Welcome to Community Open House No. 1
Mid-Block Arterial Road Class Environmental Assessment Study

Please sign in at the registration table.

Any questions, please discuss with the team members present today. Please share your thoughts with us and complete a comment form.

Thank you for joining us!
Study Objective

The Town of Whitby and Landowners Group have initiated a Schedule C Municipal Class Environmental Assessment (MCEA) study for the Mid-Block Arterial road between Cochrane Street and Thornton Road.

The need for and preferred alignment of the Mid-Block Arterial, within the subject limits, was identified in the Town of Whitby’s 2010 Transportation Master Plan (TMP) and reaffirmed in the 2017 Brooklin TMP. This study will:

- Reaffirm the need and preferred solution for the Mid-Block Arterial road;
- Develop and evaluate alternative designs; and
- Determine a preferred design and impact management measures.

Study Area

The primary EA study area extends from Cochrane Street in the west to Thornton Road in the east, and from Highway 407 in the north to Conlin Road in the south.
**Municipal Class EA Process**

There are five phases of the Municipal Class Environmental Assessment process:

**Phase 1** – Identify and describe the problem/opportunity (completed as part of 2010 Town Whitby TMP);

**Phase 2** – Identify/assess alternative solutions and establish the preferred solution (completed as part of 2010 Town Whitby TMP);

**Phase 3** – Identify/assess alternative design concepts and establish the preferred concept;

**Phase 4** – Prepare Environmental Study Report documenting Phase 1 to 3 and preliminary design;

**Phase 5** – Complete contract drawings and documents and proceed to construction and operation; monitor construction for adherence to environmental provisions and commitments.

Note: Phases 1 and 2 of the EA process were reaffirmed in the 2017 Brooklin Transportation Master Plan and again as part of this EA study.
Project Background

2010 Town of Whitby Transportation Master Plan

The 2010 Town of Whitby Transportation Master Plan (TMP) established “an integrated and diversified transportation system and policy framework to support long-term growth and provide for efficient movement of people and goods to areas within and to/from the Town.”

The TMP identified a lack of north-south and east-west capacity in Central and North Whitby. The following solutions were considered as potential solutions:

Alternative Solutions Evaluated to Address Connectivity:

- Alternative 1: Widen Winchester Road between Baldwin Street and Thickson Road
- Alternative 2: Extend Conlin Road between Thickson Road and Ashburn Road
- Alternative 3: Construct new mid-block arterial from Thickson Road to Ashburn Road (Note: previously identified in pre-2010 Town Official Plan)
- Alternative 4: Widen Taunton Road between Brock Street and Thickson Road

Sub-Area 5 from 2010 Whitby TMP

Recommended Alternative Solution:

Based on multi-criteria assessment, Alternative 3 was identified as the preferred solution.
Project Background

2010 Town of Whitby Transportation Master Plan

In recognition of the technical and environmental complexities within the undeveloped area bounded by Conlin Road and Winchester Road, and detailed analysis of the various alignments was undertaken.

The results of this analysis verified that the Mid-Block Arterial was the preferred route over the Conlin Road extension for addressing capacity and servicing needs in the area. The alignments assessed as part of the 2010 TMP are shown below.

Figures included in Appendix G3 – Town of Whitby Transportation Master Plan (2010)
2017 Brooklin Transportation Master Plan

The 2017 Brooklin TMP built on the 2010 Whitby TMP and assessed the long-term transportation needs in the Brooklin area.

The Brooklin TMP identified transportation policies and infrastructure improvements to encourage alternative sustainable modes of travel (transit, walking and cycling) and accommodate the transportation infrastructure needs associated with planned growth identified in the Brooklin Secondary Plan Area.

The Brooklin TMP identified a recommended Arterial Road Network that included the Mid-Block Arterial road.

As part of the 2017 TMP, a further comprehensive assessment of a Conlin Road extension option compared to a new Mid Block Arterial was undertaken (concepts below). The evaluation reaffirmed the new Mid-Block Arterial as being preferred.

Figures included in Appendix H – Brooklin TMP (2017)
Britannia Avenue West Extension Schedule C Municipal Class EA

The Town of Whitby and Tribute Communities completed the Master Plan and Schedule C Municipal Class EA for the extension of Britannia Avenue West from east of Windfields Farm Drive to west of Thickson Road North in 2014.

For the western portion of the extension from Thickson Road North to Thornton Road, the EA evaluated alternative solutions and identified a preferred corridor. A portion of the preferred corridor is within the Mid-Block Arterial road Study Area.

For the eastern portion of the extension from Thornton road to Windfields Farm Drive, the EA identified a preferred alignment that would ultimately connect to the Mid-Block Arterial road.

Figure 1 – Study Area from Britannia Avenue West Extension EA
Phase 1 and 2 – Problem/Opportunity and Evaluation of Alternative Solutions

As part of this EA, the analysis and evaluations completed as part of the 2010 Whitby TMP, 2017 Brooklin TMP, and Britannia Avenue West Extension EA have been reviewed.

The elements of the review considered, but were not limited to, the following:

- Land use for the Brooklin Secondary Plan area
- Town and Regional policy directions related to sustainability and alternative transportation modes
- Socio-cultural and natural environment
- Regional and study area travel demand forecasts in consideration of Regional and Provincial infrastructure potential
- Network connectivity
- Land Use Servicing and Utilities Servicing

The results of the review confirmed the analysis, evaluation, and findings of the 2010 Whitby TMP and 2017 Brooklin TMP regarding the Mid-Block Arterial.

The Whitby TMP and Brooklin TMP considered several alternative solutions to the problem/opportunity and evaluated the alternatives with reasonable and appropriate evaluation criteria.

The consultation program and documentation for both master plans met the minimum requirements outlined in the Municipal Class EA process.

As recommended in the 2017 Brooklin TMP, the Mid-Block Arterial will ultimately be a 4-lane Type B arterial road. Initially, portions of the road may be built with a basic 2-lane cross section.

In summary, it is confirmed that the 2010 Whitby TMP and 2017 Brooklin TMP met Phase 1 and 2 of the Municipal Class process with respect to assessment, evaluation, and recommendation pertaining to a Mid-Block Arterial route. The recommended solution is show below.
Phase 3 – Alternative Designs

Alternative designs for the Mid-Block Arterial EA include:

- Alternative road alignments;
- Alternative designs for intersections with existing roads (i.e. signalized intersections or roundabouts); and

The alternative designs presented at this COH will be evaluated based on the following criteria:

**Evaluation Criteria for Mid-Block Arterial Road and Intersection Alignment Alternatives:**

<table>
<thead>
<tr>
<th>Factor</th>
<th>Evaluation Criteria</th>
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<tbody>
<tr>
<td>Transportation, Traffic Operations and Safety</td>
<td>• Roadway connectivity&lt;br&gt; • Road safety&lt;br&gt; • Ability to meet geometric design guidelines&lt;br&gt; • Potential to improve speeding and driver behaviour&lt;br&gt; • Potential to improve operation of intersection (LOS, V/C, queuing) including transit and goods movement&lt;br&gt; • Potential to improve conditions for cyclists&lt;br&gt; • Potential to improve conditions for pedestrians&lt;br&gt; • Opportunities for constructability</td>
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<tr>
<td>Natural Environment</td>
<td>• Potential effects to woodlots, natural heritage features&lt;br&gt; • Potential effects to Provincially Significant Wetlands (P.S.W.)&lt;br&gt; • Potential effects to watercourse/fisheries&lt;br&gt; • Potential effect to wildlife, habitat and linkages&lt;br&gt; • Potential effects to surface water hydrology and floodplain&lt;br&gt; • Potential effect on groundwater resources</td>
</tr>
<tr>
<td>Climate Change</td>
<td>• Potential to implement climate change adaptations measures in the design&lt;br&gt; • Vulnerability to climate change effects</td>
</tr>
<tr>
<td>Social, Built, Economic and Cultural Environment</td>
<td>• Potential effects on properties&lt;br&gt; • Meets the intent of planning policies&lt;br&gt; • Meets the intent of local and regional official plans and transportation master plans&lt;br&gt; • Future development opportunities&lt;br&gt; • Potential effects on existing residential and businesses&lt;br&gt; • Potential effects on noise and vibration impacts&lt;br&gt; • Potential effect on air quality&lt;br&gt; • Potential effects on agricultural lands&lt;br&gt; • Potential effects on cultural heritage landscapes and built heritage resources&lt;br&gt; • Potential effects on archaeological resources</td>
</tr>
<tr>
<td>Financial</td>
<td>• Relative cost in terms of:&lt;br&gt; o Capital cost&lt;br&gt; o Utility relocation cost&lt;br&gt; o Property cost&lt;br&gt; • Maintenance cost</td>
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Land Use Planning Objectives
Brooklin Secondary Plan:
The study area is currently predominantly agricultural with a few residential homes. As shown in the map below, the study area is designated primarily as prestige industrial, general industrial and business park. Some residential communities are planned just east of Anderson Street (shown in yellow). The planned health precinct, and proposed recreational centre will be located between Ashburn Road and Baldwin Street.

There are natural heritage features along the proposed Mid-Block Arterial Road corridor and the proposed road will cross Lynde Creek as well as Pringle Creek. A hydro corridor bisects the study area.

Schedule K from Brooklin Community Secondary Plan
Land Use Planning Objectives

Draft Active Transportation Plan:
The Town is currently undertaking an Active Transportation Plan Study which builds upon the Town’s Cycling and Leisure Trails Plan (2010). An in-boulevard path is proposed along the Mid-Block Arterial Road from Cochrane Street to Baldwin Street S. Off-road multi-use trails are proposed to bisect the Mid-Block at three locations.

Durham Transportation Master Plan (2017):
Thickson Road (Reg. Rd. 26) and Baldwin Street South (Reg. Hwy. 12) from Taunton Road to hydro corridor are under the Region of Durham’s jurisdiction. Baldwin Street S from Highway 7/Winchester Road to the hydro corridor is under the MTO’s jurisdiction. Durham Transportation Master Plan (TMP) has identified expansion projects on Baldwin Street S and Thickson Road from 2 to 4/5 lanes with recommended phasing in 2022-2026. As recommended through the TMP, the designation of Baldwin Street was upgraded from a Type C to a Type B Arterial from Winchester Road to north of Sleepy Hollow Drive.

The MTO is planning the Baldwin Street Park and Ride on the west side of Baldwin St. S, just south of Highway 407.
Natural Environment

Existing Conditions:
The study area is comprised of a mosaic of natural heritage features, including woodlands, wetlands, watercourses and headwater drainage features, interspersed by rural agricultural lands. The study area includes:

- Designated significant features include the Greenbelt Natural Heritage System (NHS), the Whitby-Oshawa Iroquois Beach Wetland Complex Provincially Significant Wetland (PSW), the Heber Down Wetland Complex Provincially Significant Wetland, the Heber Down-Iroquois Beach Candidate Life Science Areas of Natural and Scientific Interest (ANSI), Environmental Significant Areas (ESA), Significant Valleylands, Significant Woodlands, and potential for Significant Wildlife Habitat;

- Several watercourses are present in the study area including West Lynde Creek, Lynde Creek (Main Stem) and Pringle Creek as well as tributaries that are associated with these systems;

- Central Lake Ontario Conservation Authority (CLOCA) regulates the wetlands and watercourses, as well as hazard lands and floodplains, that are present in the study area;

- Confirmed Redside Dace habitat, an Aquatic Species at Risk (SAR), has been identified in the Lynde Creek (Main Stem) and West Lynde Creek corridors. Other SAR that may be present in the study area include: American Eel, Butternut, Barn Swallow, Bank Swallow, Chimney Swift, Bobolink, Eastern Meadowlark, Wood Thrush, Little Brown Myotis, Northern Myotis, Tri-colored Bat, Blanding’s Turtle, Eastern Pondmussel;

- CLOCA has classified certain portions of the study area as being within the wildlife habitat network.
This map is the product of a Geographic Information System (GIS). As such, the data represented on this map may not reflect the accuracy of the spatial, temporal, or other aspects of the data represented on this map. It is recommended that users exercise caution when making decisions based on the information presented here. R.J. Burnside & Associates Limited and the above mentioned sources and agencies are not responsible for the accuracy of the data or its representation.

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3. CLOCA.
2. Natural Resources Canada © Her Majesty the Queen in Right of Canada.
1. TMIG.

**Legend:**

- **Wetland (MNRF):**
  - Mixed Swamp (SWM)
  - Coniferous Swamp (SWC)
  - Deciduous Swamp (SWD)
  - Thicket Swamp (SWT)
- **Redside Dace Habitat (DFO):**
  - Mixed Forest (FOM)
  - Deciduous Forest (FOD)
  - Coniferous Forest (FOC)
  - Cultural Woodland (CUW)
  - Cultural Thicket (CUT)
  - Plantation (CUP)
  - Cultural Meadow (CUM)
  - Cultural Hedgerow (CUH)
- **Elm Awesome Habitat (ECO):**
  - Open Aquatic (OAO)
  - Shallow Marsh (MAS)
  - Mixed Forest (FOM)
  - Deciduous Forest (FOD)
  - Coniferous Forest (FOC)
  - Cultural Woodland (CUW)
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How to submit your comments

Your views are important to us.

Please complete a comment form and submit to us by January 9, 2020.

How to submit your comments:

- Complete the comment form today
- Email comments to MidblockEA@tmig.ca
- Contact us

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Next Steps

Fall 2019 (studies commenced, spring 2020 completion)

- Natural Environment Assessment;
- Arborist Assessment;
- Fluvial Geomorphic Assessment;
- Stage 1 and 2 Archaeological Assessment; and
- Stormwater, Drainage and Hydraulic Assessment.

December 2019

- Receive feedback from Community Open House No. 1 by January 9, 2020.

Winter 2020 / Spring 2020

- Environmental studies;
- Identify intersection design options (i.e. roundabout, signals);
- Develop road cross sections;
- Evaluation of alternative designs;
- Identify the recommended alternative design;

Spring 2020

- Community Open House No. 2.

Spring/Summer 2020

- Preliminary design and capital cost of preferred alternative;
- Develop implementation plan;
- Finalize short and long term mitigation measures;
- Environmental Study Report.