



Cornwall Commuter Parking Lot

Welcome to the online Public Information Centre (PIC) for the Detail Design and Class Environmental Assessment (Class EA) Study for a new commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

WP 4138-16-01



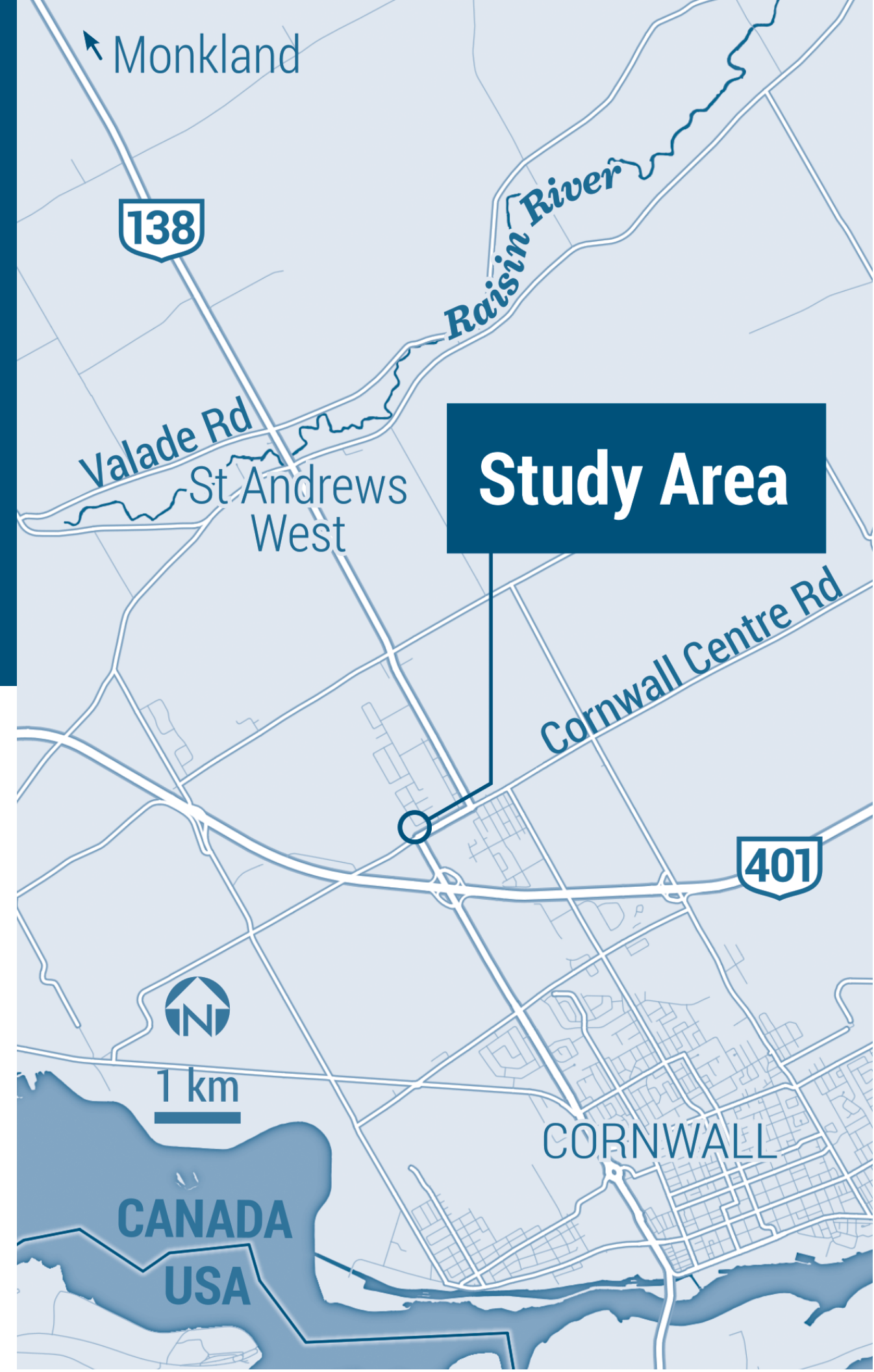
Comments?

Submit your comments on the project website
cornwallcarpool.ca



Accessibility support?

Let us know how we can help



Purpose and Objective of the Online Public Information Centre

- introduce the project and outline the process being followed
- provide background information on the need for the improvements
- present carpool alternatives and evaluation of alternatives
- seek input on the existing conditions in the study area (i.e. natural, social, economic and cultural)
- seek input on the recommended plan

Purpose of the Study

Identify a **recommended plan** for the new commuter parking lot with approximately:

- 65 standard parking spaces
- 4 barrier free spaces
- 2 van spaces
- illumination and signage



About the Study

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Detail Design and Class Environmental Assessment (Class EA) for a new commuter parking lot on Highway 138, to the northeast of the Cornwall Centre Road and Brookdale Avenue intersection, in the Township of South Stormont.

The Preliminary Design and Class Environmental Assessment (Class EA) Study was completed by the Ontario Ministry of Transportation (MTO) as part of GWP 4015-08-00 and documented in a *Transportation Environmental Study Report* (TESR). The TESSR was made available for a 30-day public review period and received clearance in May 2018. The TESSR is available on the Highway 138 project website at highway138study.ca.

The completion of Detail Design will be undertaken in accordance with MTO's *Class EA for Provincial Transportation Facilities, (2000)* as a Group 'B' undertaking. Group 'B' projects include major improvements to existing transportation facilities include highway improvements over land or water that provide a significant increase in traffic capacity or cause a significant widening of the "footprint" beyond the roadbed of an existing highway.

This study will include reviewing existing conditions, developing and evaluating alternatives, identifying appropriate improvements, and developing environmental protection/mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study. Following the evaluation of alternatives, the selected Recommended Plan will be documented in a Design and Construction Report.



A Design and Construction Report (DCR) fulfills the documentation requirements of the Class EA process for a Group 'B' project. The DCR will be made available for a 30-day public review period at the end of the Detail Design study. A public notice advising of the start of the review period will be provided.

The DCR will be prepared to document the following:

- documentation of the site alternatives, evaluation of alternatives and selection of a Recommended Plan
- detailed description of the Recommended Plan
- a full description of the identified potential environmental impacts as a result of the Recommended Plan
- a full description of the study's Detail Design consultation program
- identification of all project approvals, licenses, and permits that have or must be obtained
- implementation of the commitments to future work contained in the Transportation Environmental Study Report, June 2017
- documentation of future commitments and protection and mitigation measures required during construction
- relevant construction staging and traffic management documentation

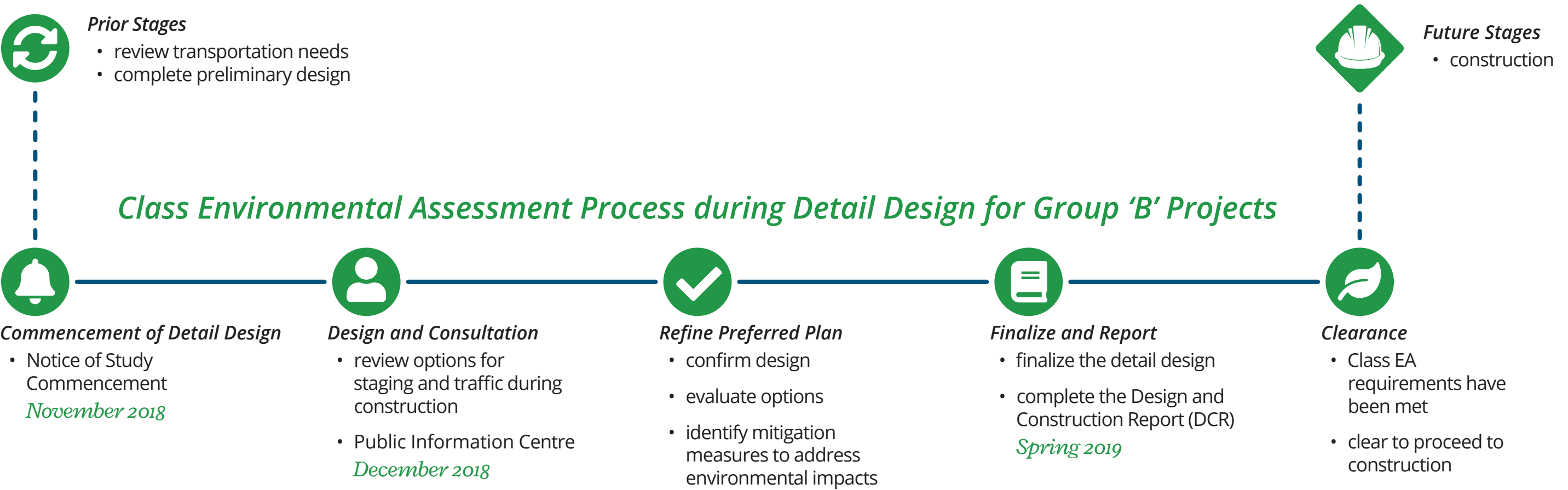
Environmental Assessment Process

This study is being carried out under the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities (MTO, 2000)*, which has been approved under the Ontario *Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

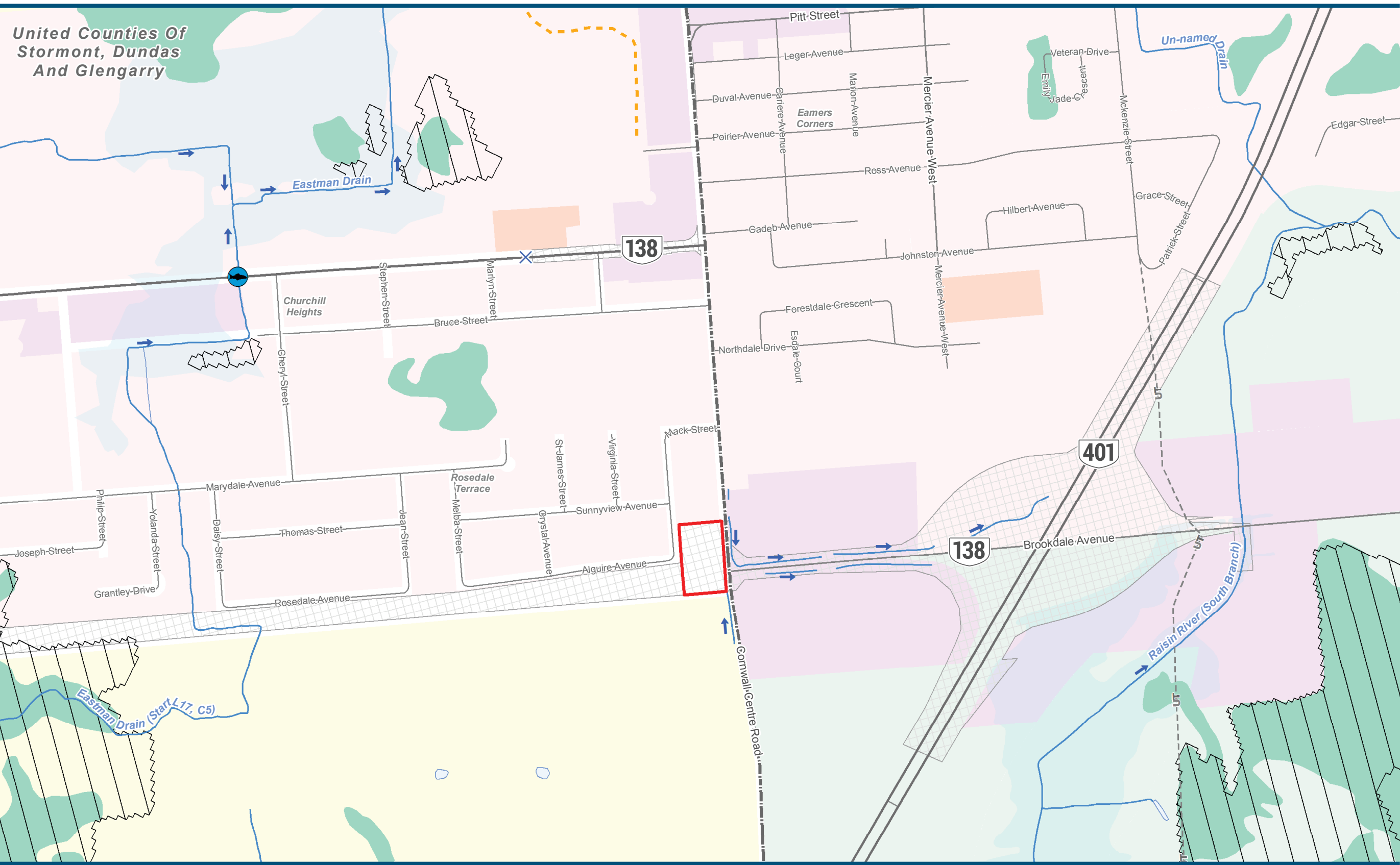
The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following

a Group ‘B’ process which is completed for major improvements to existing provincial transportation facilities. Group ‘B’ projects are considered approved under the Ontario *Environmental Assessment Act*, subject to compliance with the Class EA and the application of mitigation measures where necessary.

A *Design and Construction Report (DCR)* will be prepared and made available for public review at the end of the study.



Existing Conditions





Identify Criteria

Evaluation Criteria are established through:

- public input
- similar projects
- provincial guidelines
- existing conditions



Weigh Criteria

Each criterion is assigned a weight factor that best reflects its relative importance.



Score Alternatives

All feasible parking lot layouts are measured and given a score based on how well each is judged to satisfy the evaluation criteria.



Rank Alternatives

The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the **recommended plan**.

Evaluation Process

An evaluation of alternatives will be carried out to identify an improvement plan that is cost-effective, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

The highest scoring alternative

The concluding step in the analysis and evaluation process is the selection of a recommended plan. This process includes:

- reviewing the results of the analysis and evaluation based on specialist work and input received during the study
- determining which criteria have the most influence on the outcome of the evaluation process
- considering the sensitivity of the weightings
- confirming the ranking of the alternatives
- considering public and stakeholder response to the evaluation process



Preliminary Evaluation Criteria

Highway Engineering

Criteria	The best improvement plan...	Factors Considered	Methodology/Measure
Site Characteristics and Layout	...will minimize the amount of cut/fill material for expansion	Suitability of site to construct a carpool lot (i.e., slope, topography)	Quantity of earthworks required (m³)
	...will adequately address drainage requirements	Site Drainage \ Stormwater management	Area of impervious surfaces (m²)
	...can be expanded in the future with minimal impacts to the operation of the site	Future Expansion	Allows for the addition of parking spaces without complete reconfiguration of the lot (Y/N)
		Future By-Pass	Can accommodate future by-pass (Y/N)
	...will enhance safe operation of the commuter parking facility	Bus / Car interactions	Conflict points between buses and cars (Number)
	...provides a safe area for pedestrians	Illumination	Illuminates the bus platform (Y/N)
		Pedestrian walkways	Distance to bus stop (m)
		Security	Sight lines from main road (Y/N)
Constructability	...minimizes utility crossings and conflicts	Construction feasibility	Construction techniques (conventional or non-conventional), and constraints
Cost	...has the lowest total cost including utility relocations	Construction costs	Cost estimate based on material quantities (2017 unit prices)
		Utility relocations costs	Cost estimate based on a measure of utility impacts (2017 unit prices)

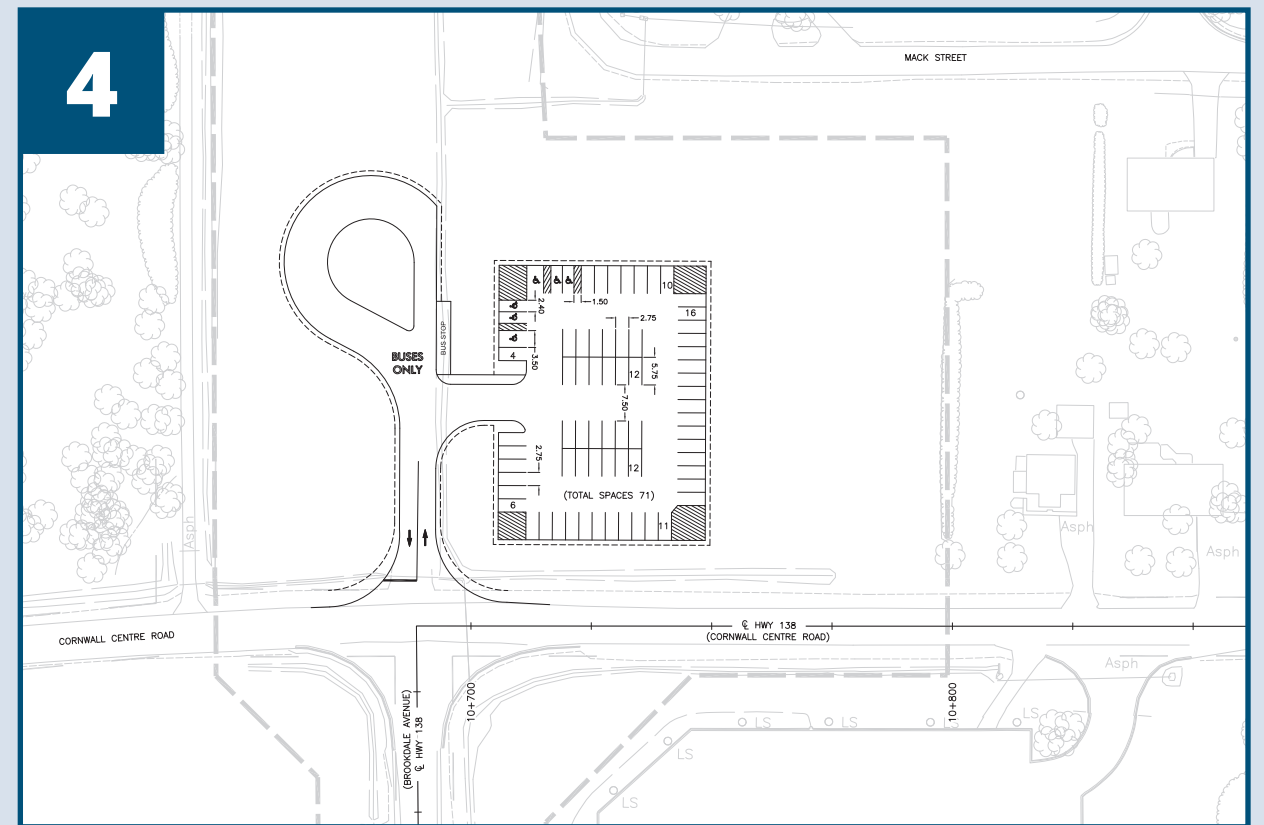
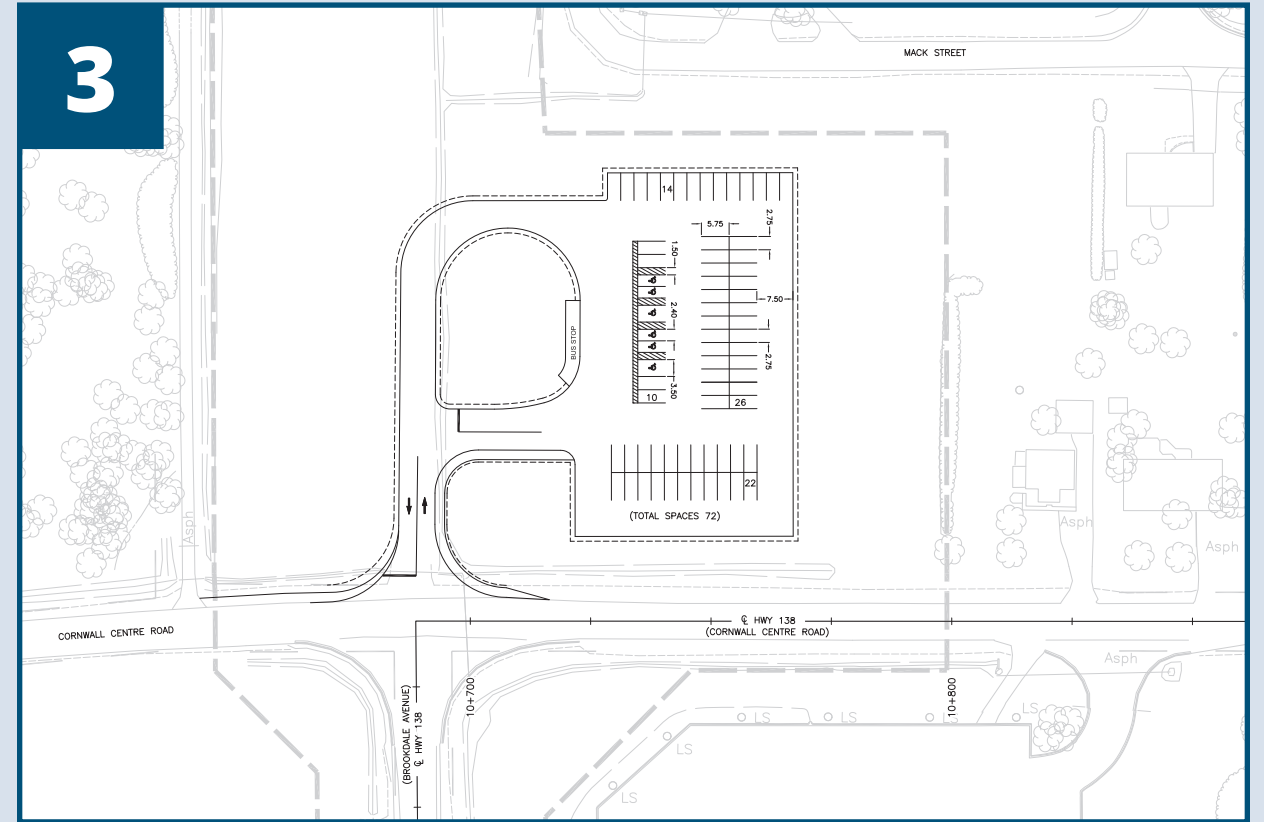
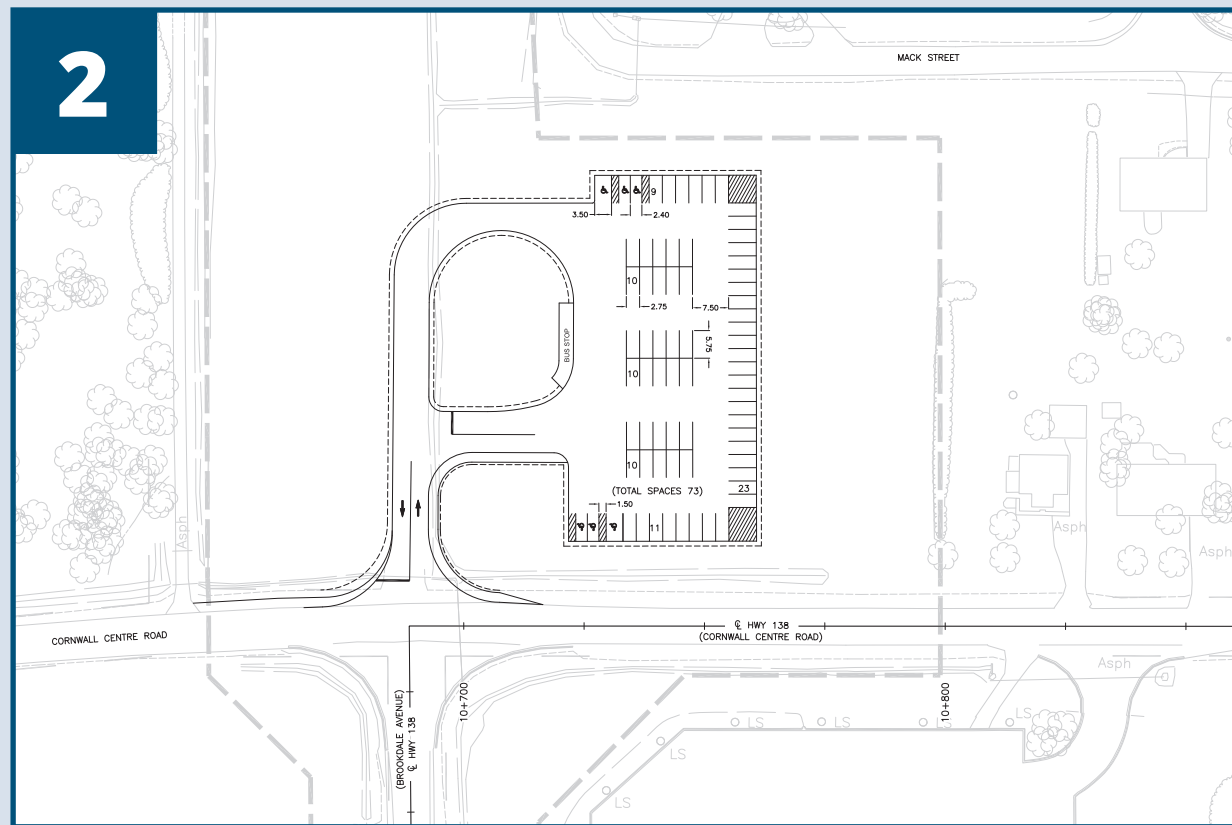
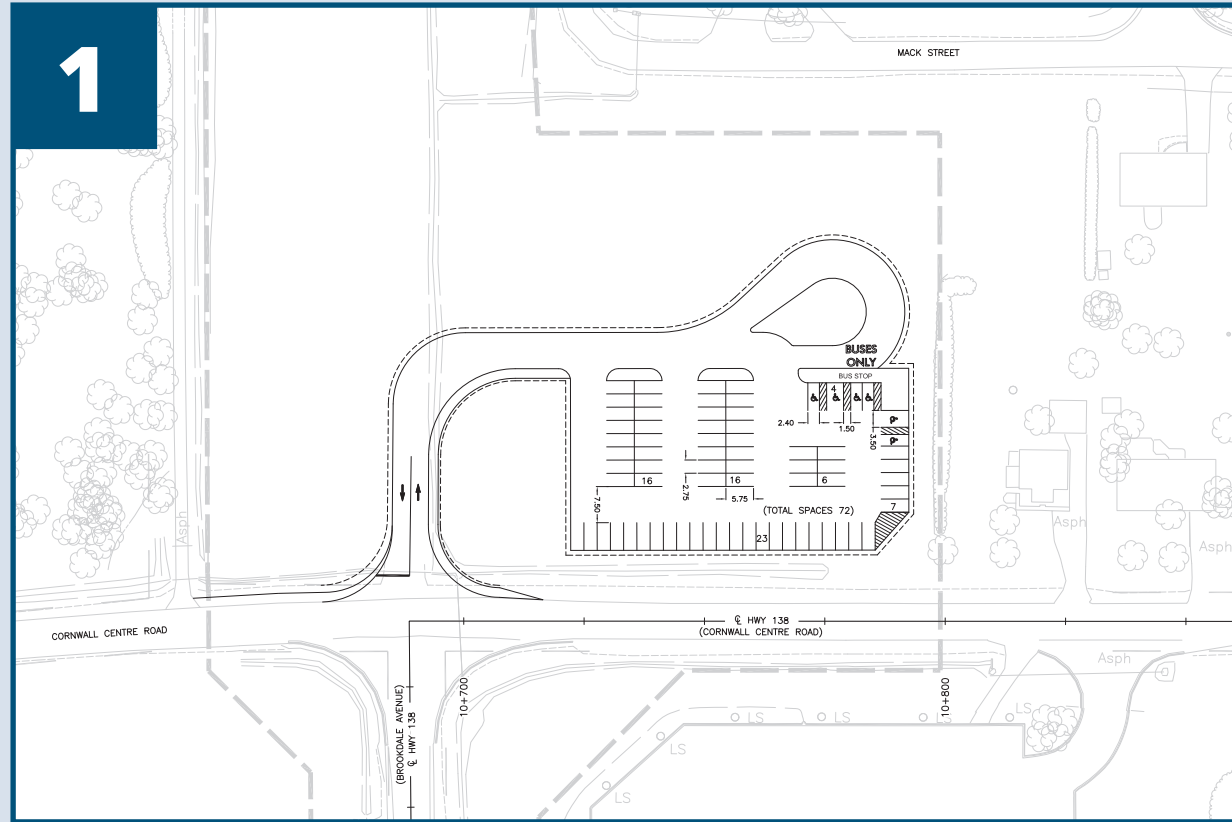
Social & Cultural Environment

Criteria	The best improvement plan...	Factors Considered	Methodology/Measure
Archaeology and Cultural Heritage	...minimizes intrusion into areas with high archaeological potential	Area of high archaeological potential	Area of impact to areas with high archaeological potential (m2)
Adjacent Property Owners	...minimizes noise and light pollution impacts to nearby residents	Impact to adjacent residences\lot (Noise, lighting, etc)	Proximity of carpool lot to residences\lots

Natural Environment

Criteria	The best improvement plan...	Factors Considered	Methodology/Measure
Wildlife and Terrestrial Habitat and Vegetation	... minimizes impacts to terrestrial resources including wildlife habitat	Tree/natural vegetation removal	Area of impact to Species-at-Risk and sensitive wildlife habitat (m2)
	... minimizes natural vegetation removal		Number of large or significant trees impacted
	...minimizes fragmentation of natural habitat		
Fish and Aquatic Habitat	... minimizes encroachment into open water	Sensitive aquatic habitat (i.e., spawning areas)	Area of impact to sensitive aquatic habitat (m2)
	... minimizes impacts to fisheries resources	Encroachment into ponds and pools	Area of impact to fish habitat (m2)

Commuter Parking Lot Alternatives



Evaluation of Alternatives

Category	Criteria	Alternative			
		1	2	3	4
Highway Engineering	Site Characteristics and Layout	<ul style="list-style-type: none">– Requires approximately 1100 m³ of earthworks• Creates 4070 m² of impervious surface– Allows for future expansion to the north• Functions with future highway improvements– Four conflict points between buses and cars• Requires seven poles for illumination• Provides unobstructed sightlines to main road	<ul style="list-style-type: none">+ Requires approximately 570 m³ of earthworks• Creates 4130 m² of impervious surface• Allows for future expansion to the east or west– Does not function with future highway improvements• Three conflict points between buses and cars• Requires seven poles for illumination• Provides unobstructed sightlines to main road	<ul style="list-style-type: none">– Requires approximately 1220 m³ of earthworks– Creates 4630 m² of impervious surface• Allows for future expansion to the east or west– Does not function with future highway improvements• Three conflict points between buses and cars• Requires seven poles for illumination• Provides unobstructed sightlines to main road	<ul style="list-style-type: none">• Requires approximately 920 m³ of earthworks+ Creates 3840 m² of impervious surface• Allows for future expansion to the east and north• Functions with future highway improvements+ Two conflict points between buses and cars+ Requires six poles for illumination• Provides unobstructed sightlines to main road
	Constructability	<ul style="list-style-type: none">• Uses conventional construction techniques	<ul style="list-style-type: none">• Uses conventional construction techniques	<ul style="list-style-type: none">• Uses conventional construction techniques	<ul style="list-style-type: none">• Uses conventional construction techniques
	Total Cost	<ul style="list-style-type: none">• Approximate total cost of \$764,000	<ul style="list-style-type: none">• Approximate total cost of \$742,000	<ul style="list-style-type: none">– Approximate total cost of \$816,000	<ul style="list-style-type: none">+ Approximate total cost of \$712,000
Social & Cultural Environment	Archaeology and Cultural Heritage	<ul style="list-style-type: none">• No impacts to areas with high archaeological potential• No impacts to registered archaeological sites	<ul style="list-style-type: none">• No impacts to areas with high archaeological potential• No impacts to registered archaeological sites	<ul style="list-style-type: none">• No impacts to areas with high archaeological potential• No impacts to registered archaeological sites	<ul style="list-style-type: none">• No impacts to areas with high archaeological potential• No impacts to registered archaeological sites
	Adjacent Property Owners	<ul style="list-style-type: none">– Boundary/edge of carpool lot is approximately 20 m from residential building/home• 6 Residential buildings in close proximity to carpool lot	<ul style="list-style-type: none">• Boundary/edge of carpool lot is approximately 40 m from residential building/home• 6 Residential buildings in close proximity to carpool lot	<ul style="list-style-type: none">• Boundary/edge of carpool lot is approximately 40 m from residential building/home• 6 Residential buildings in close proximity to carpool lot	<ul style="list-style-type: none">+ Boundary/edge of carpool lot is approximately 60 m from residential building/home• 6 Residential buildings in close proximity to carpool lot
Natural Environment	Wildlife and Terrestrial Habitat and Vegetation	<ul style="list-style-type: none">• 4460 m2 of Graminoid Meadow impacted• No significant trees impacted	<ul style="list-style-type: none">– 5120 m² of Graminoid Meadow impacted• No significant trees impacted	<ul style="list-style-type: none">– 5560 m² of Graminoid Meadow impacted• No significant trees impacted	<ul style="list-style-type: none">• 4090 m² of Graminoid Meadow impacted• No significant trees impacted
	Fish & Aquatic Habitat	<ul style="list-style-type: none">• Impacts approximately 50 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery)• Does not impact aquatic SAR habitat	<ul style="list-style-type: none">– Impacts approximately 75 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery)• Does not impact aquatic SAR habitat	<ul style="list-style-type: none">– Impacts approximately 75 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery)• Does not impact aquatic SAR habitat	<ul style="list-style-type: none">– Impacts approximately 100 metres in length of intermittent watercourse (wetland source-grass and cattail lined ditch that supports a fishery)• Does not impact aquatic SAR habitat
Overall Score		35	44	30	63

RECOMMENDED

LEGEND

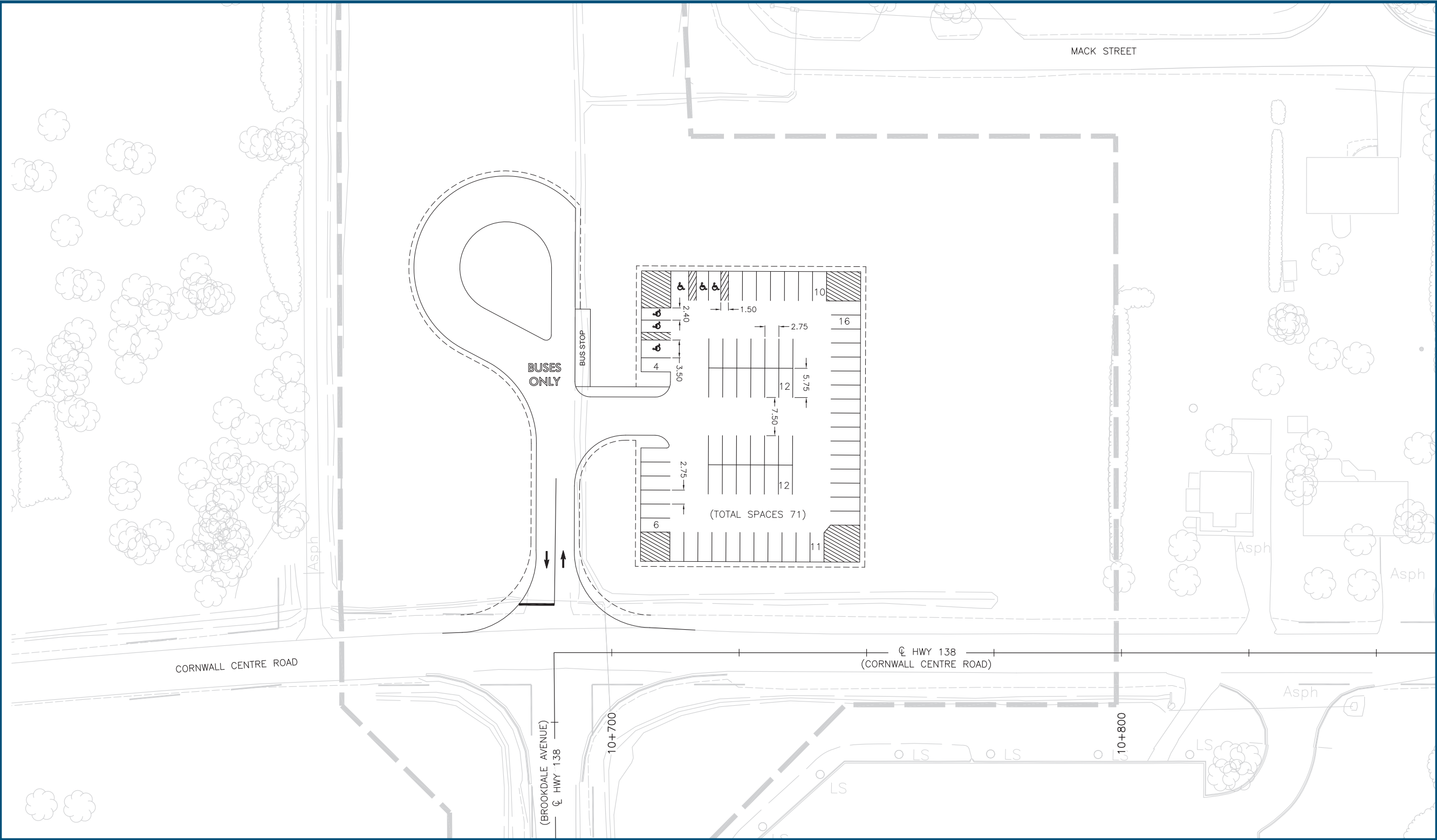
+ advantage

– disadvantage

• neutral

Recommended Plan

Alternative 4



Thank you for visiting the online public information centre

Your input is important

*We would appreciate receiving
your comments by:*

January 18, 2019

3 ways to provide your comments:



Submit your comments on the project website
cornwallcarpool.ca



Email **comments@cornwallcarpool.ca**



Or, **mail** your comments to:

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Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.