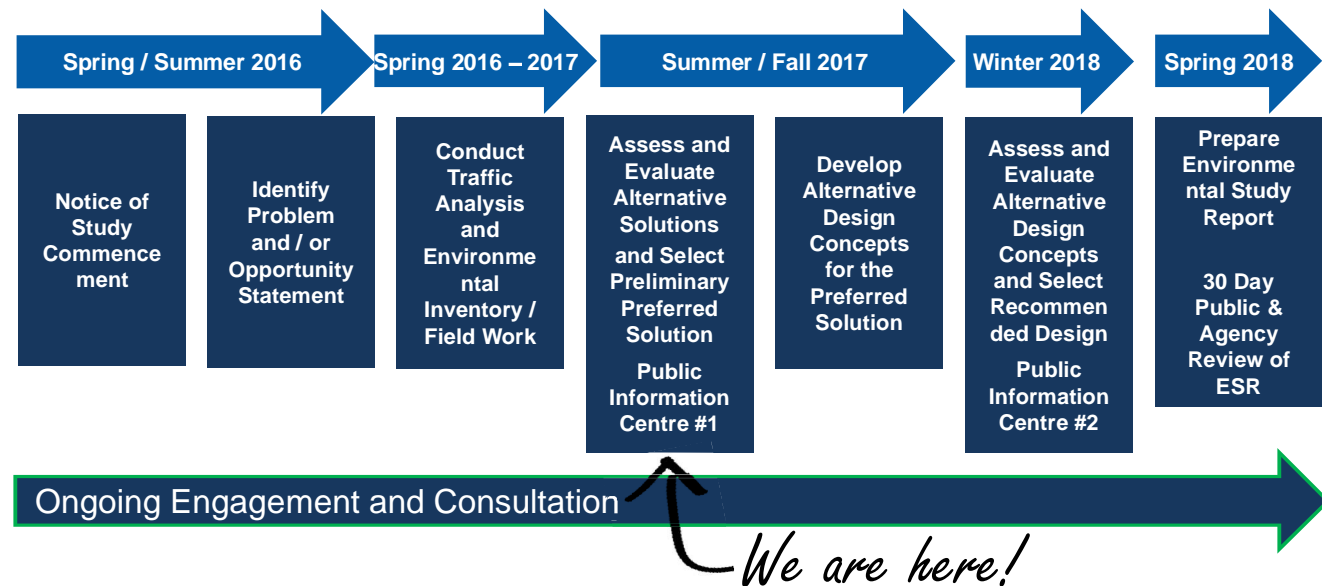
Changes in Decibel Level	
Less than 3dBA	Change considered insignificant due to imperceptibility
Between 3dBA and 5dBA	Change considered a just noticeable difference
Between 5 dBA and 10dBA	Change considered marginally significant
Over 10 dBA	Change considered significant (doubling of sound exposure)

## City of Brampton’s Noise Policy

- The City of Brampton has a policy to build noise walls as a mitigation where roads are being widened to six lanes adjacent to existing residential properties (reverse frontage and side flanking lots)
- Noise walls will be constructed as part of a road widening project if the noise levels in the outdoor living areas are above 60dBA and if a reduction of 5dBA or more can be achieved
- A Noise Impact Study along Sandalwood Parkway will be conducted as part of this study to confirm **where and if warranted** the need to construct new noise barriers
- The results of the Noise Impact Study will be presented at the second PIC
- If implemented, noise walls may require removal of boulevard trees and vegetation

# Next Steps

- Consider all questions and comments received from this meeting and provide follow-up as needed
- Initiate Phase 3 of the MCEA process
  - Develop and evaluate alternative designs and confirm and finalize the preferred alternative solution for the Project
  - Identify the preferred alternative design
  - Complete the effects assessment for the preferred alternative design
- Host Public Information Centre (PIC) #2 to present preliminary preferred design for comments
- Complete Phase 4 of the MCEA process
  - Complete Environmental Study Report (ESR)
  - Issue the Project Notice of Completion and publish the ESR for a 30-day public and agency review period



# Thank You for Attending!

- We appreciate the time you have taken to learn more about the Sandalwood Parkway Municipal Class EA
- We value your input and encourage you to stay connected
- Visit the project website at [Brampton.ca](http://Brampton.ca)
- Join our mailing list – leave us an email or mailing address so we can keep you up-to-date as the Project progresses
- Contact the City and Consultant Project Managers with any additional comments or questions:

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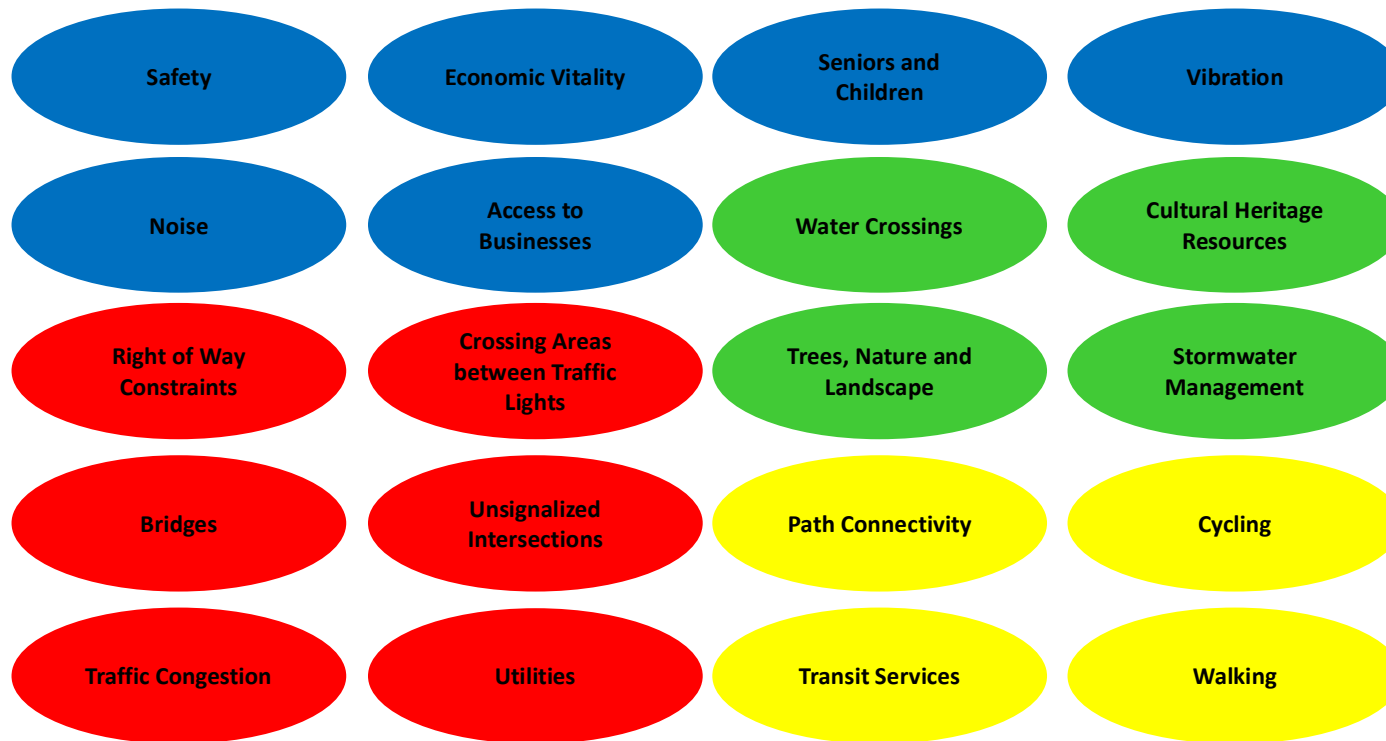
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*Kindly drop off your completed Comment Form in the Comment Box before you leave or send it to us by regular mail / email before **November 16, 2017***

# Sandalwood Parkway's Role in the Community

- We want to know what Sandalwood Parkway means to you and how it can best suit your needs in the future
- Using the sticky dots, **highlight areas on the large map** that are of concern and use post-it notes provided here to tell us what you feel should be important considerations when it comes to planning for your road and the community. Use this list to get you thinking:



Place post-it notes on blank space below



*Planning for the Road Ahead*