

## NOTICE OF PUBLIC INFORMATION CENTRE

### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR ALBION VAUGHAN ROAD AND KING STREET INTERSECTION

#### The Study

The Region has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for improvements at the intersection of Albion Vaughan Road and King Street. The limits of the study area are 300m back for each leg of the intersection, as illustrated in the figure below. The intersection is located on the boundary between The Town of Caledon, Township of King, York Region and the Region of Peel.

The study will examine the need and justification as well as feasibility for improvements that may include widening, intersection improvements and new infrastructure to facilitate walking and cycling.

#### The Process

The study is being conducted in compliance with Schedule 'B' of the Municipal Class EA, which is approved under the Ontario Environmental Assessment Act.

#### Contact

Please visit our website for updates on the project:

[peelregion.ca/albion-vaughan-rd](http://peelregion.ca/albion-vaughan-rd)

#### Public Consultation

Your input is important and essential to help make the best decisions for the study area. As part of the Class Environmental Assessment process, a Public Information Centre is planned for:

**Tuesday, December 5, 2017, anytime from 6:00 p.m. to 8:00 p.m.**

Albion Bolton Community Centre in the Auditorium Room  
150 Queen St S, Bolton, ON L7E 1E3

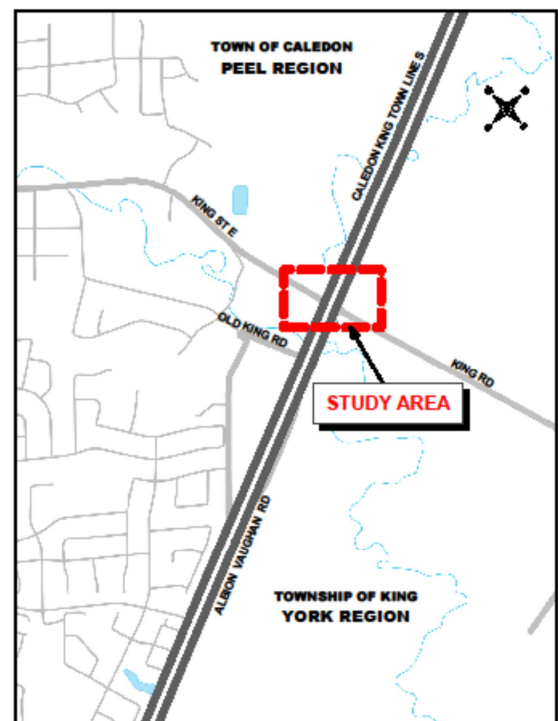
To provide comments or request additional information, please contact either project manager:

#### Tareq Mahmood

Project Manager, Region of Peel  
10 Peel Centre Drive, Suite B  
Brampton, ON L6T 4B9  
Tel: 905-791-7800, ext. 7834  
Toll Free: 1.888.919.7800  
E-mail: [Tareq.mahmood@peelregion.ca](mailto:Tareq.mahmood@peelregion.ca)

#### Jaime Garcia, P.Eng., Ph.D.

Consultant Senior Project Manager, CIMA  
3027 Harvester Road, Suite 400  
Burlington, ON L7N 3G7  
Tel: 289-288-0287, ext. 6814  
E-mail: [Jaime.Garcia@cima.ca](mailto:Jaime.Garcia@cima.ca)



This Notice was first issued on November 21, 2017

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's *Environmental Assessment Act*.



**Anne HILLIARD**  
Sales Representative

Office: 905-859-4477  
Direct: 416-795-4920  
www.anehilliard.ca



RONAN REALTY,  
BROKERAGE

Independently Owned and Operated

119 CONNAUGHT CRES, BOLTON



\$799,000

**EXCEPTIONALLY WELL MAINTAINED**

4 Bedroom Home in Bolton Boasts Gleaming Hardwood Throughout, A Newly Renovated 5 Piece Bath/Semi Ensuite & So Much More! At Just Over 2000+ Sq. Ft., Formal Living & Dining Area, Eat-In Kitchen, Generous Room Sizes, A Lower Level Walk-Out To A Fenced Backyard, With A Park And Mature Trees Behind, All On A Quiet Crescent Make This The Perfect Family Home! Call Today!

OPEN HOUSE SUN., NOV. 26, 1-4PM  
15743 DUFFYS LANE, CALEDON



\$849,900

**AN ENCHANTING COUNTRY PROPERTY**

Nestled On 1.37 Acres On Charming Duffys Lane! Bright Sun-Filled Rooms Greet You From The Foyer Of This Comfortable, Contemporary Home Boasting Transom Windows, 11' Beamed Ceilings, A Sunken Living Room/Sitting Area & More! Amazing Views Of Dense Forest, Gently Rolling Hills & Meadow From Any Room & Multiple Walk-Outs To 1000Sq' Of Upper/Lower Deck/Patio Areas, Rain Or Shine, And Beautiful Caledon Conservation Areas Beyond! A Geo Thermal Heating System Make This A Very Efficient Home In Winter&Summer Too! Nature, Style, Comfort & Convenience, This Property Has It All! Call Today!

## NEWS

# FOI documents show hospital spent \$3.1M on hydro in last five years

CHRIS HALLIDAY

challiday@orangevillebanner.com

Documents obtained through a freedom of information request have revealed the Headwaters Health Care Centre has spent more than \$3.1 million on electricity since 2012.

The billing information obtained through a freedom of information request made by the Canadian Taxpayers Federation (CTF) shows the Orangeville hospital's annual electricity bill has increased nearly 51 per cent to \$728,139 last year from \$482,724 in 2012.

"The more the hospital has to spend keeping their lights on, the fewer resources they have for patients," CTF Ontario director Christine Van Geyn said in a news release.

"Families across the province all feel the pain of rapid increases to the cost of electricity when they pay their home electricity bill," she added. "But what many people don't think about is the cost of the Ontario government's failed electricity policy to the institutions we all rely on."

According to documents obtained by CTF, Headwaters spent \$482,724 on electric-

ity in 2012, followed by a respective \$552,668, \$586,616, \$671,880 and \$728,139 from 2013 to 2016. From January to April of 2017, Headwaters spent \$171,878 on electricity.

CTF is a not-for-profit citizen's advocacy group dedicated to lowering taxes, reducing wasteful spending and accountable government.

The organization has called on the provincial government to dismantle the Green Energy Act and "stop letting green ideology guide our energy policies at the expense of Ontario ratepayers and taxpayers."

Van Geyn reports Ontario has seen dramatic increases to the cost of electricity, with bills for residential consumers more than doubling in the last decade. As she explained, publicly-funded institutions such as Orangeville's hospital are not immune.

"Instead of paying \$245,415 for inflated electricity bills, Headwaters Health could have paid for 32 knee replacement surgeries," Van Geyn said. "That's something that Ontario patients expect their health care system to spend money on."

Documents detailing Headwaters Health Care Centre's electricity bills can be found by visiting [bit.ly/2yECUZY](http://bit.ly/2yECUZY).

## Public Notice



### NOTICE OF PUBLIC INFORMATION CENTRE MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR ALBION VAUGHAN ROAD AND KING STREET INTERSECTION

#### The Study

The Region has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for improvements at the intersection of Albion Vaughan Road and King Street. The limits of the study area are 300m back for each leg of the intersection, as illustrated in the figure below. The intersection is located on the boundary between The Town of Caledon, Township of King, York Region and the Region of Peel.

The study will examine the need and justification as well as feasibility for improvements that may include widening, intersection improvements and new infrastructure to facilitate walking and cycling.

#### The Process

The study is being conducted in compliance with Schedule 'B' of the Municipal Class EA, which is approved under the Ontario Environmental Assessment Act.

#### Contact

Please visit our website for updates on the project: [peelregion.ca/albion-vaughan-rd](http://peelregion.ca/albion-vaughan-rd)

#### Public Consultation

Your input is important and essential to help make the best decisions for the study area. As part of the Class Environmental

Assessment process, a Public Information Centre is planned for:

**Tuesday, December 5, 2017, anytime from 6:00 p.m. to 8:00 p.m.**

Albion Bolton Community Centre in the Auditorium Room  
150 Queen St. S, Bolton, ON L7E 1E3

To provide comments or request additional information, please contact either project manager:

#### Tareq Mahmood

Project Manager, Region of Peel  
10 Peel Centre Drive, Suite B  
Brampton, ON L6T 4B9  
Tel: 905-791-7800, ext. 7828  
Toll Free: 1.888.919.7800  
E-mail: [Tareq.mahmood@peelregion.ca](mailto:Tareq.mahmood@peelregion.ca)

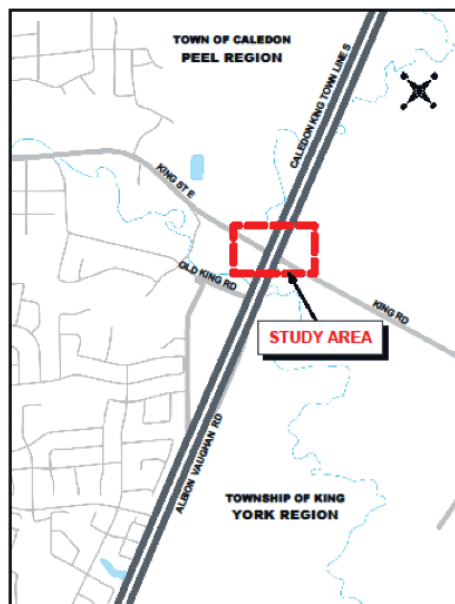
#### Jaime Garcia, P.Eng., Ph.D.

Consultant Senior Project Manager, CIMA  
3027 Harvester Road, Suite 400  
Burlington, ON L7N 3G7  
Tel: 289-288-0287, ext. 6814  
E-mail: [Jaime.Garcia@cima.ca](mailto:Jaime.Garcia@cima.ca)

This Notice was first issued on November 23, 2017

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.



## Interim integrity commissioner has contract extended

ROGER BELGRAVE

rbelgrave@thebramptonguardian.com

Peel Region has extended the contract of its interim integrity commissioner.

Lawyer Robert Swayze, who does double-duty as the municipality's interim integrity commissioner and lobby registrar, originally had a six-month contract that was sup-

posed to end July 31.

However, that contract has been extended to January while the region continues its procurement process to find a long-term commissioner and registrar, explained Regional Clerk and Director Kathryn Lockyer in an email.

Swayze's contract pays him \$280 an hour when required to deal with any integrity complaints or council matters related to his duties.

The region installed a commissioner and registry earlier this year as part of a move to increase transparency and accountability.

The online registry opened March 1 and publicly lists the people, businesses and organizations contacting councillors, as well as municipal staff and appointees, to seek political support on various matters that come before council and the municipality.

As integrity commissioner, Swayze would deal with code of conduct complaints lodged against council members.

There is \$200,000 proposed in the 2018 regional budget to retain an integrity commissioner, lobbyist registrar and "enhance" the lobby registry.

There are currently more than 50 lobbyists registered.



On time. Done right.®

**ONE CALL  
DOES IT ALL**

905-843-1975



[www.mrhandyman.ca](http://www.mrhandyman.ca)





Lindsay Bebbington (middle) was joined by Chloe Kostynyk and Allison, Nicole and Julie French led those assembled at 4-H Awards Night in an exercise break.

## Skills learned in 4-H last a lifetime

From page A1

side of 4-H. The Kiwanis Citizenship Award went to Brett Patten and Nicole French and Jamie Laidlaw received the Peel 4-H/Kiwanis Scholarship Award.

As well, the accomplishments for several of the 4-H clubs were highlighted, as well as some of the activities of groups of members.

"We are very proud of what we do," commented Ontario 4-H Foundation Chair Joanne Currie, as she congratulated the members of their successes.

Mayor Allan Thompson had praise for all the work the members and their leaders have put in. He's been a leader

himself, and he said he knows how rewarding it is.

He also pointed out 4-H teaches various skills, including leadership, how to conduct meetings and solving problems.

"These are skill sets you can use for the rest of your life," he said.

Dufferin-Caledon MPP Sylvia Jones also congratulated the members, assuring them they will look back fondly on the year they have had.

Emmertson was representing the Albion and Bolton Agricultural Society, and she reflected on how 4-H has shaped who she is today and will be in the future.



Dufferin-Caledon MPP Sylvia Jones and Mayor Allan Thompson presented certificates to graduating 4-H members Michelle Reid and Amelia Judge.

**Region of Peel** Working for you **Public Notice**

**NOTICE OF PUBLIC INFORMATION CENTRE MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR ALBION VAUGHAN ROAD AND KING STREET INTERSECTION**

**The Study**  
The Region has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) for improvements at the intersection of Albion Vaughan Road and King Street. The limits of the study area are 300m back for each leg of the intersection, as illustrated in the figure below. The intersection is located on the boundary between The Town of Caledon, Township of King, York Region and the Region of Peel.

The study will examine the need and justification as well as feasibility for improvements that may include widening, intersection improvements and new infrastructure to facilitate walking and cycling.

**The Process**  
The study is being conducted in compliance with Schedule 'B' of the Municipal Class EA, which is approved under the Ontario Environmental Assessment Act.

**Contact**  
Please visit our website for updates on the project: [peelregion.ca/albion-vaughan-rd](http://peelregion.ca/albion-vaughan-rd)

**Public Consultation**  
Your input is important and essential to help make the best decisions for the study area. As part of the Class Environmental Assessment process, a Public Information Centre is planned for:

**Tuesday, December 5, 2017, anytime from 6:00 p.m. to 8:00 p.m.**

Albion Bolton Community Centre in the Auditorium Room  
150 Queen St. S, Bolton, ON L7E 1E3

To provide comments or request additional information, please contact either project manager:

**Tareq Mahmood**  
Project Manager, Region of Peel  
10 Peel Centre Drive, Suite B  
Brampton, ON L6T 4B9  
Tel: 905-791-7800, ext. 7828  
Toll Free: 1.888.919.7800  
E-mail: [Tareq.mahmood@peelregion.ca](mailto:Tareq.mahmood@peelregion.ca)

**Jaime Garcia, P.Eng., Ph.D.**  
Consultant Senior Project Manager, CIMA  
3027 Harvester Road, Suite 400  
Burlington, ON L7N 3G7  
Tel: 289-288-0287, ext. 6814  
E-mail: [Jaime.Garcia@cima.ca](mailto:Jaime.Garcia@cima.ca)

This Notice was first issued on November 23, 2017

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

MODEL FC2E5JE

**2018 CIVIC LX**

FROM **\$63/3.99%** **\$0** DOWN PAYMENT/OAC **\$0** SECURITY DEPOSIT

WEEKLY LEASE FOR 60 MONTHS<sup>2</sup>

MODEL CV1E1JE

**ALL-NEW**

**2018 ACCORD LX**

FROM **\$82/3.99%** **\$0** DOWN PAYMENT/OAC **\$0** SECURITY DEPOSIT

WEEKLY LEASE FOR 60 MONTHS<sup>2</sup>

MODEL RW1H3JES

**2018 CR-V LX**

FROM **\$82/3.99%** **\$0** DOWN PAYMENT/OAC **\$0** SECURITY DEPOSIT

WEEKLY LEASE FOR 60 MONTHS<sup>2</sup>

**The 2018s are here!**

**HondaOntario.com**  
Ontario Honda Dealers

LEASE PAYMENTS INCLUDE FREIGHT AND PDI. EXCLUDES LICENCE AND HST. DEALER ORDER/TRADE MAY BE NECESSARY.

Limited time lease offers available through Honda Financial Services Inc. (HFS), to qualified retail customers on approved credit. Weekly payments include freight and PDI (ranges from \$1,595 to \$1,725 depending on model), tire & environmental fee (\$17.50), A/C charge (\$100), and OMVIC fee (\$10). Taxes, licence, insurance and registration are extra. <sup>1</sup>Representative weekly lease example: 2018 Accord LX-HS Sedan GMT (Model CV1E1JE) // 2018 Civic LX Sedan GMT (Model FC2E5JE) // 2018 CR-V LX 2WD CVT (Model RW1H3JES) on a 60-month term with 260 weekly payments at 3.99% // 3.99% // 3.99% lease APR. Weekly payment is \$81.91 // \$62.82 // \$81.91 with \$0 down or equivalent trade-in and \$100 // \$240 // \$25 total lease incentive included. Down payments, \$0 security deposit and first weekly payments due at lease inception. Total lease obligation is \$21,296.98 // \$16,333.61 // \$21,296.57. 120,000 kilometre allowance; charge of \$0.12/km for excess kilometres. PPSA lien registration fee of \$45.93 and lien registering agent's fee of \$5.65, due at time of delivery are not included. For all offers: licence, insurance, PPSA, other taxes (including HST) and excess wear and tear are extra. Taxes payable on full amount of purchase price. Offers only valid for Ontario residents at participating Ontario Honda Dealers. Dealer order/trade may be necessary. Colour availability may vary by dealer. Vehicles and accessories are for illustration purposes only. Offers, prices and features subject to change without notice. See your Ontario Honda Dealer or visit [HondaOntario.com](http://HondaOntario.com) for full details.

# MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR ALBION VAUGHAN ROAD AND KING STREET INTERSECTION

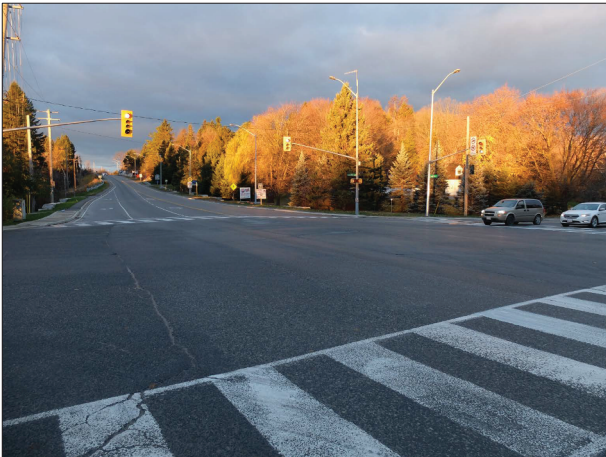
## PUBLIC INFORMATION CENTRE

**December 5, 2017**

**Albion Bolton Community Centre – Auditorium Room**

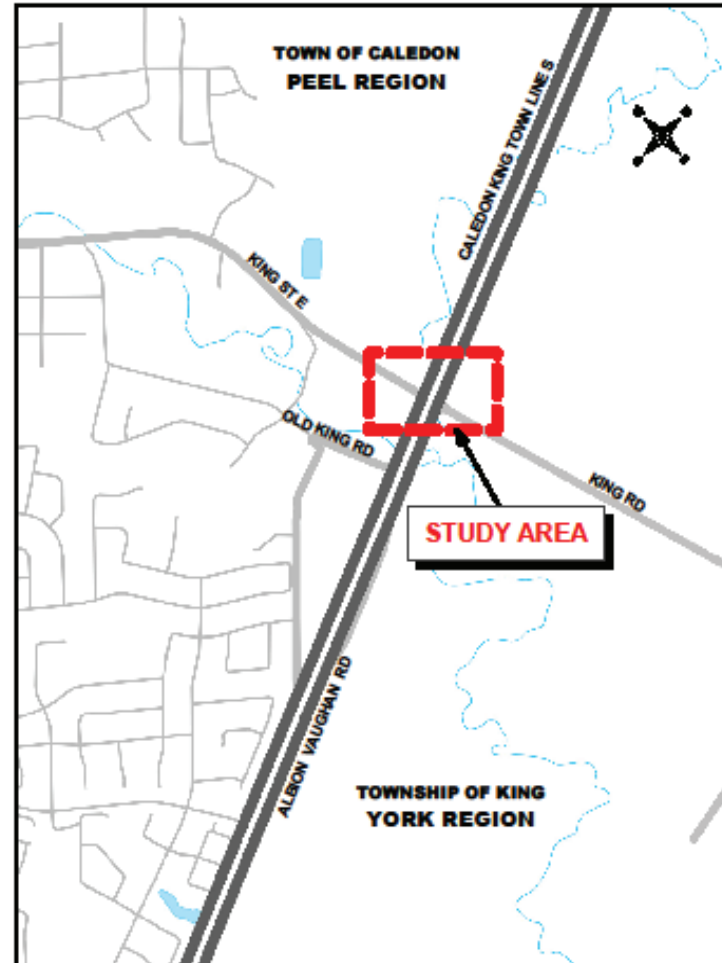
**150 Queen St. S, Bolton ON L7E 1E3**

**6:00 PM to 8:00 PM**



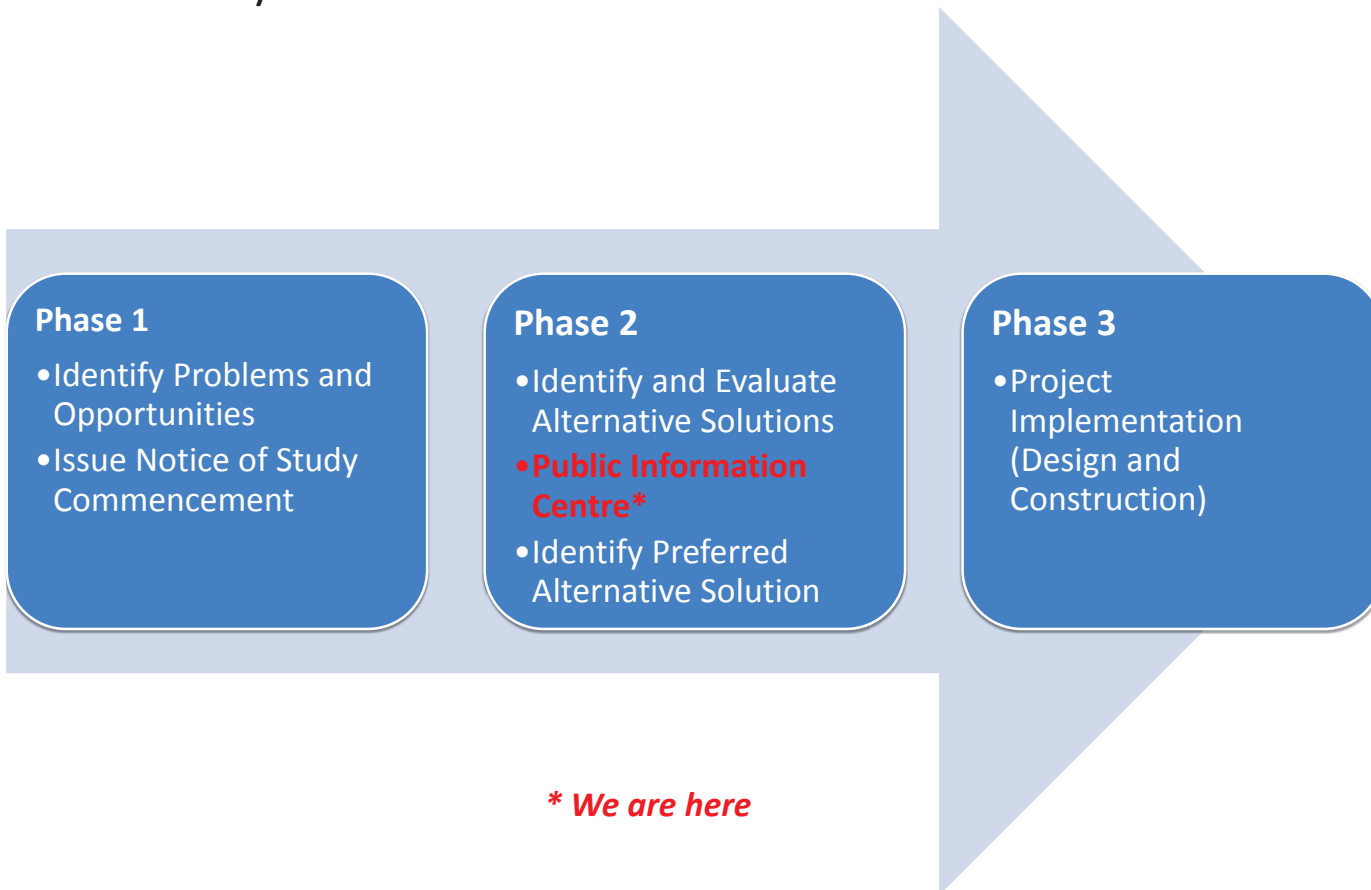
## PURPOSE OF THE EVENT

- Review project information:
  - Background to the study
  - Existing conditions of the study area
  - Alternative solutions
  - Evaluation criteria and evaluation of alternative solutions
  - Technically preferred alternative solution
- Ask questions to the study team
- Discuss areas of interest with the study team
- Provide your comments by January 5, 2018



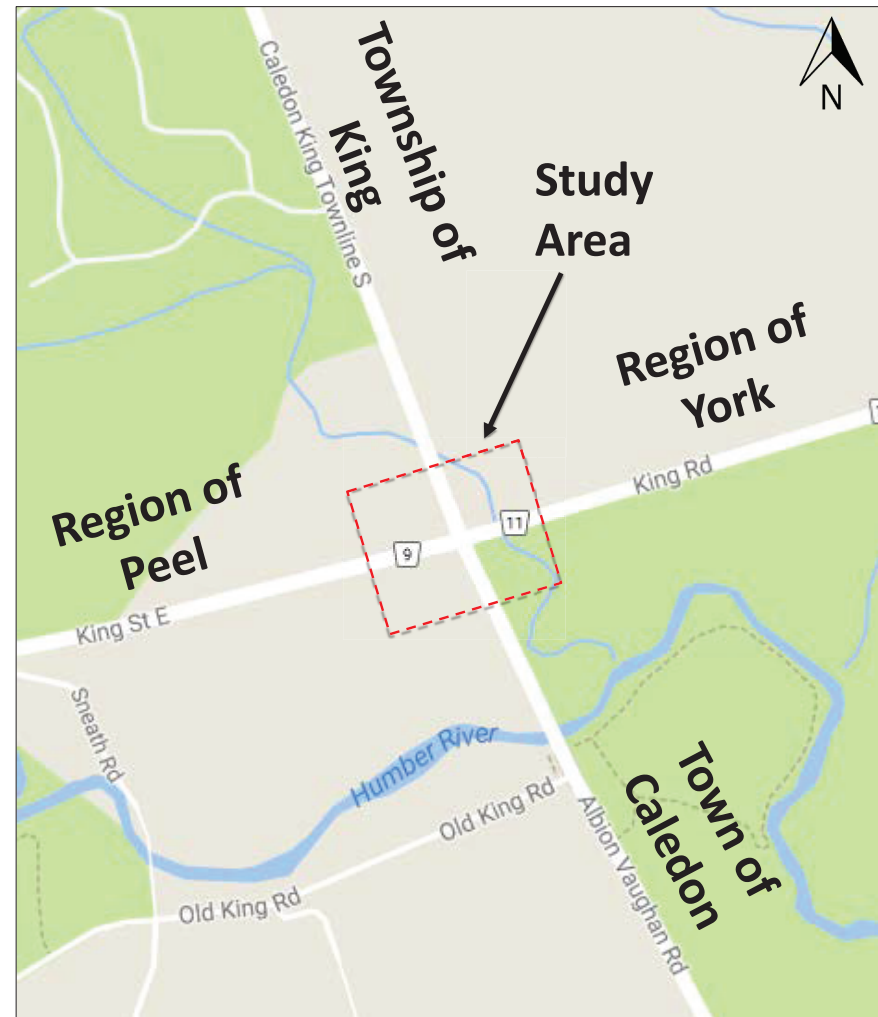
# CLASS EA PROCESS

- The Municipal Class EA is a planning and design process approved by the Ministry of Environment and Climate Change to meet the requirements of the Ontario Environmental Assessment Act. This Study follows the Class EA process for **Schedule 'B'** projects. Key components of the study include:



# PROBLEM STATEMENT

- Current traffic conditions (long queues and delay) at the intersection of Albion Vaughan Road and King Street East (Peel Regional Road 9)/King Road (York Regional Road 11) are problematic.
- It is expected that these conditions will worsen in the future due to a significant increase of traffic along King Street and Albion Vaughan Road
- This intersection will significantly benefit from operational and safety improvements for all modes of transportation.
- Currently, all four sections of the intersection are owned by four different jurisdictions.



## TRANSPORTATION

- Signalized Intersection. Posted speed limit within the study area is 60 km/h.
- Rural area with residential homes scattered throughout.
- Vehicular traffic at the intersection during the most travelled time of the day exceeds the capacity of the northbound portion which affects the entire operation of the intersection generating an increase on travel time of 70 seconds per vehicle.
- The current rural nature of the intersection provides few opportunities for walking and cycling.



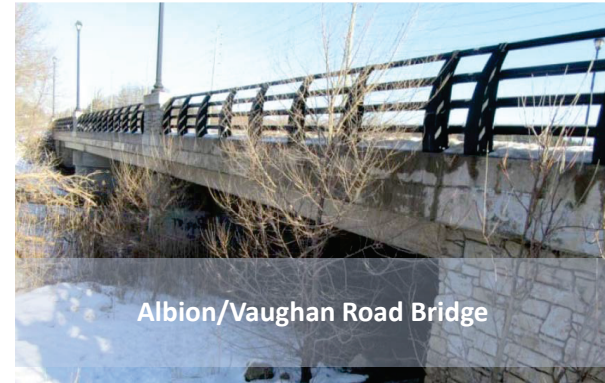


## ENGINEERING

- There are 3 existing structures present in the study area.
- From a structural perspective, existing conditions of all structures are adequate.
- From a hydraulic perspective - meaning the relationship between the geometrics of the structure and the corresponding watercourse, all structures requires mitigation measures to comply with the Ministry of Transportation Ontario (MTO) requirements\*

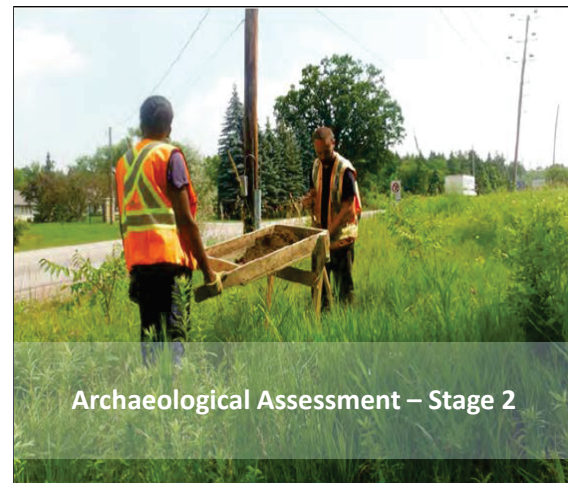
\* *Freeboard, clearance and relief flow depth.*

## EXISTING CONDITIONS



## SOCIAL AND CULTURAL ENVIRONMENT

- Properties within the study area are not considered to be of cultural heritage value or interest.
  - No further cultural heritage assessment of study is required.
- A Preliminary (Stage 1) and detailed (Stage 2) archaeology assessment was conducted.
  - No archaeological resources were identified.



# EXISTING CONDITIONS

## NATURAL ENVIRONMENT

- The majority of the study area is within the Greenbelt Plan area.
- Toronto Region Conservation Authority (TRCA) Natural Heritage System extends into the study area.
- Although Species at Risk have been previously recorded in natural areas adjacent to the study area, no Species at Risk or locally rare species were found in the immediate study area during field investigations.
- Two watercourses designated as fish habitat are within the study area:
  - Cold Creek
  - Humber River



# EXISTING CONDITIONS

## NATURAL ENVIRONMENT

- 44 water well records were identified within 500m of the study area but no municipal or public wells were identified.
- A private well survey was completed for the study areas and 10 domestic well residences were identified.
- A meander belt assessment indicates that any necessary modifications and/or reconstruction of the three structures should be conducted outside of the watercourse meander belt width to the extent possible.



# EXISTING CONDITIONS

## HEALTH RELATED – NOISE AND AIR QUALITY

- Currently noise exceeds the Regional standard noise level limit. However, since noise barrier walls are only installed to minimize the noise perceived at outside living spaces (i.e. backyards), this type of mitigation measure is not recommended in the study area.
- Current concentration of common air contaminants generated by internal combustion engine vehicles, such as carbon monoxide and nitrogen oxides, are below current standards and guidelines.
- Only concentration of hydrocarbons (i.e. benzene) was found over applicable standards.

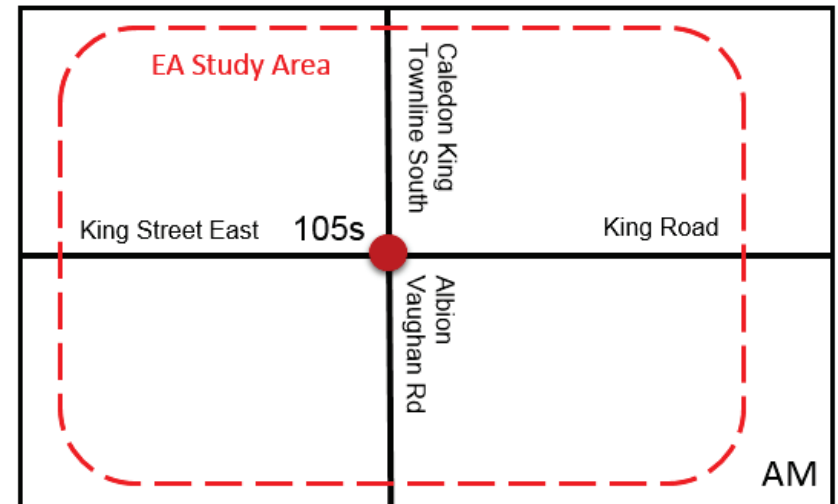


# FUTURE PROJECTED TRAFFIC CONDITIONS

- The results of the operational analysis for the future (2031) 'Do Nothing' scenario projects the following conditions if intersection improvements are not implemented:

**–AM Peak Hour:**

- Most movements operating over capacity indicating that the intersection is operating over capacity.



**Legend**

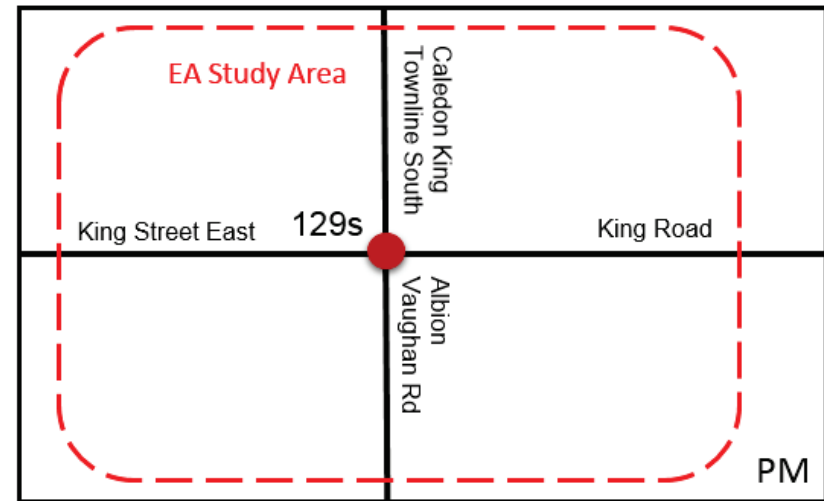
- S Represents the average number of seconds that a driver is delayed at the intersection
- Represents congested conditions with slow operating speeds, high delays and extensive queues at the intersection
- Represents stable conditions with modest reduction in operating speeds, minimal delays and at the intersection

# FUTURE PROJECTED TRAFFIC CONDITIONS

- The results of the operational analysis for the future (2031) 'Do Nothing' scenario projects the following conditions if intersection improvements are not implemented:

**–PM Peak Hour:**

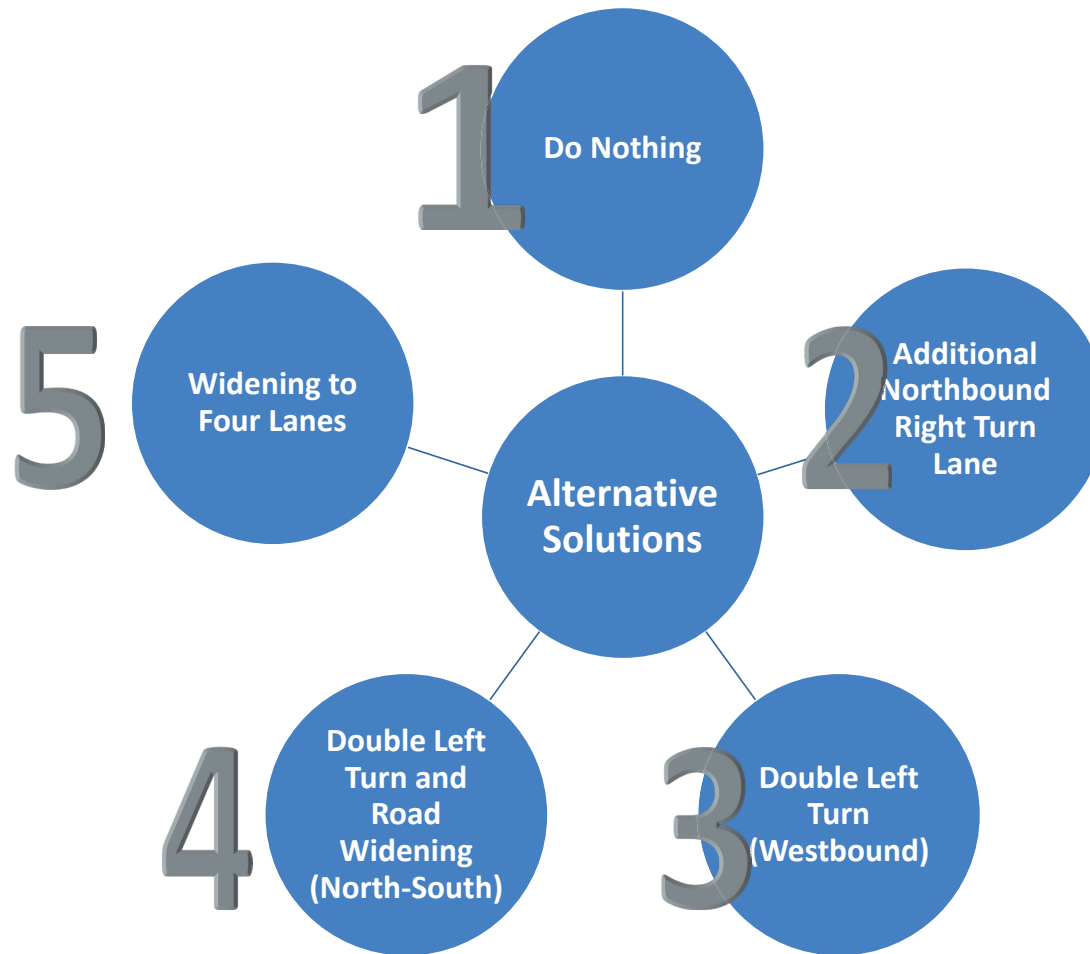
- All movements operating over capacity indicating that the intersection is operating over capacity.



**Legend**

- |          |  |  |   |  |   |
|----------|--|--|---|--|---|
| <p>S</p> | <p>Represents the average number of seconds that a driver is delayed at the intersection</p> |  | <p>Represents congested conditions with slow operating speeds, high delays and extensive queues at the intersection</p> |  | <p>Represents stable conditions with modest reduction in operating speeds, minimal delays and at the intersection</p> |
|----------|--|--|---|--|---|

# ALTERNATIVE SOLUTIONS





# ALTERNATIVE SOLUTIONS

**Alternative Solution #2  
Additional Northbound Right Turn  
Lane**



**Alternative Solution #3  
Double Left Turn (Westbound)**



## Legend



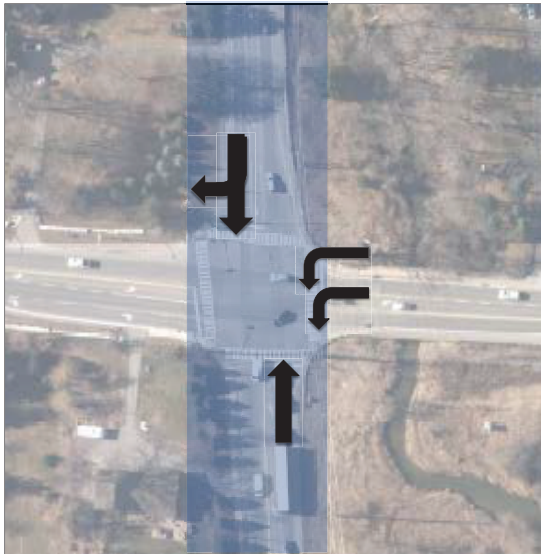
Represents the new movements being added at the intersection



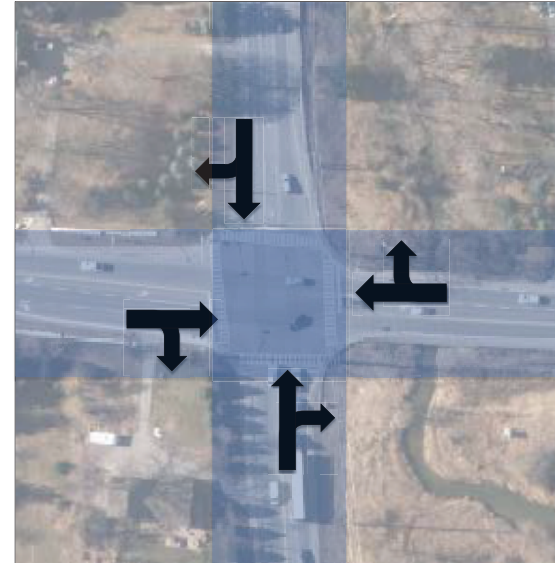
Represents road widening (limits are not to scale and are shown for visual representation only)

# ALTERNATIVE SOLUTIONS

**Alternative Solution #4  
Double Left Turn and Road  
Widening (North-South)**



**Alternative Solution #5  
Widening to Four Lanes**



## Legend



Represents the new movements being added at the intersection



Represents road widening (limits are not to scale and are shown for visual representation only)

# ACTIVE TRANSPORTATION

All of the Alternative Solutions consider at minimum the following elements to improve active transportation:



## Pedestrian Safety

- Sidewalk from the northwest corner of the intersection to the GO Transit stop.
- Intersection modifications to improve pedestrian movements across intersection.



## Cycling Opportunities

- Consideration for future implementation of bicycle lanes west of the intersection along King Street East as identified in the Region of Peel Sustainable Transportation Study



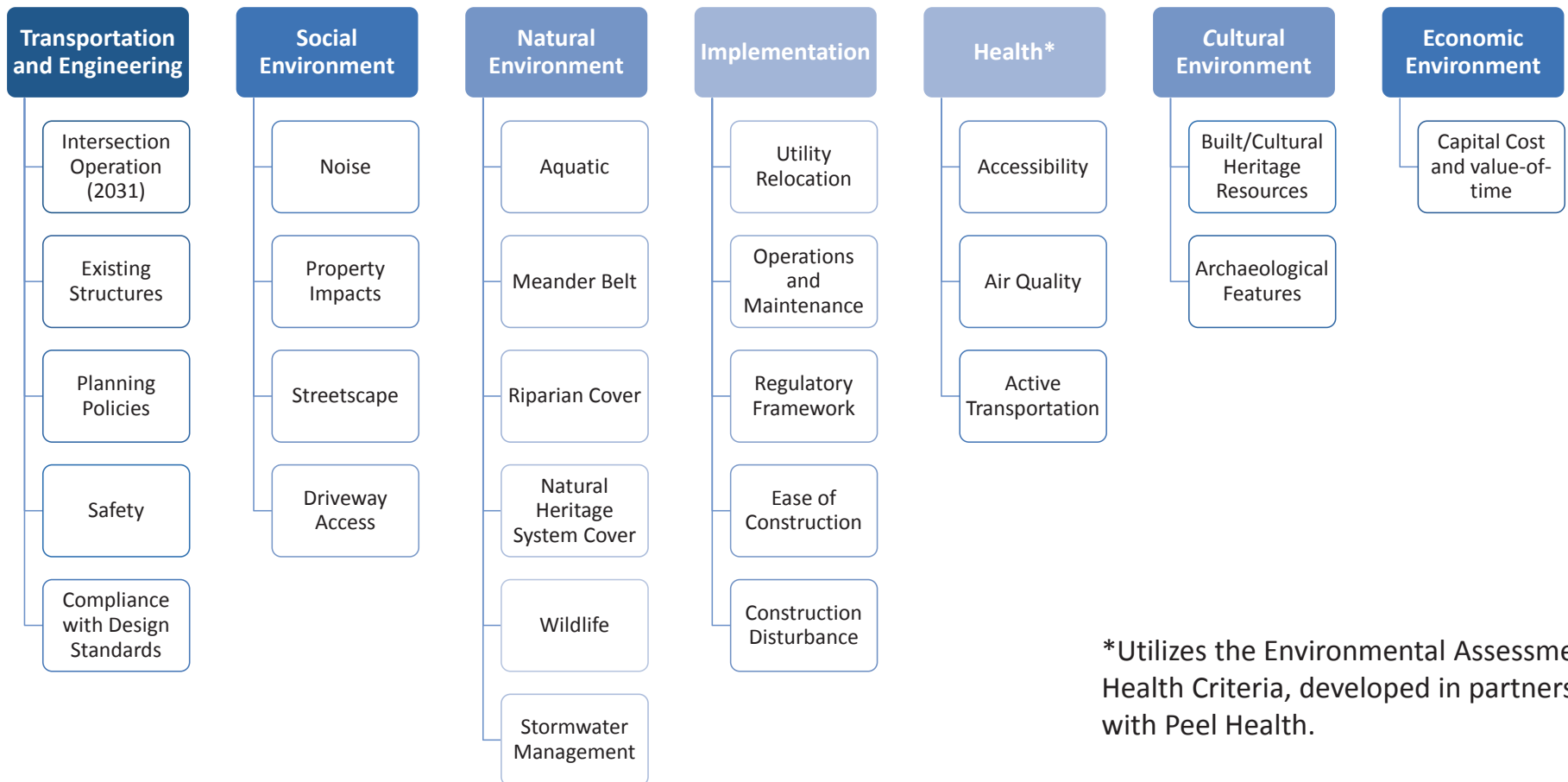
## Accessibility related Improvements

- Curb cuts and ramps at crosswalks
- ADA push buttons with locator tones
- Tactile plates



# EVALUATION CRITERIA

- The preferred alternative solution will be selected based on review of comments received from agencies and members of the public.
- Alternative design concepts for the preferred alternative solution will be developed, assessed and evaluated based on the following factors:



\*Utilizes the Environmental Assessment Health Criteria, developed in partnership with Peel Health.

# EVALUATION OF ALTERNATIVE SOLUTIONS

	Alternative 1: Do Nothing	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<b>Transportation</b>	Does not meet Regional target	Intersection exceeds capacity in the AM peak hour (LOS E) and provides opportunities for active transportation facilities	Intersection below capacity in the AM (LOS D) and PM peak hour (LOS D) and provides opportunities for additional active transportation facilities	Intersection below capacity in the AM (LOS D) and PM peak hour (LOS D) and provides opportunities for additional active transportation facilities	Fully complies with Regional target and provides opportunities for additional active transportation facilities.
<b>Engineering</b>	Does not address MTO's requirements	Requires the construction of a retaining wall	Requires a retaining wall and widening of existing structures	Requires a retaining wall and widening of existing structures	Requires a retaining wall and widening of existing structures
<b>Social Environment</b>	No impact	Effects on existing driveways and surrounding properties	Effects on existing driveways and surrounding properties	Effects on existing driveways and surrounding properties	Effects on existing driveways and surrounding properties
<b>Natural Environment</b>	No impact	Mitigation of impact of the proposed retaining wall will be required	Mitigation of impact of the proposed retaining wall and the widening of the bridge structure(s) will be required	Mitigation of impact of the proposed retaining wall and the widening of the bridge structure(s) will be required	Mitigation of impact of the proposed retaining wall and the widening of the bridge structure(s) will be required
<b>Cultural Environment</b>	No impact. Properties within the study area are not considered to be of cultural heritage value or interest.	No impact. Properties within the study area are not considered to be of cultural heritage value or interest	No impact. Properties within the study area are not considered to be of cultural heritage value or interest	No impact. Properties within the study area are not considered to be of cultural heritage value or interest	No impact. Properties within the study area are not considered to be of cultural heritage value or interest

Most Preferred	Moderately Preferred	Somewhat Preferred	Least Preferred
----------------	----------------------	--------------------	-----------------

# EVALUATION OF ALTERNATIVE SOLUTIONS

	Alternative 1: Do Nothing	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<b>Economic Environment</b>	Increase congestion and delay	Reduce delay and improves traffic safety	Reduce congestion, delay and increase safety of all road users	Reduce congestion, delay and increase safety of all road users	Reduce congestion, delay and increase safety of all road users
<b>Implementation</b>	No impact	Minimal construction disturbance	Requires collaboration of other road authorities. Major construction disturbance	Requires collaboration of other road authorities. Major construction disturbance	Requires collaboration of other road authorities. Major construction disturbance
<b>Health</b>	Identified health related issues (i.e. noise and air quality) are not addressed	Provides opportunity for compliance with AODA requirements. Improvements to air quality and noise reduction	Provides opportunity for compliance with AODA requirements. Improvements to air quality and noise reduction	Provides opportunity for compliance with AODA requirements. Improvements to air quality and noise reduction	Provides opportunity for compliance with AODA requirements. Improvements to air quality and noise reduction
<b>Summary</b>	Not Preferred	Preferred - Interim	Not Preferred	Not Preferred	Preferred – Preliminary Technically Preferred

<b>Most Preferred</b>	<b>Moderately Preferred</b>	<b>Somewhat Preferred</b>	<b>Least Preferred</b>
-----------------------	-----------------------------	---------------------------	------------------------

## POTENTIAL PHASING

- The project is planned to be implemented in two phases:
  - Phase 1: Interim Solution (an additional northbound right-turn lane)
  - Phase 2: Ultimate Solution (Preferred Alternative Solution)\*
- The interim solution will be completed prior to the implementation of the preferred solution to address existing safety concerns.

*\* The replacement of structures adjacent to the intersection of Albion Vaughan Road and King Street is anticipated to delay the implementation of the preferred alternative solution as the study area includes roads that are not within the Region of Peel jurisdiction.*



### Legend

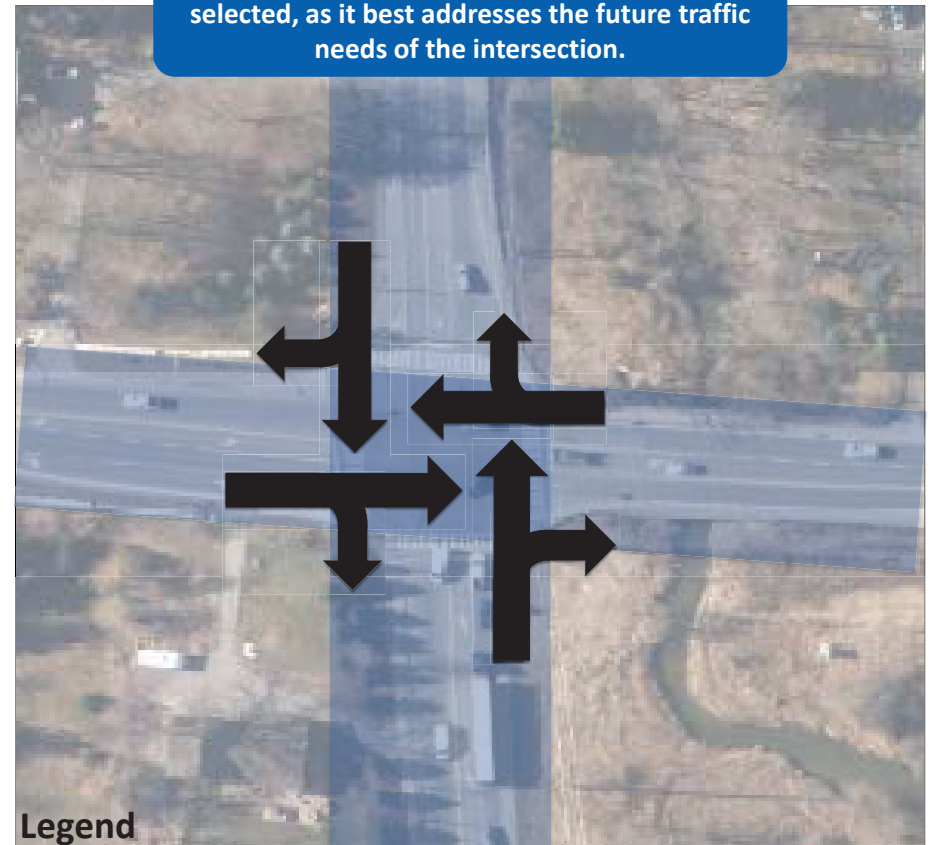


Represents the new movements being added at the intersection

# TECHNICALLY PREFERRED ALTERNATIVE SOLUTION

- The ultimate solution includes:
  - Addition of a northbound through-right lane
  - Converting existing southbound exclusive right turn lane to southbound through-right lane
  - Addition of a westbound through-right Lane
  - Converting existing eastbound exclusive right turn lane to eastbound through-right lane
  - Opportunities for integration of sidewalks in all segments of the intersection as well as cycling facilities to tie into eventual active transportation facilities along the King Street corridor.

Alternative 5 – Widening to Four Lanes has been selected, as it best addresses the future traffic needs of the intersection.



**Legend**



Represents the new movements being added at the intersection



Represents road widening (limits are not to scale and are shown for visual representation only)



## NEXT STEPS

- Review and confirm preferred alternative solution and assessment in light of comments received from the public and other stakeholders
- Develop preliminary design
- Document Study in Project File Report (PFR)

**Comment  
Deadline is  
January 5,  
2018**

**Thank you for  
your  
participation!**

**Tareq Mahmood**  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Drive, Suite B, 4<sup>th</sup> Floor  
Brampton, On L6T 4B9  
905-791-7800  
Tareq.Mahmood@peelregion.ca

**Jaime Garcia, Ph.D., P. Eng.**  
Consultant Project Manager  
CIMA Canada Inc.  
3027 Harvester Road  
Burlington ON L7N 3G7  
289-288-0287  
Jaime.Garcia@cima.ca



December 18, 2017.

Owner residents of

Dear Tareq Mahmood and Dr. Jaime Garcia,

Thank you for giving us the opportunity to respond to the Public Information Session concerning the proposed improvements to the intersection of Albion Vaughan Road/Caledon King Townline and King Road. We attended the session of December 5 and as a result of information received we have a variety of comments/suggestions/questions about the proposals.

We think the proposal for a right-hand turn lane from Albion Vaughan Road onto King Road East is long overdue; we have often seen large commercial vehicles unable to turn right, blocking traffic going Northbound to the Caledon King Townline. A right-turn lane will also speed traffic Northbound.

We concur from our own observations that only ~15% of the Westbound King Road traffic turns right onto the Northbound Caledon King Townline. We do not see how a cost-effective analysis of the usage would merit the construction of a right-hand turn lane; almost always any traffic hold-up is due to traffic proceeding Westbound into Bolton, not due to traffic waiting to turn right. We also want to point out that Caledon King Townline has literally a handful of residents south of Columbia Way. Therefore, any traffic going to Columbia Way or further north can easily take King concession 11 or 10 to go across 16<sup>th</sup> or 17<sup>th</sup> side road in King Township to reach their destinations quickly – as likely many currently do; we see much traffic going West on King Road turn Northbound on the 11<sup>th</sup> concession. However, if the decision is to build a right-hand turn lane from King Road West to Caledon King Townline we would much appreciate that any right-hand turn lane would begin only after the ancient oak tree, coincident with the well on our property that we use every summer. We do not want this well to dry up due to unnecessary/unneeded road works or see the loss of a valuable mature Oak tree – there are so few of these remaining in the area. Additionally, we note a gas pipeline runs through the road allowance – would this be removed or moved if the right-hand turn lane from King Road West to Caledon/King Townline is implemented? We would appreciate your response to this question.

We have much to say about turning the intersection into a four-lane road in each direction; in particular we think that at the end of the day it will do little to enhance traffic flow if there is not an increased rate of traffic turning left on Westbound King Road to travel Southbound on the Albion Vaughan Road. Finding a workable solution to this issue should be paramount in future years but we presume solutions will require complete infrastructure changes to the bridges in the immediate area of the intersection (three) and upgrading the Caledon King Townline to allow heavy traffic and thereby complete the Bolton bypass.

We welcome you or a staff involved in this project to visit our home in early 2018 to discuss this matter further, if necessary.

Sincerely,

# COMMENT SHEET

## Municipal Class Environmental Assessment Study for Albion Vaughn Road and King Street Intersection Public Information Centre 1

### Public Works

10 Peel Centre Dr.  
Suite B  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

[peelregion.ca](http://peelregion.ca)

- We have no concerns and do not need to be involved in this study.
- We have no interest / concerns at this time, but wish to remain on the contact list for this study.

We have the following comment(s) and / or information requirements:

1. What is going to happen to OUR LAND?
2. When will we be explained your intentions?
3. Why is this really necessary?
4. When is this starting?

Completed by:

Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Please, write, fax or email your comments to:

**Tareq Mahmood, Project Manager  
Region of Peel**

10 Peel Centre Drive, Suite B

Brampton, ON L6T 3B9

Tel: 905.791.7800 x7828

Fax: 905.791.1442

[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)

December 22, 2017

Re: **Albion Vaughan Road and King Street Intersection, Class Environmental Assessment Study**

Thank you for your reply of December 15, 2017 in response to the Class Environmental Assessment (Class EA) for improvements to Albion Vaughan Road and King Street Intersection, in the Town of Caledon. Your contact information will remain on the project mailing list to receive future notices on the study.

Responses to your questions are provided below:

**When will we be explained your intentions?**

A Notice of Commencement informing the public about the initiation of this study was delivered by mail to the residents of the surrounding area on January 06, 2017. An invitation to attend the Public Information Centre was also delivered by mail to the residents of the surrounding area on November 11, 2017. The Public Information Centre (PIC) held for this study on December 05, 2017 presented a preliminary preferred solution for public review and input. A copy of the information presented at the PIC is available on the Region's website at:

<https://www.peelregion.ca/pw/transportation/envIRON-ASSess/albion-vaughan-rd-king-st-ea.htm>

**What is going to happen to our land?**

At this time, we have completed Phases 1 and 2 of the Class EA study which has identified the problem and recommended a 2-phase preferred planning solution that minimize the impacts on the properties surrounding the study area. The preliminary preferred solution includes (1) the addition of a northbound dedicated right turn lane to address current safety issues and (2) widening all approaches to the intersection within the project limits along with active transportation facilities and intersection improvements, to address future capacity issues at the intersection.

After receiving comments for the public, stakeholders and agencies, the project team will complete the evaluation process and the preliminary design of the selected preferred alternative will be completed. After completion of the design process, the project team will confirm any property requirements and – if necessary, the Region's realtor department will contact the affected property owners to discuss the results and to explain the next steps of the property acquisition process.

**Why is this really necessary?**

The need for improvements to Albion Vaughan Road and King Street Intersection was originally identified as part of the Transportation Assessment for the Bolton Residential Expansion

Regional Official Plan Amendment presented to the Council of the Regional Municipality of Peel on July 07, 2016. A copy of the information presented to Council is available on the Region's website at:

<http://www.peelregion.ca/planning/officialplan/bres/staff-reports.htm>

Transportation analysis conducted as part of the Class Environmental Assessment process for existing and future traffic conditions confirmed that:

- Current traffic conditions (long queues and delay) at the intersection of Albion Vaughan Road and King Street are problematic;
- It is expected that these conditions will worsen in the future due to a significant increase of traffic along King Street and Albion Vaughan Road; and
- This intersection will significantly benefit from operational and safety improvements for all modes of transportation.

### **When is this starting?**

It is expected that the Class Environmental Assessment File Report will be completed during spring 2018. If approved as presented during the PIC, detailed design of Phase 1 of the selected preferred alternative will be completed during 2019 with construction scheduled for 2020.

Please note that due to the fact that all four sections of the intersection are owned by four different jurisdictions, a timeline for detailed design and construction of Phase 2 of the selected preferred alternative cannot be provided at the time of this letter.

We appreciate your feedback. If you have any questions, please do not hesitate to contact the undersigned.