

Welcome!

Municipality of Clarington

Regional Road 17 Realignment Integrated Class Environmental Assessment Study

Welcome to the online Public Information Centre. This is the second event for the Regional Road 17 Realignment Integrated MTO Class Environmental Assessment Study and the third event for the North Village Secondary Plan Study.

In view of the current COVID-19 situation, this Public Information Centre is relying on web-based communications. Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact either of the following by **June 30, 2022**:

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There is an opportunity at any time during the Class EA process for interested persons to provide written input. Any comments received will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

Purpose of Public Information Centre

The purpose of this meeting is to:

- Present Preliminary Design Alternatives for:
 - Regional Road 17 realignment within the North Village Secondary Plan area; and
 - MTO freeway/ramp terminal and Concession Road 3
- Present draft evaluation criteria
- Provide a timeline of upcoming steps
- Provide the public with an opportunity to provide comments



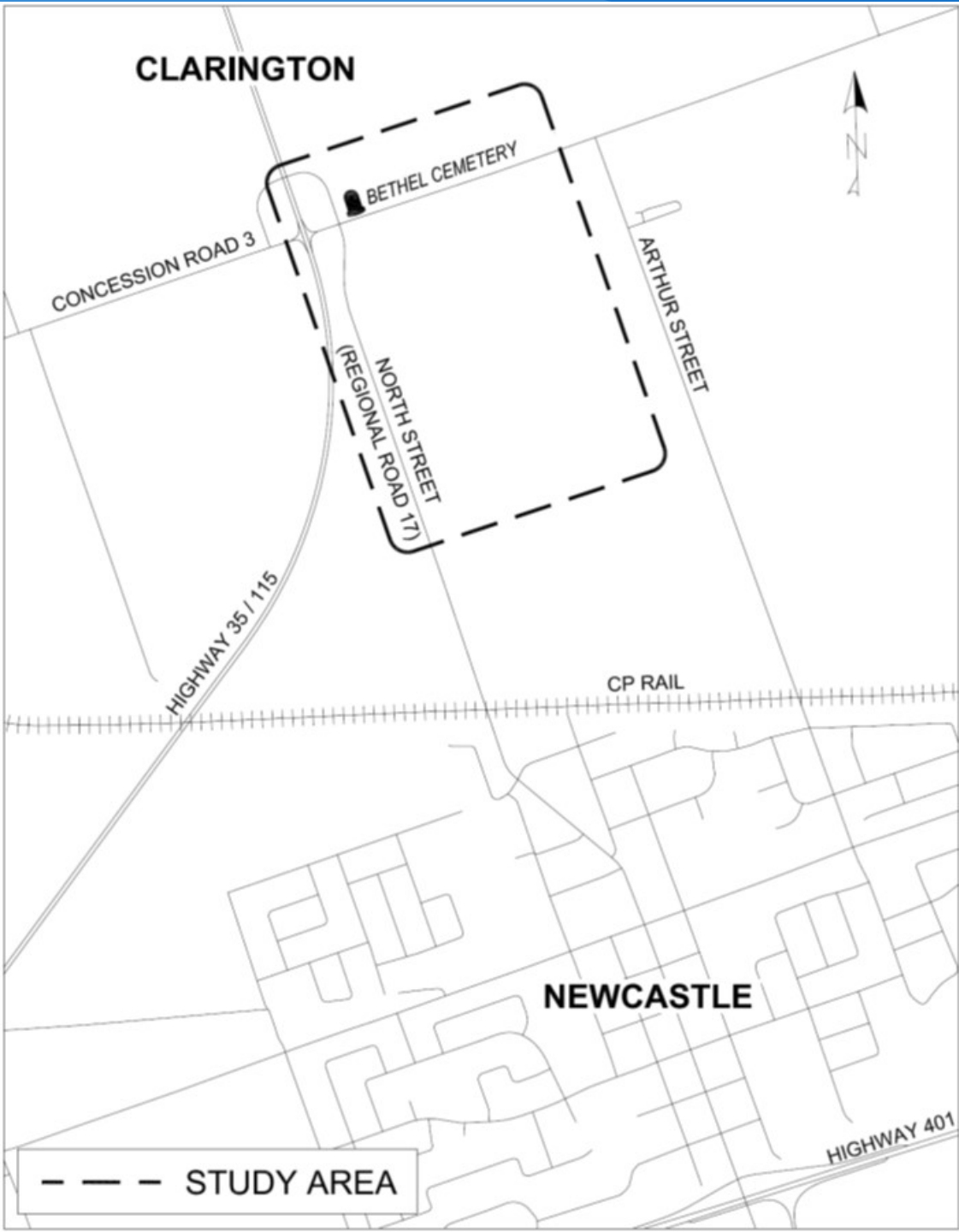
Introduction

The Municipality of Clarington has retained BT Engineering Inc. to undertake an Environmental Assessment (EA) Study for the realignment of Regional Road 17 and any related roadway changes needed to safely accommodate planned growth in Newcastle. The Municipality has also retained SvN Architects and AECOM to undertake the North Village Secondary Plan Study and Internal Roads EA. The three studies are being completed using the Integrated Approach for the Municipal Class EA (2015) and the *Planning Act*. This study will also identify and evaluate modifications associated with the Highway 35/115 interchange.

The Region and Municipality have completed Phases 1 and 2 of the Municipal Class EA through their Transportation Master Plans, which will be reviewed and summarized in this study. Phases 3 and 4 of the Municipal Class EA are being completed by developing and evaluating alternative designs for the Preferred Planning Solution/Alternatives to the Undertaking and completing the Integrated Environmental Study Report, while proactively involving the public and stakeholders in defining a recommended plan for modifications.

This study is being completed as a Schedule C undertaking under the Municipal Class EA process based on the range of anticipated effects. A Study Design Report describing the study process has been made available for agency and public comments, and the final report is available on the Resources Link on the website.

EA Study Area

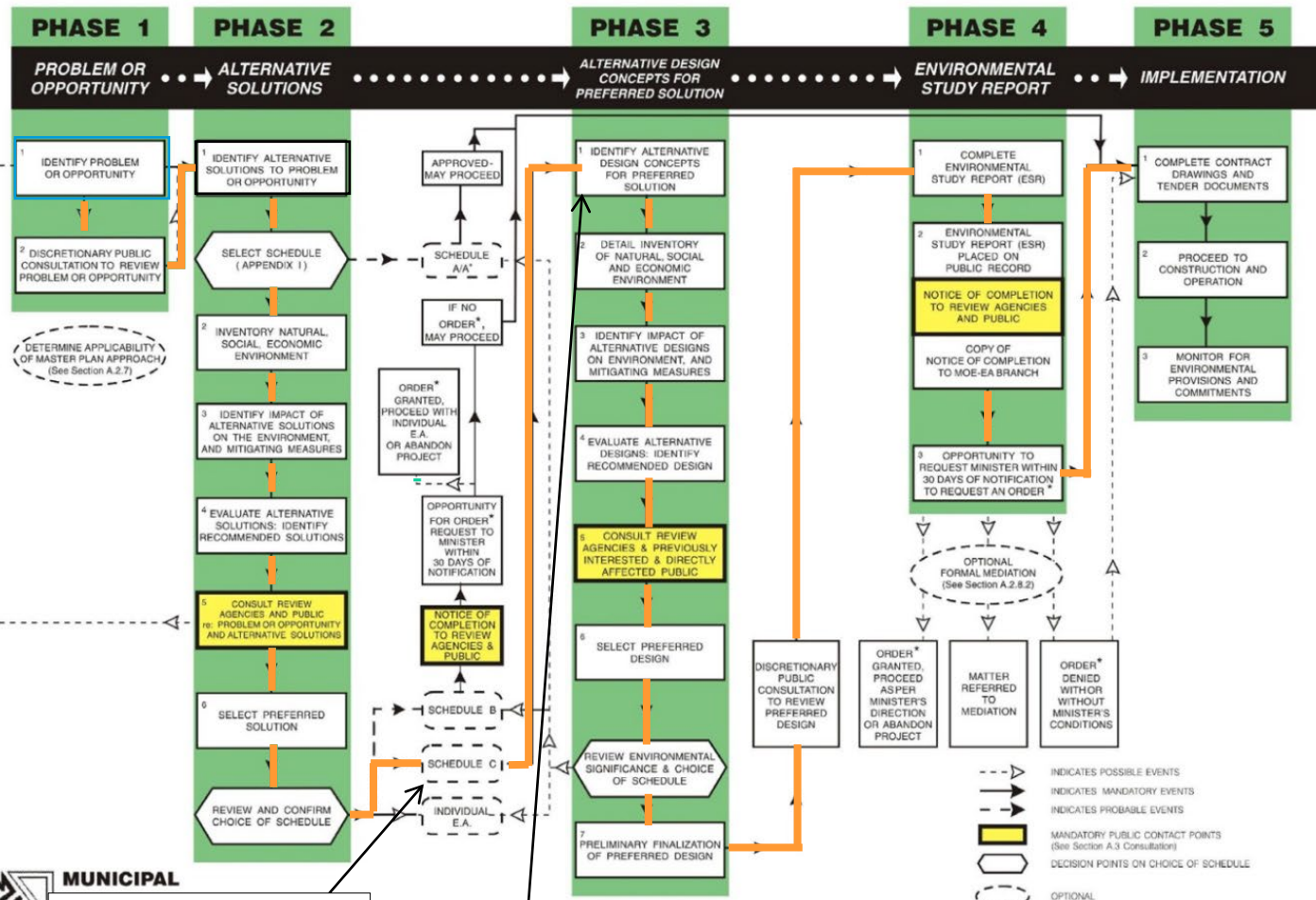


Municipal Class Environmental Assessment

Phases 1 and 2 completed during Transportation Master Plan Update

Phases 3 and 4 to be completed during this EA Study

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



MUNICIPAL

Draft Study Design Posted Online October 2021

Online Public Information Centres November 18, 2021 June 8, 2022

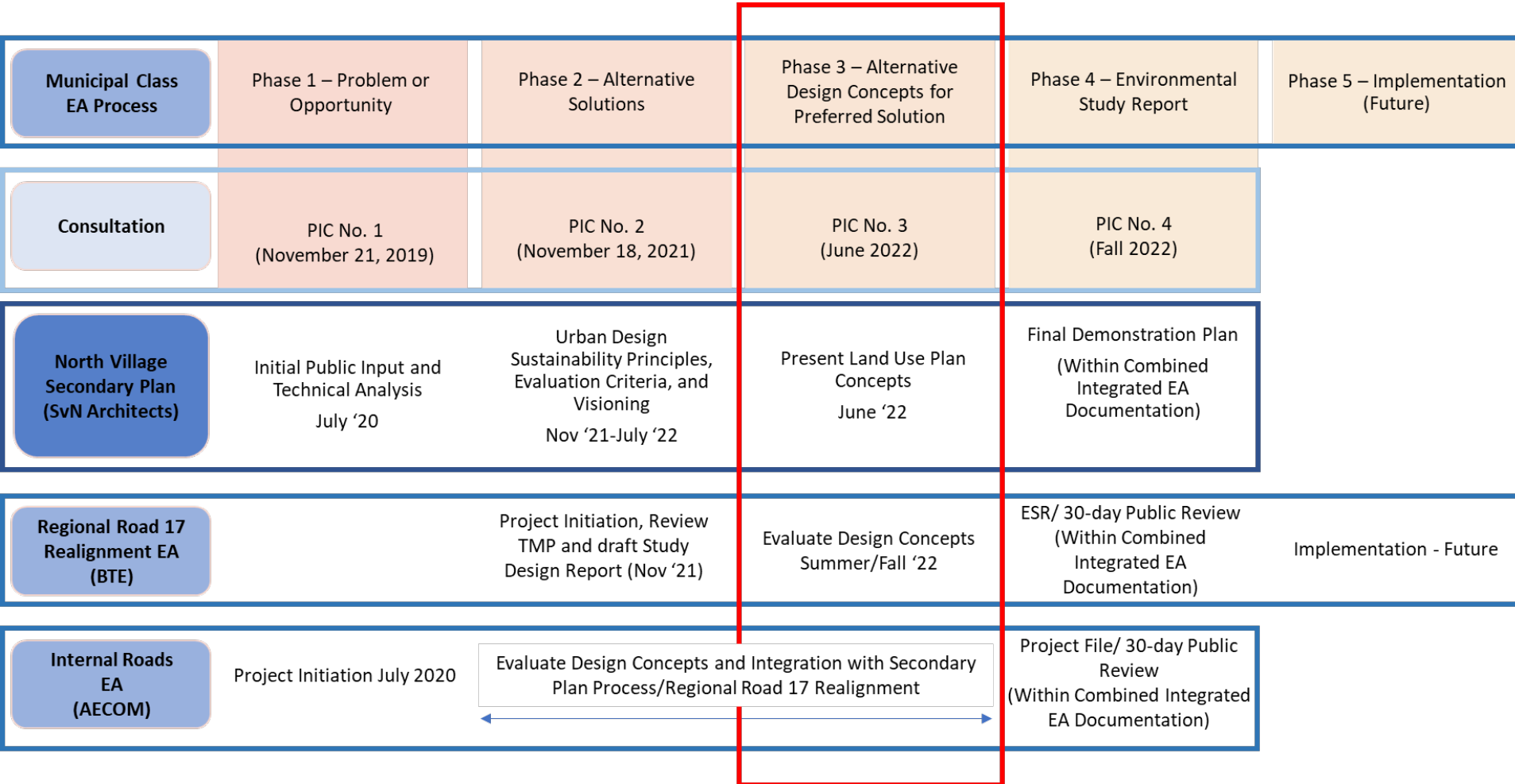
Study process is here (Public Information Centre)

Schedule C Process

Integrated Class EA

- Integrated Approach to simultaneously complete the land use planning for the North Village Secondary Plan under the *Planning Act* and the Regional Road 17 Realignment under the Municipal Class EA.
- The Integrated Approach provides the Municipality an opportunity to reduce duplication by simultaneously complying with the *Planning Act* and the Municipal Class EA processes, including public and stakeholder notification, preparation of technical reports and analyses, and land use planning and environmental protection decisions.
- The Integrated Approach still involves the completion of the procedural requirements for the Municipal Class EA for the Regional Road 17 Realignment and associated network modifications.
- The Integrated Class EA Approach is illustrated on the following exhibit.

Integrated Class EA



We Are Here (as of June 2022)

Background Studies

The following studies have been completed that are relevant to this study:

- **North Village Transportation Study (2008)** – Identified the need to realign Regional Road 17, Highway 35/115 ramp terminal modifications and Concession Road 3 modifications
- **Newcastle North Village Neighbourhood Design Plan (2012)** – Identified the need to realign Regional Road 17 (North Street) south of Concession Road 3
- **Municipality of Clarington Transportation Master Plan (2016)** – Realignment not identified
- **Region of Durham Transportation Master Plan (2017)** – Recommended updating the alignment of North Street to be consistent with the Clarington Official Plan and draft approved Plans of Subdivision
- **Municipality of Clarington Official Plan (2018)** – Identified the Regional Road 17 realignment
- **North Village Secondary Plan Land Use Plan (ongoing)** – The area is located within Newcastle's designated Urban Area
- **North Village Internal Transportation Plan and Roads EA (Schedule B, ongoing)** – Being completed separately but collaboratively with the Schedule C Regional Road 17 Realignment Study

These reports are available online for review upon request. Please contact the identified Project Managers to arrange for review.

Problem and Opportunity Statement

The Growth Plan for the Greater Golden Horseshoe identifies growth areas in the Region of Durham and that there is a need to improve the transportation network to support the growth objectives.

To support this objective, Clarington's population and employment is planned to grow by 50,000 people and 15,000 new jobs by 2031, respectively. This growth is identified in the Regional Official Plan and Clarington Official Plan, which includes the Newcastle urban area, and is reflected in the Durham and Clarington Transportation Master Plans.

Planned development in Newcastle, including the North Village Secondary Plan area, will result in higher traffic volumes on Regional Road 17, particularly for access to Highway 35/115. This EA Study focuses on the modifications that will be needed on Regional Road 17, and its connection to Highway 35/115 via Concession Road 3, to maintain safe and efficient operations as traffic volumes grow.



Transportation

The existing intersection at North Street (Regional Road 17) and Concession Road 3 is currently controlled as an all-way stop and is located approximately 80 m east of the intersection of Concession Road 3 with the Highway 35/115 ramp.

As traffic volumes increase with development, delays and queuing at the Regional Road 17/Concession Road 3 intersection will increase. Queues are expected to extend onto Highway 35/115, reducing safety. Realigning Regional Road 17 to intersect Concession Road 3 farther to the east will improve safety while accommodating the forecast traffic volumes and better reflecting MTO's access management policies.

The EA Study will also consider the potential need to provide traffic signals or a roundabout at the realigned intersection of North Street and Concession Road 3 as traffic volumes grow. Active transportation will also be an important consideration. The Study will also determine how to maintain access to existing development along the bypassed remnant portion of existing Regional Road 17.

The Clarington Transportation Master Plan identified North Street as:

- A major link in the Primary Cycling Network;
- A link in the Trail Network; and
- A transit link as part of a restructured Durham Region Transit Orono – Newcastle Service.

As an arterial roadway, the Study will review how to safely accommodate access for new developments along the realigned Regional Road 17 given the curvilinear alignment and access spacing standards for Regional arterial roads.

Municipality of Clarington

Regional Road 17 Realignment

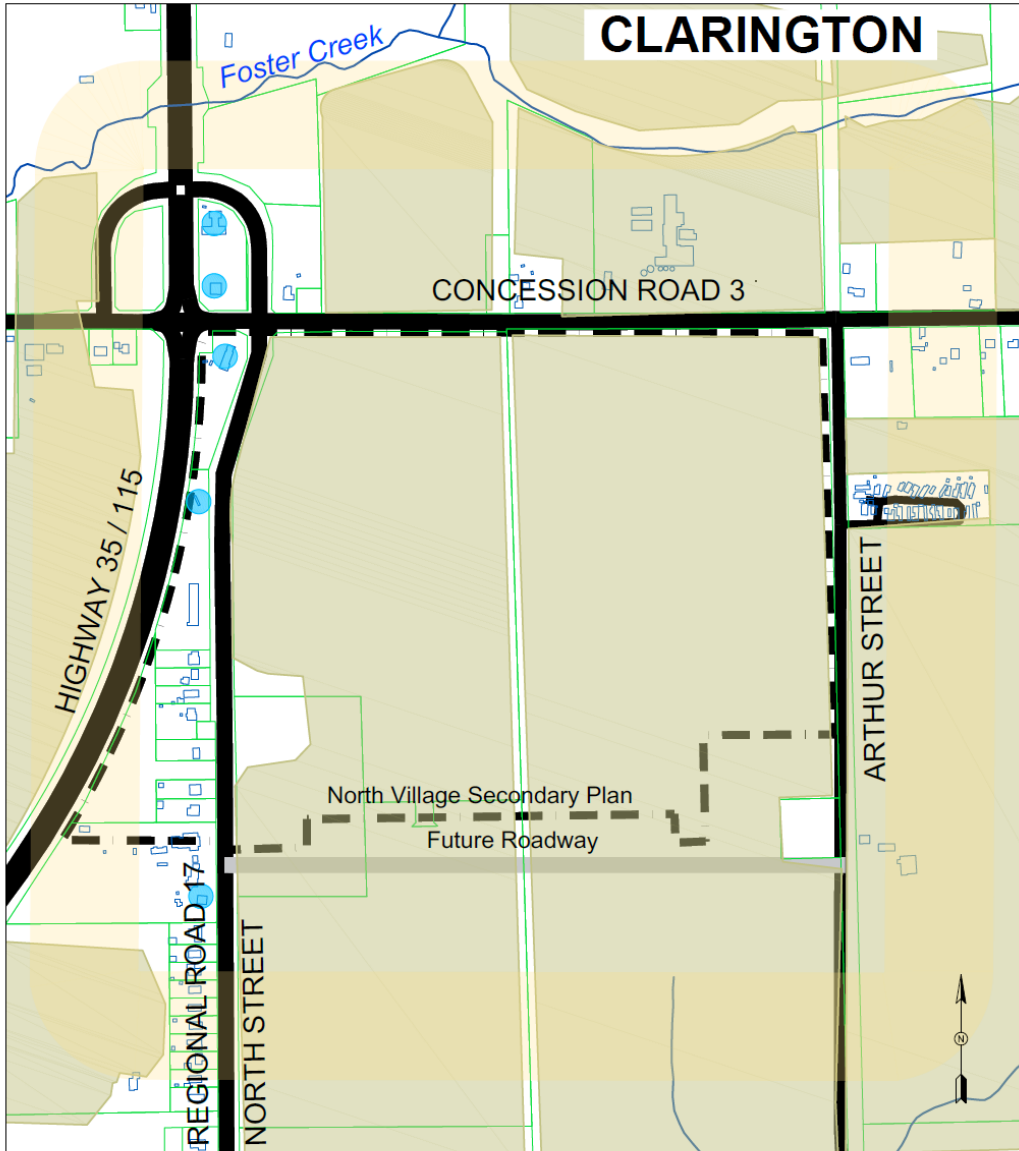
Integrated Environmental Assessment Study

Socio-Economic Environment

NTS

LEGEND

-  Study Area
-  North Village Secondary Plan Area
-  Businesses
-  Agricultural Activity



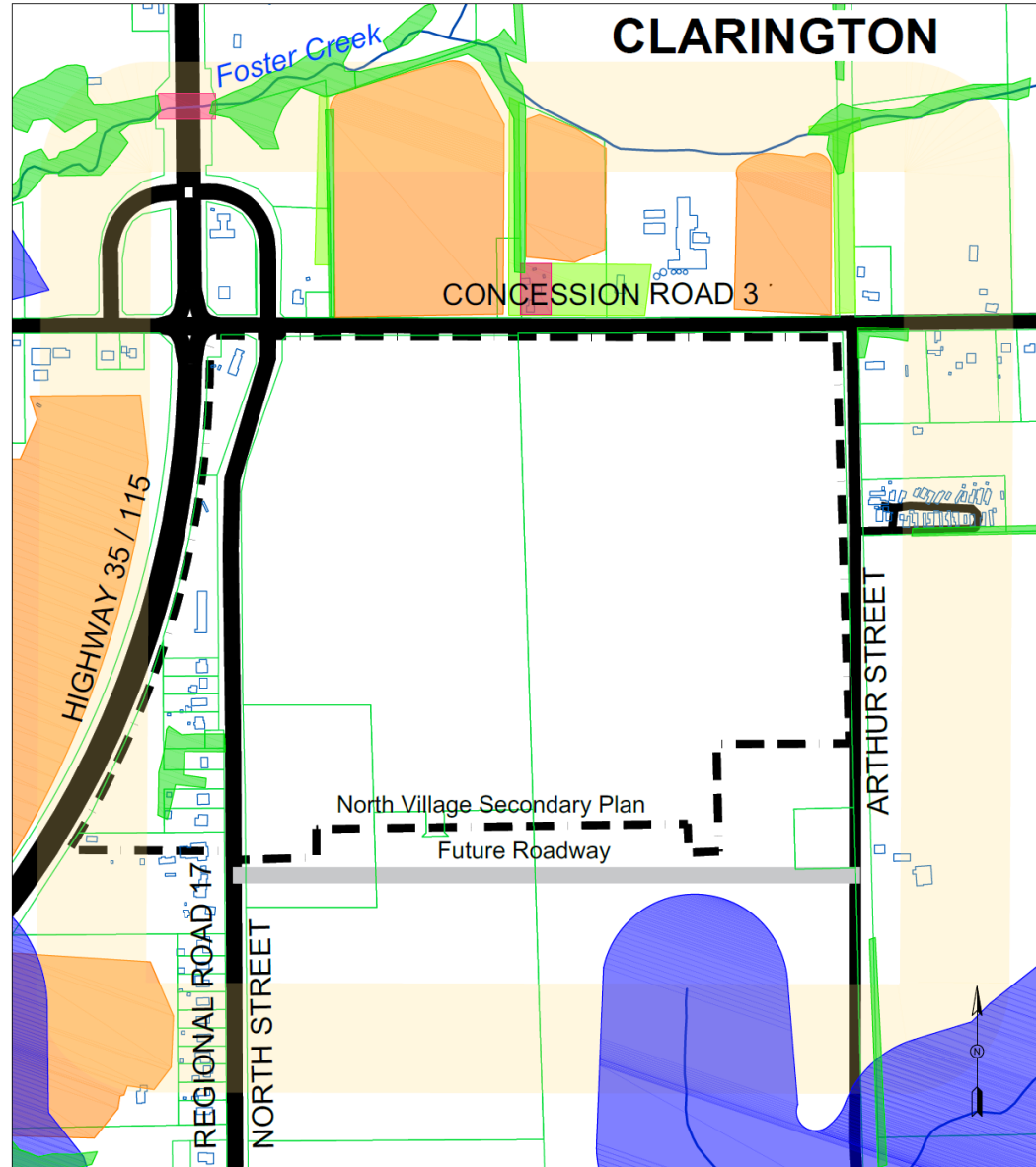
Municipality of Clarington

Regional Road 17 Realignment








Integrated Environmental Assessment Study

Natural Environmental Features

NTS



LEGEND

-  Study Area
-  North Village Secondary Plan Area
-  Potential Bobolink/Eastern Meadowlark Habitat
-  Wooded Areas with potential for Butternut and Myotis habitat
-  Potential for Barn Swallow Habitat
-  Watercourse
-  Vulnerable Areas
Source Protection Information Atlas, MECP

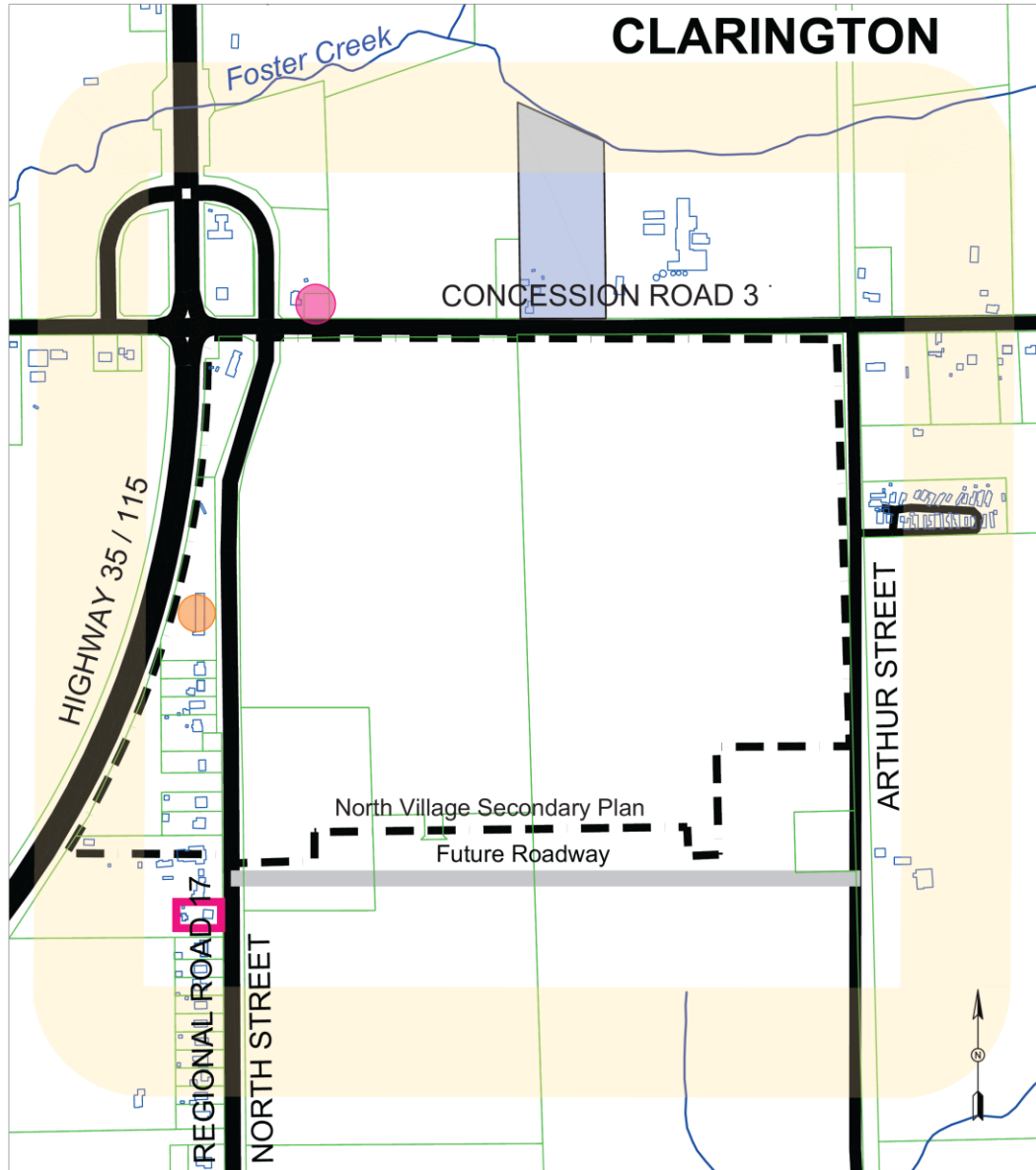
Municipality of Clarington

Regional Road 17 Realignment







Integrated Environmental Assessment Study

Cultural Environmental Features

NTS



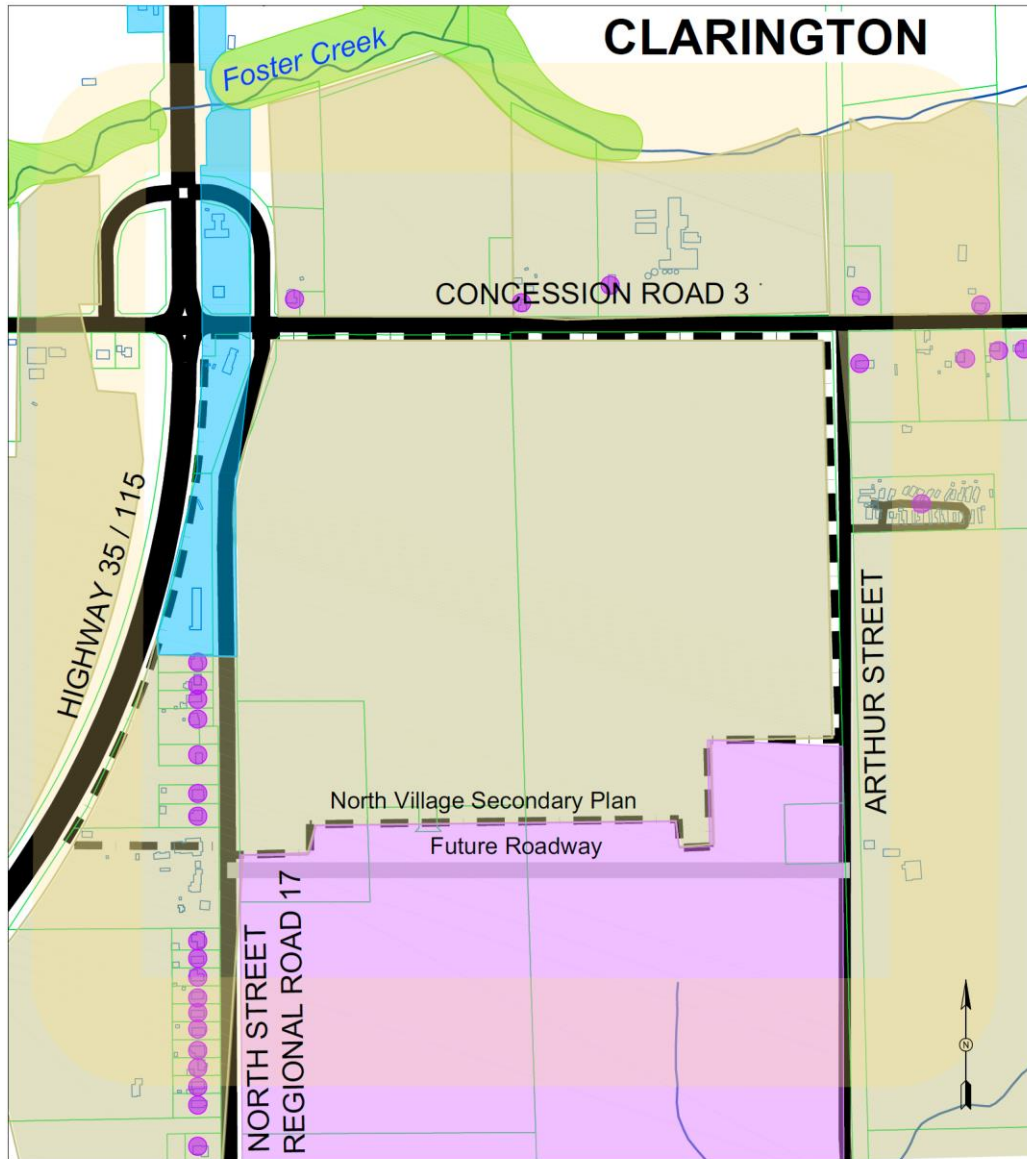
LEGEND

-  Study Area
-  North Village Secondary Plan Area
-  Secondary Properties
-  Designated under the Ontario Heritage Act and includes properties with cultural heritage value.
-  Bethel Pioneer Cemetery.
-  Newcastle Pentecostal Church

Source:
Clarington Heritage Website

Municipality of Clarington
Regional Road 17 Realignment
Integrated Environmental Assessment Study
Land Use - Zoning By-Law 84-63

NTS



LEGEND

-  Study Area
-  North Village Secondary Plan Area
-  Commercial Zone
-  Agriculture Zone
-  Environmental Protection Zone
-  Residential Zone (Holding)
-  Residence
-  Lot Line

Alternative Planning Solutions (Planning Alternatives/Alternatives to the Undertaking)

Alternative Planning Solutions (addressed as part of the Region and Municipality Transportation Master Plan) represent alternative ways or methods of addressing the problem to be solved by the project and are summarized as follows:

- X 1. Do Nothing - The Do Nothing Alternative must be considered as mandated by the Class EA. It represents a baseline from which other approaches can be compared. (Does not achieve the Provincial objectives of the *Places to Grow Act.*)
- X 2. Limit Land Use Development – This strategy would maintain existing demand within the Municipality of Clarington by limiting development and area growth. (Does not achieve the Provincial objectives of the *Places to Grow Act.*)
- ✓ 3. Allow Land Use Development with Realignment of Regional Road 17 – This strategy would realign Regional Road 17 to improve operations and safety and accommodate future land use development. (Recommended to be carried forward)

The evaluation of Alternative Planning Solutions selects the alternative(s) that best addresses the Problem and Opportunity Statement.

Preliminary Design Alternatives

Within the planned community, the EA will consider alignment, intersection treatments and cross section alternatives for the realignment of Regional Road 17. The following groups of alternatives are being considered:

- Regional Road 17 alignment alternatives (east, west or centred on lot line);
- Cross section alternatives;
- Remnant Regional Road 17 reclassification/modifications; and
- Concession Road 3/ Highway 35/115 Connection Alternatives.

The land use plan concepts for the North Village Secondary Plan are presented on separate exhibits and are being considered when assessing the transportation alternatives.

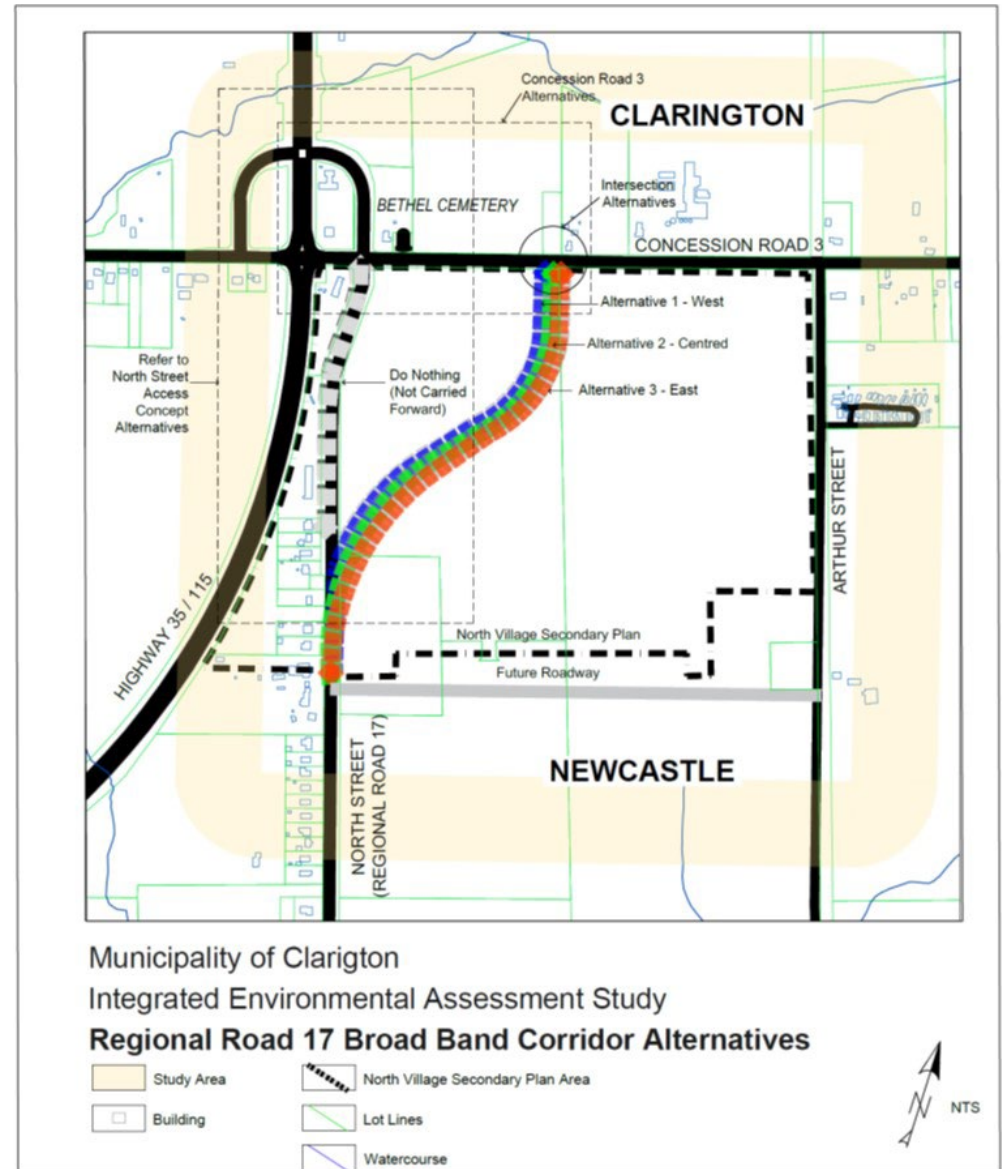
Alignment Alternatives

Three alignment alternatives are being considered:

- Alternative 1: West Alignment
- Alternative 2: Centre Alignment
- Alternative 3: East Alignment

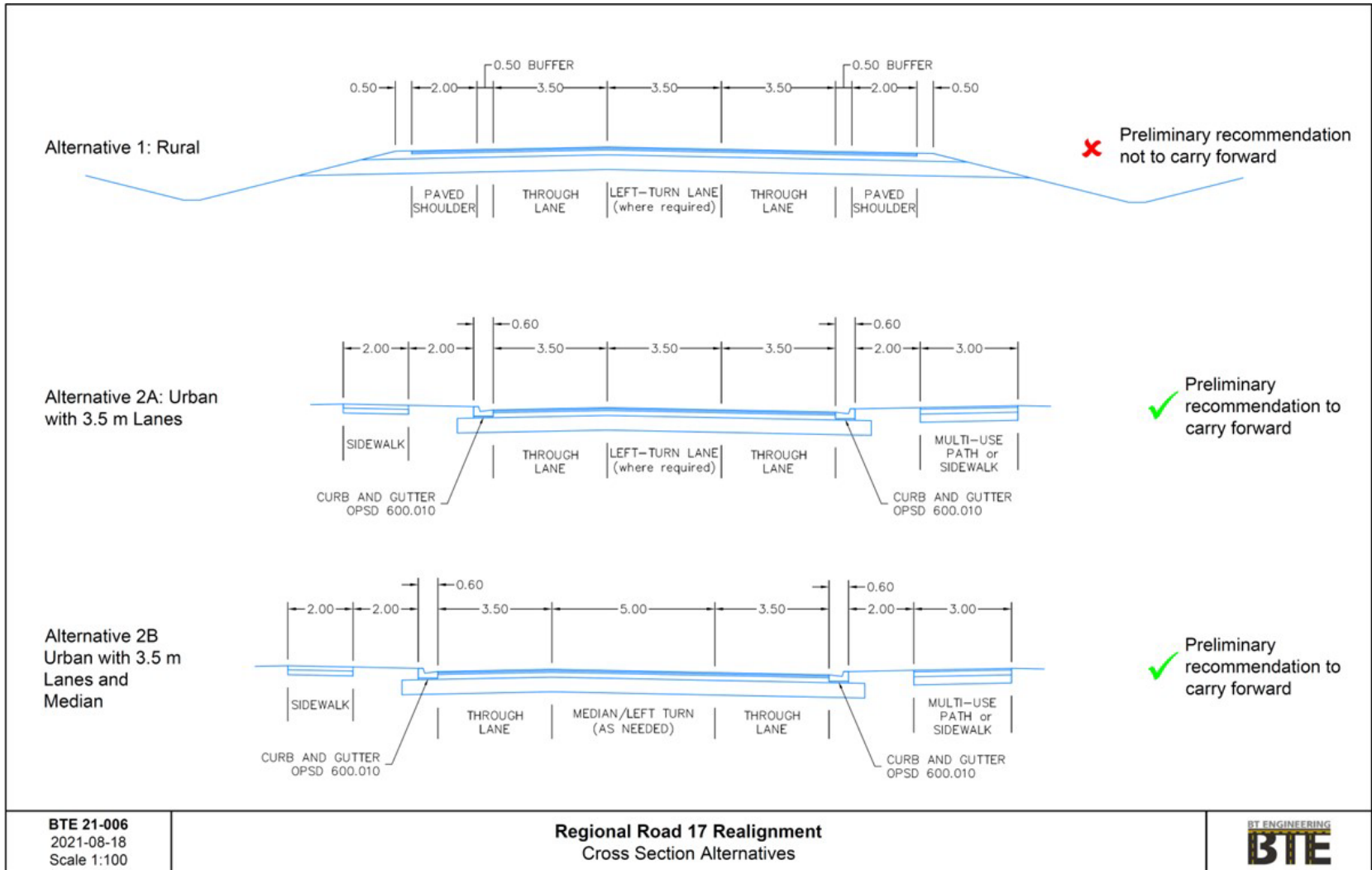
The intersection of the realigned Regional Road 17 and Concession Road 3 will be offset 300 m east of the existing North Street/Concession Road 3 intersection, as required by MTO.

The realignment reflects a 60 km/h posted speed limit.



Cross Section Alternatives

The study will consider 3-lane rural and urban cross sections for Regional Road 17/North Street including sidewalks and a multi-use path, as shown below.



Remnant Regional Road 17 Alternatives

Existing development and residential properties along Regional Road 17 will maintain connectivity to the existing road network/realigned Regional Road 17, providing access to commercial and residential properties. The remnant North Street alternatives are being considered to provide access to existing commercial businesses and to avoid carrying cut-through traffic by not providing a continuous link. The Old North Street alternatives are being considered as part of the Land Use Concept Plans being developed as part of the North Village Secondary Plan.

The connection to the realigned Regional Road 17 should only be at or nearly perpendicular to the collector road to provide improved visibility for the Regional Road.

Individual residential driveways front onto Regional Road 17.

Preliminary Design Alternatives

Potential roadway modification alternatives are being considered to maintain the operation and safety of the provincial highway network. These potential changes may range from minor access control to larger roadway modifications. A long list of alternatives that will be considered as part of the EA in consultation with MTO includes:

- X • Alternative 1A: Restrictions to commercial entrances in the area of the ramp terminal (right-in/right-out), maintain existing all-way stop, and signalized intersection at realigned Regional Road 17 (not carried forward due to safety concerns)
- X • Alternative 1B: Restrictions to commercial entrances in the area of the ramp terminal (right-in/right-out), maintain existing all-way stop, and roundabout control at realigned Regional Road 17 (not carried forward due to safety concerns)
- ✓ • Alternative 2A: Restrictions to commercial entrances in the area of the ramp terminal (right-in/right-out), 2-way stop at existing intersection, and signalized intersection at realigned Regional Road 17
- ✓ • Alternative 2B: Restrictions to commercial entrances in the area of the ramp terminal (right-in/right-out), roundabout control at existing intersection, and signalized intersection at realigned Regional Road 17
- ✓ • Alternative 2C: Restrictions to commercial entrances in the area of the ramp terminal (right-in/right-out), and roundabout control at existing intersection and at realigned Regional Road 17
- ✓ • Alternative 3: Shift existing intersection easterly including realignment of Concession Road 3 with traversable median for private property, and roundabout control at new Concession Road 3 intersection and realigned Regional Road 17
- ✓ • Alternative 4: New road link from the new Regional Road 17 intersection to the grade separation to remove traffic from the influence of the freeway ramp terminal, with traversable median for private property and close existing Concession Road 3 North
- X • Alternative 5: 2-lane exit from the freeway and widening Concession Road 3 for auxiliary lanes easterly to the new Regional Road 17 intersection (proposed in 2008 North Village Transportation Study) (not carried forward due to safety concerns)

Legend:

X - not recommended to be carried forward for evaluation

✓ - recommended to be carried forward for evaluation



LEGEND:
 - - - - - PROPERTY REQUIRED
 (30m RIGHT-OF-WAY)

ALTERNATIVE 1A

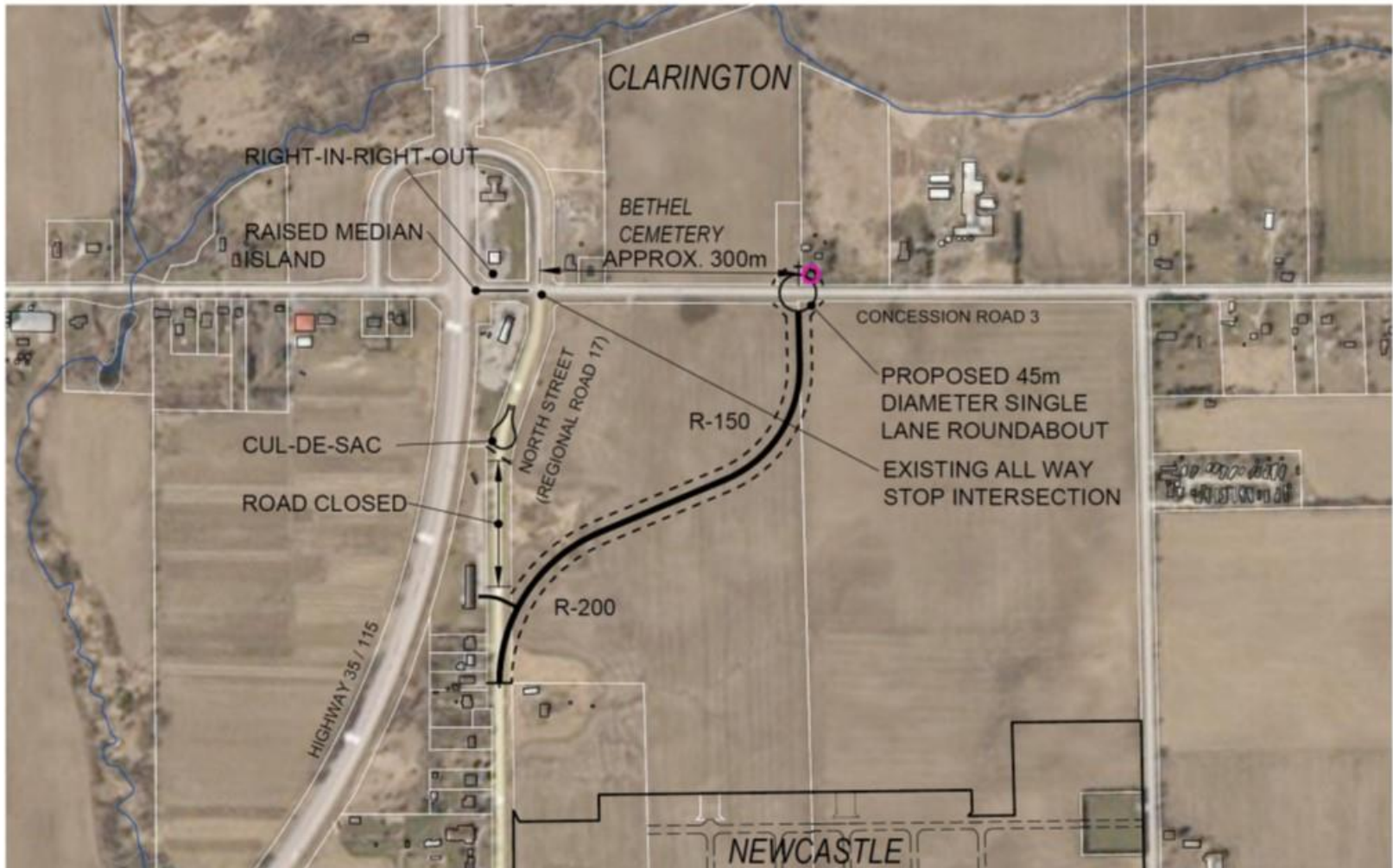
REALIGNED NORTH STREET WITH SIGNALS

Regional Road 17 Realignment Integrated Class EA Study
 North Street Access Concept Alternatives



HORZ.	1:5000
VERT.	N/A
DATE	2021.07.29

Figure 1



LEGEND:

- PROPERTY REQUIRED (30m RIGHT-OF-WAY)
- IMPACTED PROPERTY

ALTERNATIVE 1B

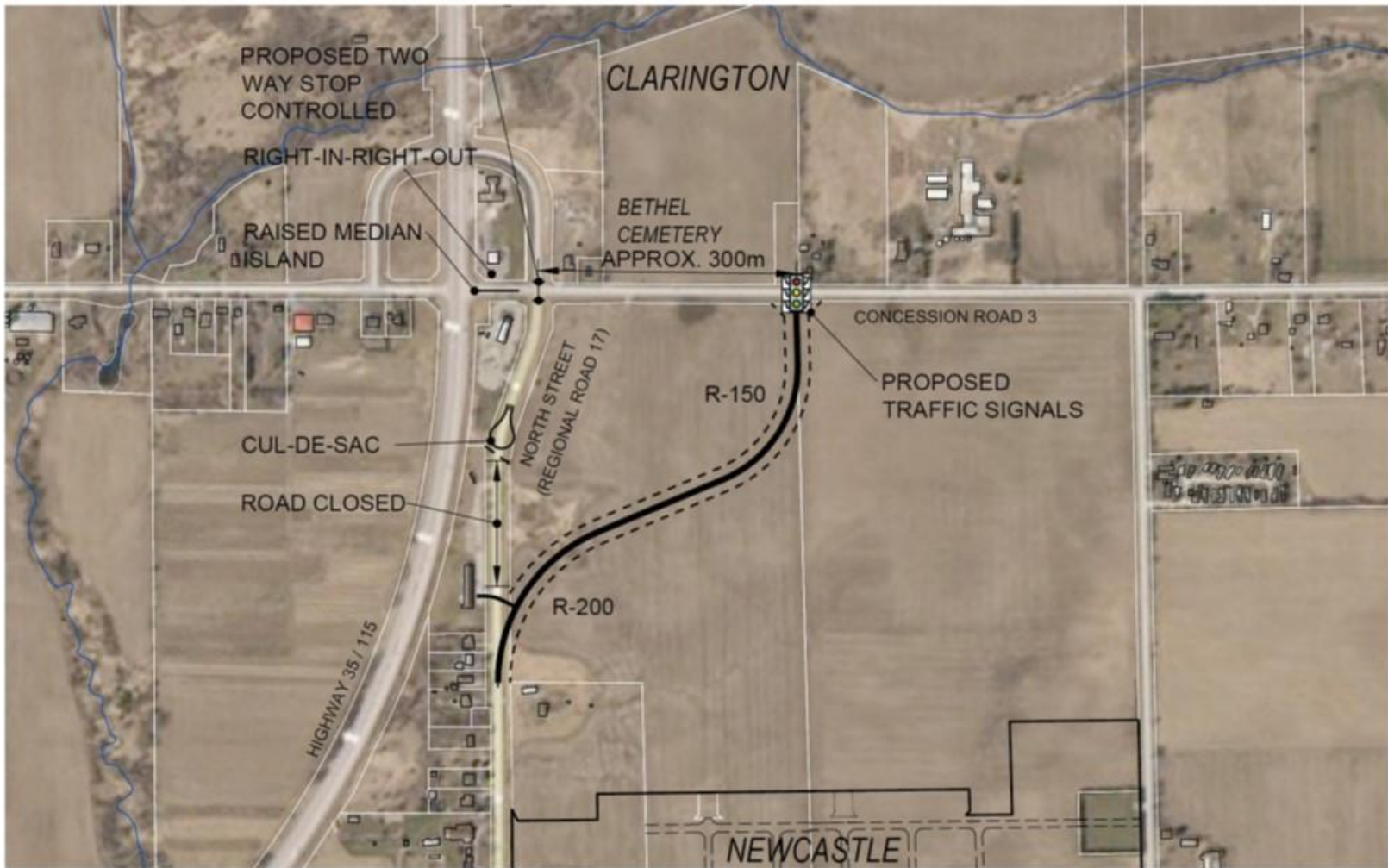
REALIGNED NORTH STREET WITH ROUNDABOUT

Regional Road 17 Realignment Integrated Class EA Study
North Street Access Concept Alternatives

BT ENGINEERING
BTE

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DATE	2021.07.29

Figure 2



LEGEND:

----- PROPERTY REQUIRED
(30m RIGHT-OF-WAY)

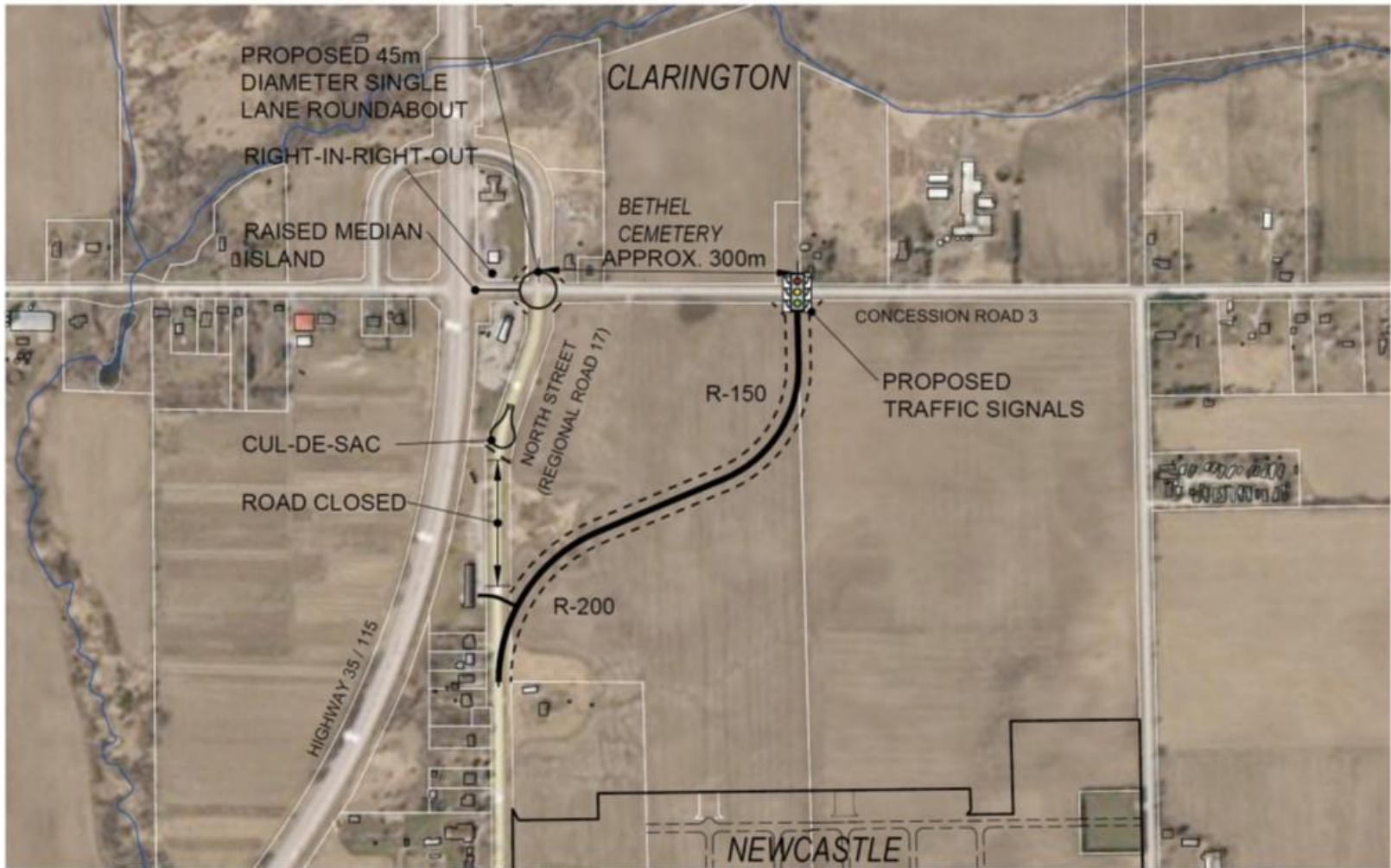
ALTERNATIVE 2A
REALIGNED NORTH STREET WITH SIGNALS

Regional Road 17 Realignment Integrated Class EA Study
North Street Access Concept Alternatives

BT ENGINEERING
BTE

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DATE	2021.07.29

Figure 3



LEGEND:
 - - - - - PROPERTY REQUIRED
 (30m RIGHT-OF-WAY)

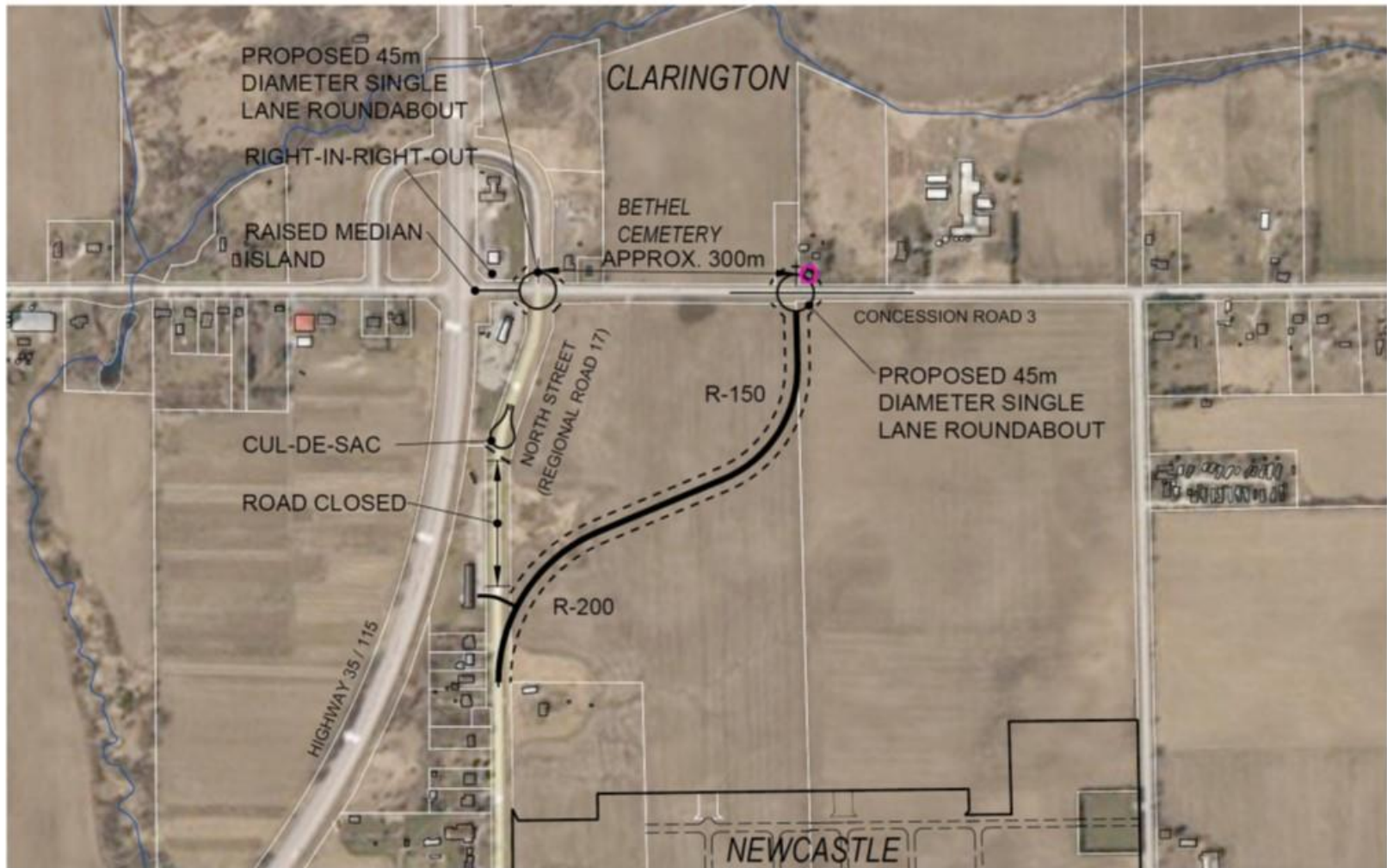
ALTERNATIVE 2B
 REALIGNED NORTH STREET WITH SIGNALS

Regional Road 17 Realignment Integrated Class EA Study
 North Street Access Concept Alternatives



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DATE	2021.07.29

Figure 4



LEGEND:

- PROPERTY REQUIRED (30m RIGHT-OF-WAY)
- IMPACTED PROPERTY

ALTERNATIVE 2C

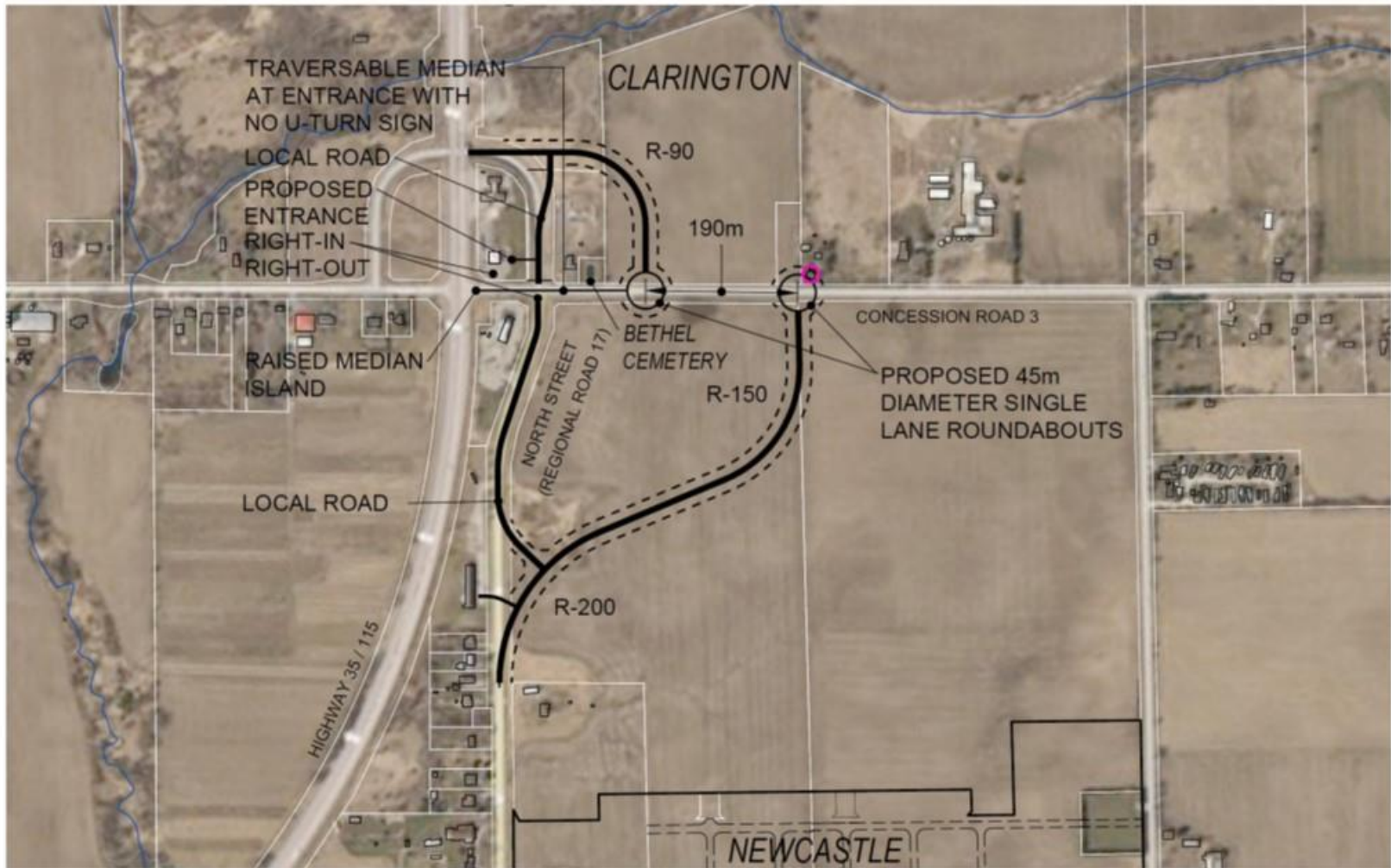
REALIGNED NORTH STREET WITH ROUNDABOUT

Regional Road 17 Realignment Integrated Class EA Study
North Street Access Concept Alternatives

BT ENGINEERING
BTE

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VERT.	N/A
DATE	2021.07.29

Figure 5



LEGEND:

- PROPERTY REQUIRED (30m RIGHT-OF-WAY)
- IMPACTED PROPERTY

ALTERNATIVE 3

Regional Road 17 Realignment Integrated Class EA Study
 North Street Access Concept Alternatives

BT ENGINEERING
BTE

HORZ.	1:5000
VERT.	N/A
DATE	2021.07.29

Figure 6



LEGEND:

- PROPERTY REQUIRED (30m RIGHT-OF-WAY)
- IMPACTED PROPERTY

ALTERNATIVE 4

Regional Road 17 Realignment Integrated Class EA Study
 North Street Access Concept Alternatives

BT ENGINEERING
BTE

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DATE	2022.03.03

Figure 7

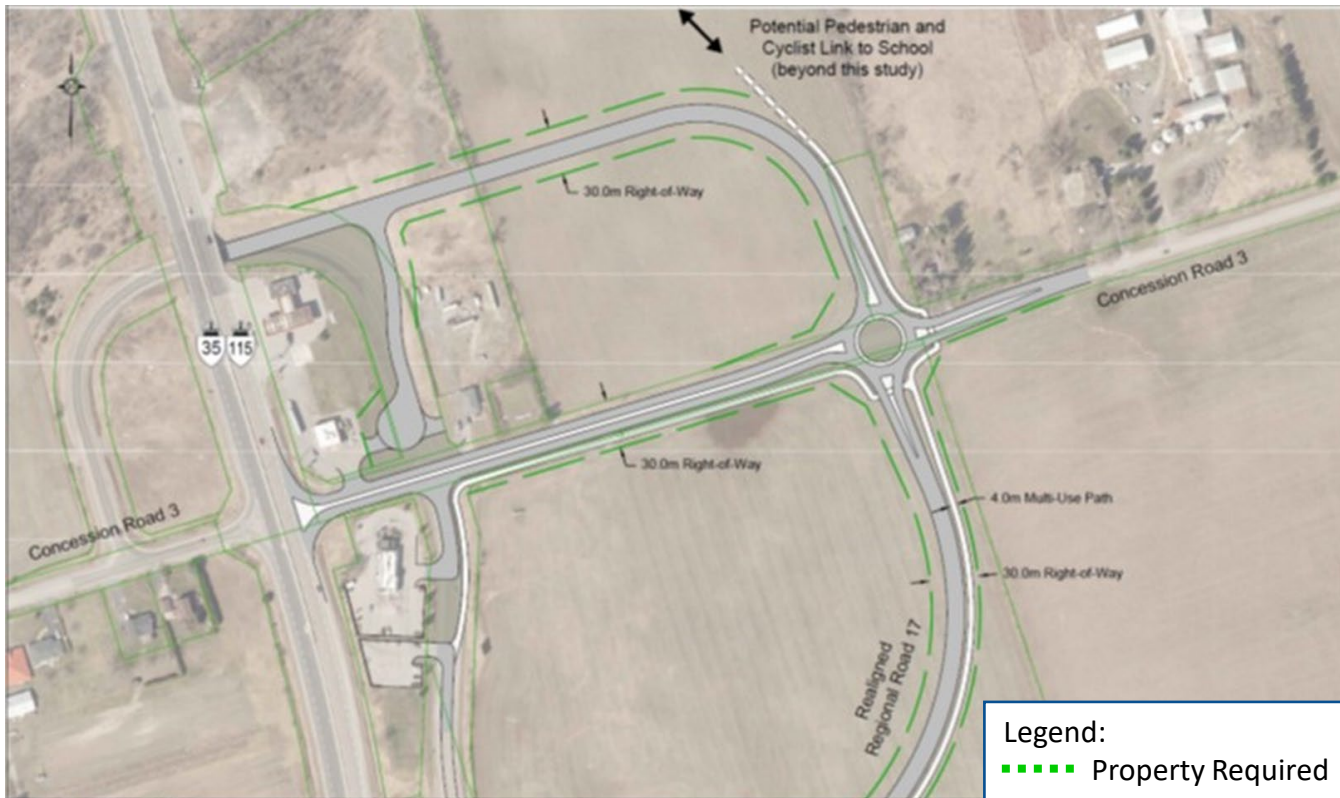
Alternative 5

Not carried forward



Property Requirements and Changes to Access Existing Properties

Alternatives are considering changes to the road network north of Concession Road 3. Implementation of these alternatives are considering acquisition of property and changes to access to commercial and residential properties. An example is shown below for Alternative 4.



Analysis and Evaluation

The analysis and evaluation of the alternatives will be undertaken using a qualitative evaluation methodology. Six global evaluation factor groups are being considered:

- Transportation
- Cultural Environment
- Land Use and Property
- Natural Environment
- Socio-Economic Environment
- Cost

The factor groups are made up of qualitative criteria (sub-factors) used to identify relevant benefits and impacts. They define the relative differences between alternatives. Evaluation data was collected from literature reviews of background documentation and environmental inventories completed for this project.

The long list of potential sub-factors being considered is shown on the following exhibits.

Potential Evaluation Criteria

Transportation

- Highway Safety Exiting Highway 35/115 – Collision Potential at Intersections
- Safety – Intersection Spacing
- Traffic Operations (Level of Service)
- Delay – Concession Road 3 Delay
- Delay – North Street/Ramp Terminal Delay
- Regional Road Intersection Design Consistency on Regional Road 17
- Accommodation of pedestrian link to Clark High School (removal of path over narrow shoulder on highway structure)
- Regional Road Continuity
- Accommodate large vehicles (incl. farm equipment)

Long List of Potential Evaluation Criteria

Socio-Economic Environment

- Visual Intrusion (headlight glare) on existing residential properties (3554 and 3510 Concession Road 3)
- Archaeological Potential (Bethel Cemetery and Cemetery Boundary Investigations Required)
- Delay - Circuitous Route for Access to Commercial Businesses
- Safety of Pedestrians Crossing Concession Road 3 to Access Commercial Businesses

Cultural Environment

- Secondary (Heritage) Property Impacted

Land Use and Property

- Residential Property Partially Impacted

Cost

- Capital Cost

Traffic Analysis

- Following the selection of the preferred Land Use Plan, traffic modelling will be completed based on the population and unit count of the community.
- Traffic operation and safety performance of the alternatives will then be forecast.
- The technical evaluation will consider the transportation operation and safety of the alternatives.
- Land Use demonstration plan and recommendations for the transportation plan will be presented at PIC No. 4 in fall 2022.

Next Steps

Following this Public Information Centre we will:

- Review all online Public Information Centre comments and prepare a Summary Report
- Complete traffic analysis and modelling
- Evaluate and select the Technically Preferred Alternative(s)
- Integrate with Secondary Plan for planned development
- Host next Public Information Centre – Fall 2022
- Review all next Public Information Centre comments and prepare a Summary Report
- Develop refinements to the Technically Preferred Alternatives (if required)
- Prepare the Integrated Environmental Study Report
- Initiate 30-day public review period of the Integrated EA Report

Your Involvement

How can you remain involved in the Study?

- Request that your name/ email be added to the Study Mailing List
- Provide an online comment
- Contact the Municipality's representative or the consultant at any time. Contact information is available on the next exhibit.

Thank you for your participation in this online Public Information Centre.

Your input into this study is valuable and appreciated.

All information is collected in accordance with the *Freedom of Information and Protection of Privacy Act*.

For More Information Please Contact:

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Please submit any questions or comments to the contacts listed above by
June 30, 2022.