Welcome

Open House
Public Consultation Centre #1

September 26, 2019
Please provide your contact information so we can keep you informed on relevant news about this project.
What is the Purpose of this Public Consultation Centre (PCC)?

• The Township is currently undertaking a Class Environmental Assessment (EA) Study as part of the planning process for a new road connection between the historic areas and the new development areas of the settlement of Breslau. The formal problem statement for this EA study is as follows:

"To facilitate future development of the Breslau community and to ensure connectivity for all modes, including active transportation, between the historical settlement area and new development lands including the proposed Breslau Go Station and new employment lands, a new East-West Connector Road is required. The new road corridor would connect the Hopewell Crossing subdivision with Fountain Street (Regional Road No. 17) or Menno Street which is another direct connection to the Regional Road system and another major rail crossing for the area."

• The purpose of this PCC is to inform the public of the planning process for this project solicit feedback.

What is the Proposed Project Schedule?

• The project team is currently working to develop alternatives, complete an evaluation of those alternatives and select a preferred solution for the road corridor, targeting completion of the Class EA Study by the summer of 2020.

• Construction of the roadway will be dependent on the progress of development, traffic volumes, completion of detailed design, and securing the necessary approvals and funding. The earliest (tentative) timing for the start of construction is likely within a 10 year project horizon.
What is a Class Environmental Assessment?

The Class EA process is a formally legislated process used for the planning of municipal infrastructure projects (roads, water and wastewater, and transit) to ensure that project planning and predesign proceeds in accordance with the Environmental Assessment Act. Typical EA studies include public and review agency consultation, the development and evaluation of alternatives, an assessment of the impacts of the preferred solution, and identification of measures to mitigate any adverse impacts.

The flowchart below illustrates the Class EA Process.
What’s Next?

In the coming months, the project team will be completing a detailed evaluation process of the shortlisted alternatives. The evaluation will consider each alternatives’ impacts on the Natural Environment and Social Environment, as well as technical and financial implications.

From the evaluation process, along with input from the public and the project stakeholders, a preferred solution (road alignment) will be selected.

Based on the preferred alignment, the project team will then develop and evaluate alternative design concepts, considering the road cross section, vertical profile and traffic control measurements at intersections and key locations such as the crossing of the GO / Metrolinx railway tracks.

A second Public Consultation Centre will be held in early 2020 to present the various design options and solicit public and stakeholder feedback.

An overall Preferred Solution for the project will be selected and documented in a comprehensive “Environmental Study Report”, that will include preliminary design drawings for the new road corridor. That report will be presented to Woolwich Council and then provided to the public for the required 30 day review period, after which it can then be approved by the Ministry of Environment for completion of the EA study.

Once the EA study is complete, the project can then move into the detailed design phase, as appropriate.

Please take the time to submit your comments
PROBLEM STATEMENT:
To facilitate future development of the Breslau community and to ensure connectivity for all modes, including active transportation, between the historical settlement area and new development lands including the proposed Breslau Go Station and new employment lands, a new East-West Connector Road is required. The new road corridor would connect the Hopewell Crossing subdivision with Fountain Street (Regional Road No. 17) or Menno Street which is another direct connection to the Regional Road system and another major rail crossing for the area.

INVENTORY OF EXISTING CONDITIONS:
- Base Mapping / GIS
- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment
- Scoped Environmental Impact Assessment (EIS)
- Traffic Analysis

DEVELOPMENT OF ALTERNATIVE SOLUTIONS
- Origin / Destination Points
- Geometric Design Parameters
- Alternative Alignments > Long List
- Screening of Alignments > Short List
- Evaluation Criteria & Methodology

ALTERNATIVE DESIGN CONCEPTS
- Road Cross Section / R.O.W.
- Vertical Profile & Alignment
- Intersection Controls
- CNR Track Crossing Options

ENVIRONMENTAL STUDY REPORT
- ESR Document & Stakeholder Consultation
- Preliminary Design Drawings
- Preliminary Cost Estimate
Per Approved Terms of Reference:

Background Information Collection and Review Terrestrial Field Surveys

• Vegetation community classification and delineation
• Two of three-season vegetation inventory of vascular flora species
• Delineation and mapping of any woodland driplines and wetland boundaries
• Three breeding bird area search surveys
• Two crepuscular (nighttime) bird surveys
• Bat cavity tree habitat assessments
• Three anuran call surveys
• Assessment of candidate SWH and habitats for SAR (per desktop review)
• Incidental observations of all wildlife species were recorded

Aquatic Field Surveys
Survey of existing aquatic habitat features / physical parameters:
• Substrate type;
• Channel depth, width, bankfull width, etc.;
• Water temperature;
• Dissolved oxygen;
• pH, conductivity and total dissolved solids;
• General bank stability;
• Riparian and aquatic vegetation;
• Cover type and quality; and
• Flow conditions.

Natural Environment Technical Report (Pending)
Environmental Impact Study Report (Pending)
BRESLAU WEST CONNECTOR ROAD - CLASS EA
Development of Alternatives

Design Intentions:

1. Connect ‘Old’ & ‘New’ Breslau
2. Minimize Impacts to Natural Heritage Features
3. Optimize Use of Existing Infrastructure
   - Existing Roads
   - Existing Intersections
   - Existing Railway Crossings

Origin / Destination Nodes:

W1 - Dolman Drive Extension
W2 - Menno Street @ Fountain Street
N1 - Future Road (Street A @ GO Station)
N2 - Greenhouse Road (South Limit)
N3 - Future Road (Street M @ Kramp Road)

Assumed Geometric Design Parameters:

Posted Speed - 50 km/hr
Design Speed - 70 km/hr
Min Horizontal Radius - 200m