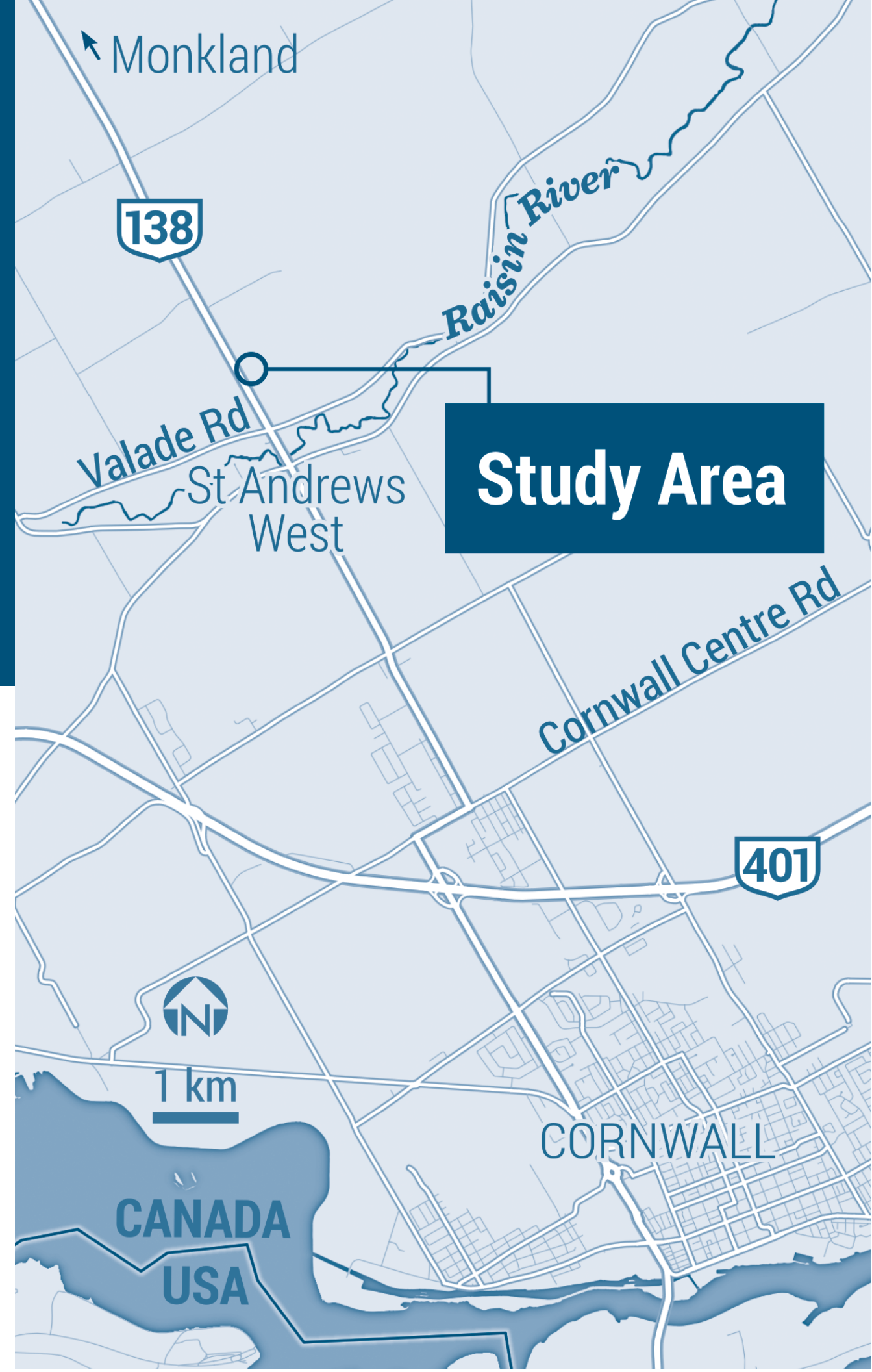


# St Andrews West Commuter Parking Lot



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, approximately 1 km North of Dundas Street (St. Andrews West), Township of South Stormont.

WP 4139-16-01



## Comments?

Submit your comments on the project website  
[standrewswestcarpool.ca](http://standrewswestcarpool.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:

- 28 standard parking spaces
- 3 barrier free spaces
- 1 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, approximately 1 km north of Dundas Street in the Township of South Stormont (St. Andrews West).

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 TESR was made available for a 30-day public review period and received clearance in May 2018. The TESR is available on the Highway 138 project website at [highway138study.ca](http://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. 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.

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

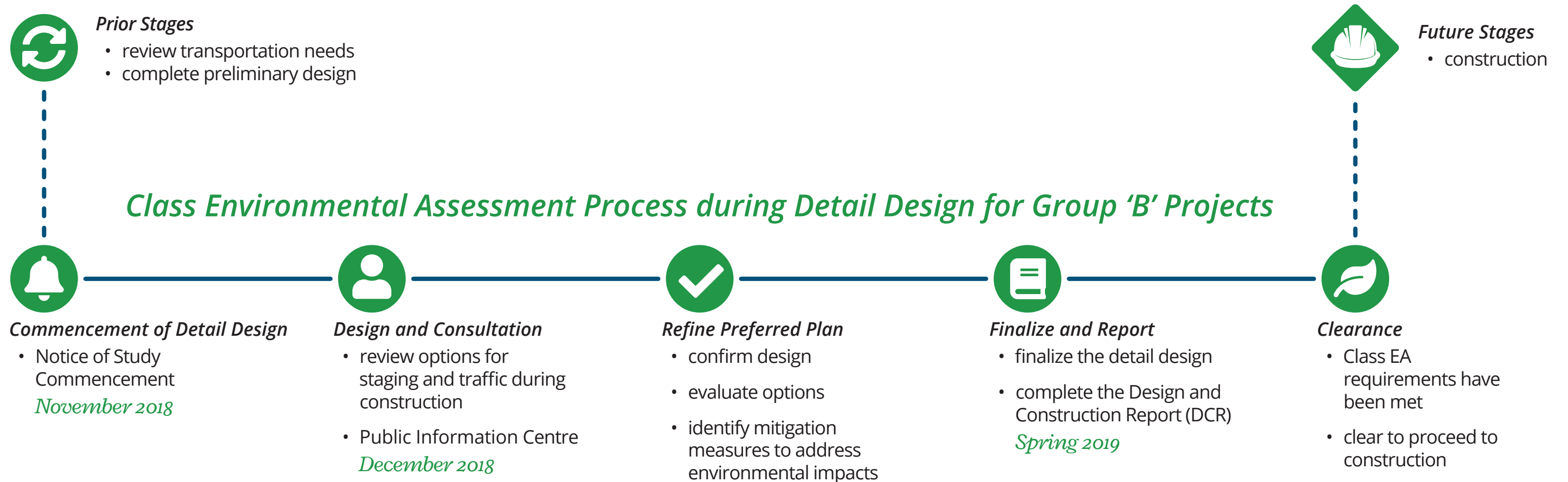
# Environmental Assessment Process

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.

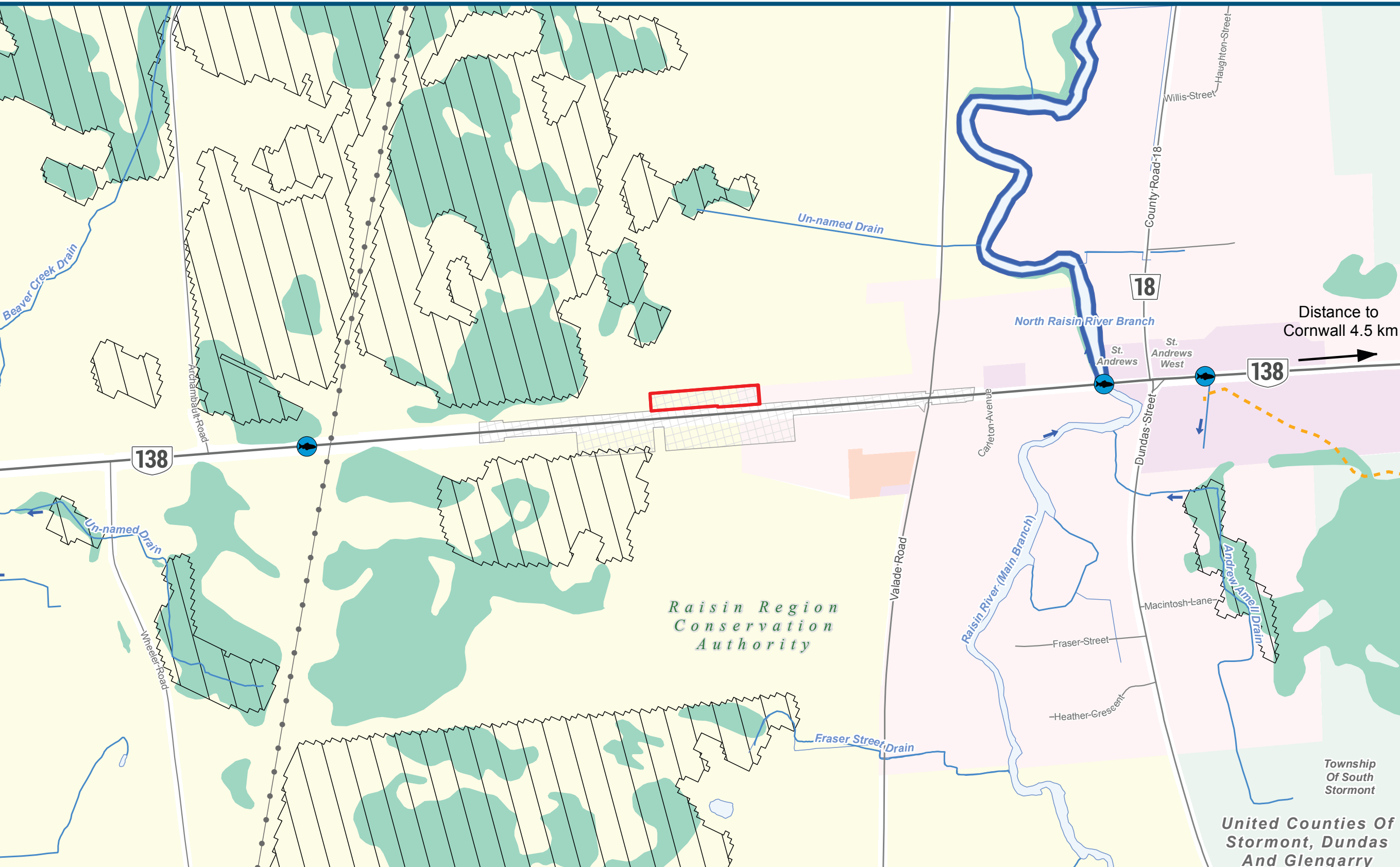
The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following

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



Legend

- St. Andrews West Carpool Lot
- Flow Direction
- Culvert Location
- Fish Habitat
- - - Snowmobile Trail
- Hydro Line
- Watercourse (Permanent)
- MTO Owned Land
- Significant Ecological Area
- Waterbody
- Wetland Provincially Significant
- Wetland Not evaluated per OWES
- Residential
- Institutional
- Commercial
- Agricultural
- Rural

Distance to Cornwall 4.5 km



**Notes**  
 1. Coordinate System: NAD 1983 UTM Zone 17N  
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.



## 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
<b>Site Characteristics and Layout</b>	...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)
	...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)
	...provides safe access to highway	Interaction between lot users (bus /car) and highway traffic	Proximity of entrances to each other (m)
	...minimizes driver confusion	Number of entrances to the carpool lot	Number of entrances (Number)
	<b>Constructability</b>	...minimizes utility crossings and conflicts	Construction feasibility
<b>Cost</b>	...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)

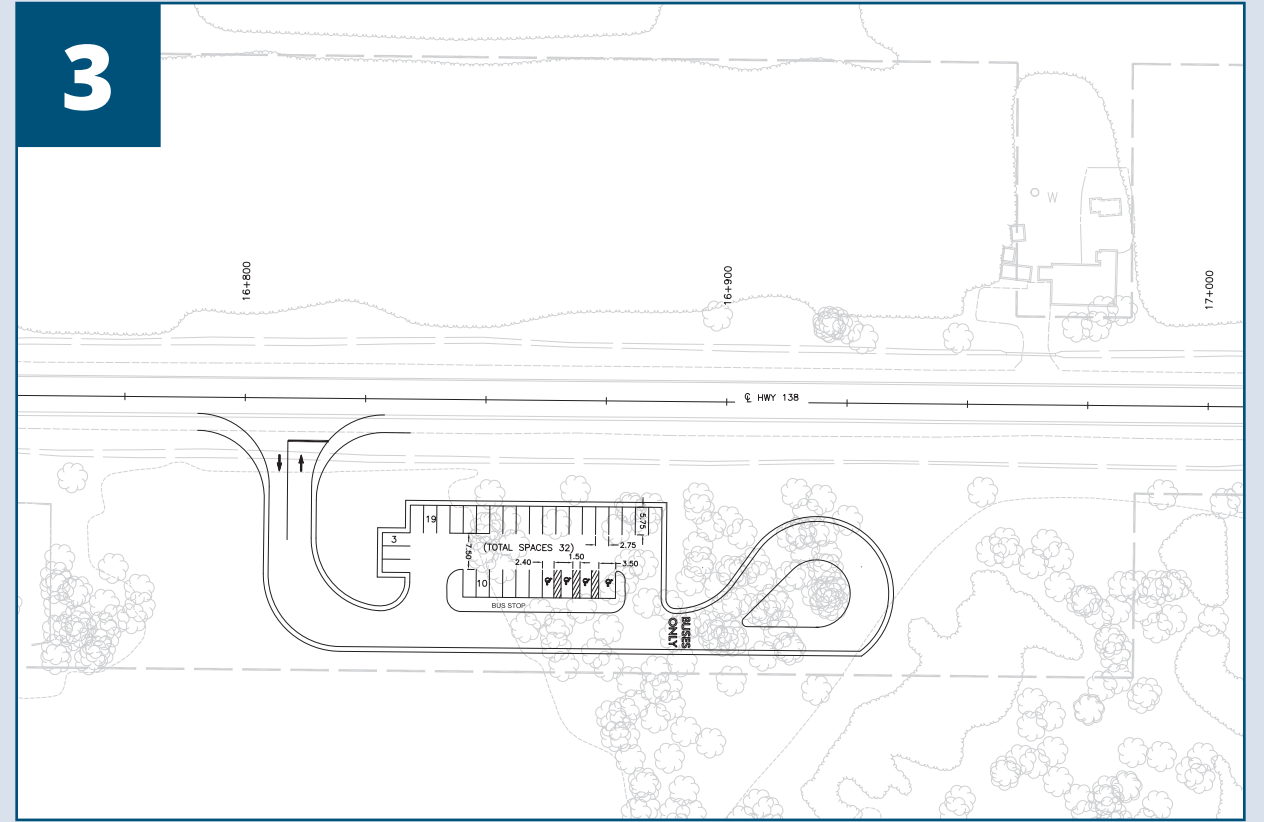
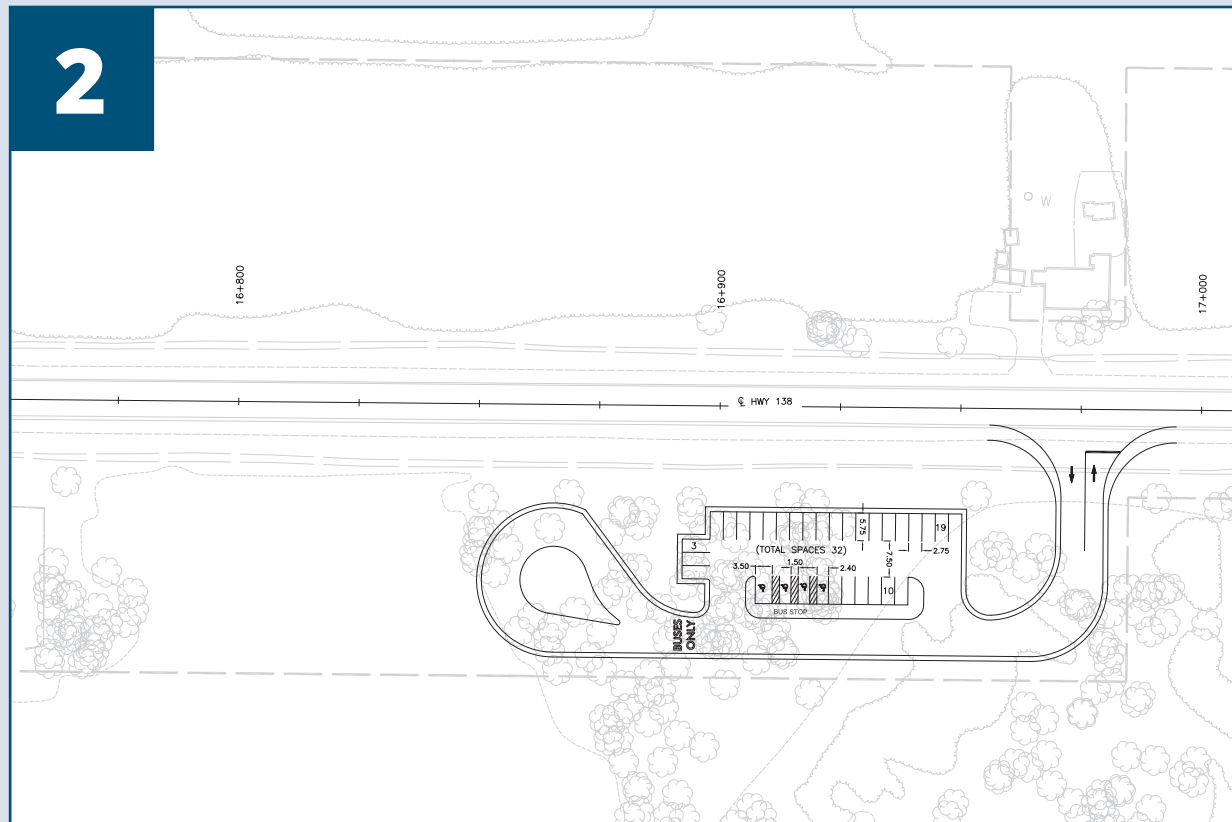
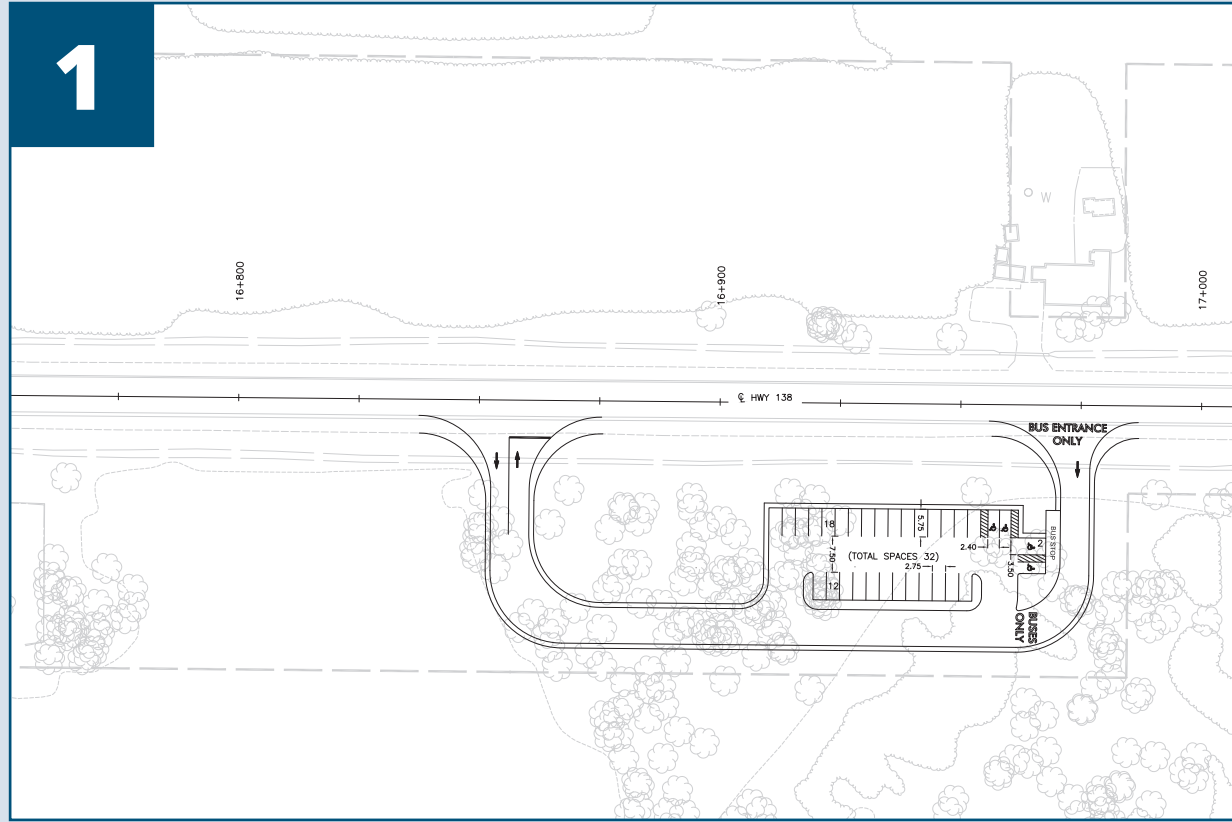
## Social & Cultural Environment

Criteria	The Best Improvement Plan...	Factors Considered	Methodology/Measure
<b>Archaeology and Cultural Heritage</b>	...minimizes intrusion into areas with high archaeological potential	Area of high archaeological potential	Area of impact to areas with high archaeological potential (m2)
<b>Adjacent Property Owners</b>	...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
<b>Wildlife and Terrestrial Habitat and Vegetation</b>	...minimizes impacts to terrestrial resources including wildlife habitat ...minimizes natural vegetation removal ...minimizes fragmentation of natural habitat	Tree/natural vegetation removal	Area of impact to Species-at-Risk and sensitive wildlife habitat (m2) Number of large or significant trees impacted

# Commuter Parking Lot Alternatives



25 m

# Evaluation of Alternatives

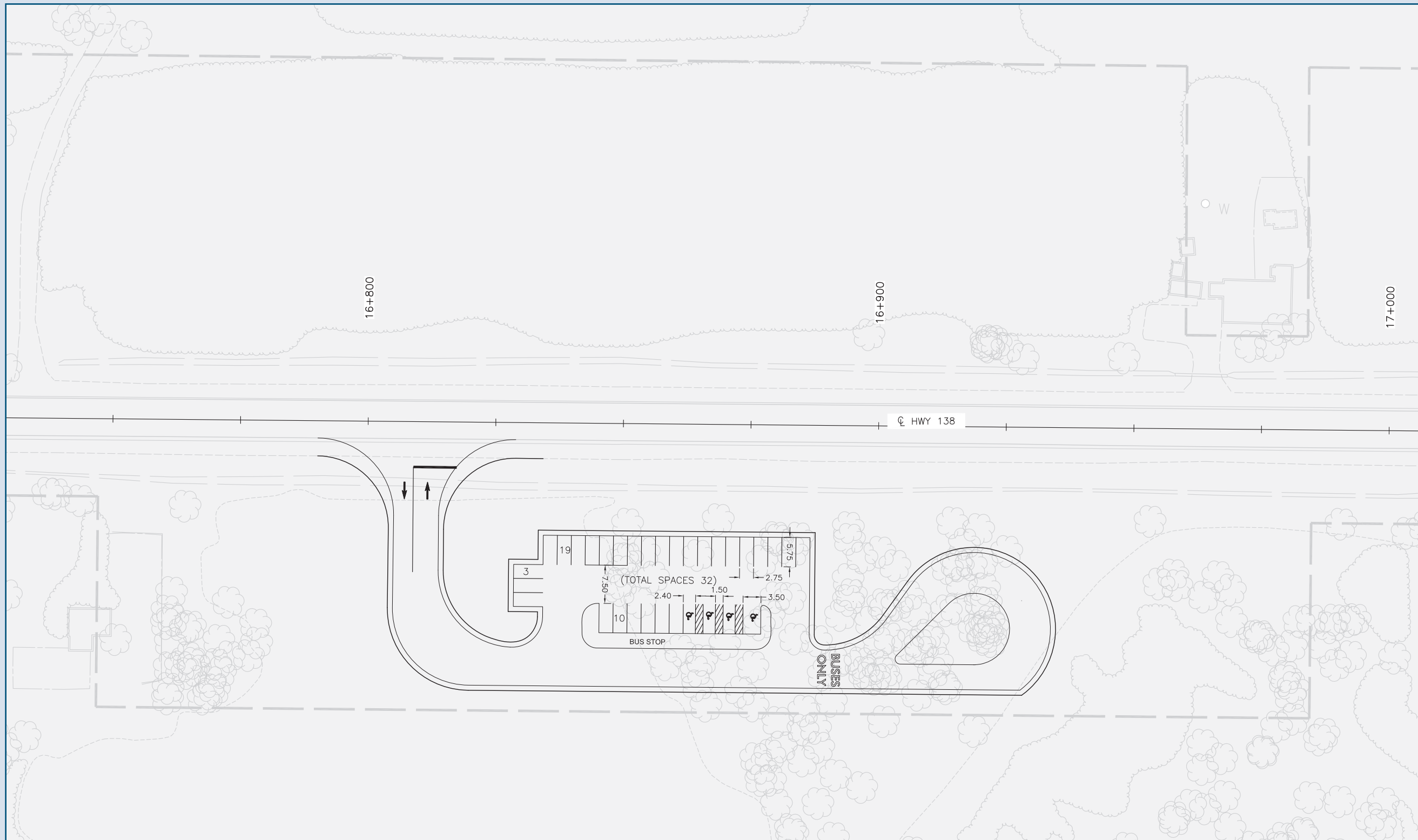
Category	Criteria	Alternative		
		1	2	3
Highway Engineering	<b>Site Characteristics and Layout</b>	<ul style="list-style-type: none"> <li>+ Requires approximately 540 m<sup>3</sup> of earthworks</li> <li>• Creates 2760 m<sup>2</sup> of impervious surface</li> <li>+ Allows for future expansion with no throw away</li> <li>+ Two conflict points between buses and cars</li> <li>- Requires six poles for illumination</li> <li>- Max 61 m travel path to bus stop</li> <li>• Provides unobstructed sightlines to main road</li> <li>- Carpool lot entrance opposite residential entrance and close to adjacent residential entrance</li> <li>- Requires two entrances</li> </ul>	<ul style="list-style-type: none"> <li>• Requires approximately 1030 m<sup>3</sup> of earthworks</li> <li>• Creates 3180 m<sup>2</sup> of impervious surface</li> <li>+ Allows for future expansion with no throw away</li> <li>- Four conflict points between buses and cars</li> <li>+ Requires five poles for illumination</li> <li>+ Max 47 m travel path to bus stop</li> <li>• Provides unobstructed sightlines to main road</li> <li>- Carpool lot entrance opposite residential entrance</li> <li>+ Requires one entrance</li> </ul>	<ul style="list-style-type: none"> <li>- Requires approximately 1900 m<sup>3</sup> of earthworks</li> <li>• Creates 3130 m<sup>2</sup> of impervious surface</li> <li>+ Allows for future expansion with no throw away</li> <li>- Four conflict points between buses and cars</li> <li>+ Requires five poles for illumination</li> <li>+ Max 46 m travel path to bus stop</li> <li>• Provides unobstructed sightlines to main road</li> <li>+ No entrances affected</li> <li>+ Requires one entrance</li> </ul>
	<b>Constructability</b>	<ul style="list-style-type: none"> <li>• Uses conventional construction techniques</li> </ul>	<ul style="list-style-type: none"> <li>• Uses conventional construction techniques</li> </ul>	<ul style="list-style-type: none"> <li>• Uses conventional construction techniques</li> </ul>
	<b>Total Cost</b>	<ul style="list-style-type: none"> <li>• Approximate total cost of \$532,000</li> </ul>	<ul style="list-style-type: none"> <li>• Approximate total cost of \$550,000</li> </ul>	<ul style="list-style-type: none"> <li>• Approximate total cost of \$555,000</li> </ul>
Social & Cultural Environment	<b>Archaeology and Cultural Heritage</b>	<ul style="list-style-type: none"> <li>• No impacts to areas with high archaeological potential</li> <li>• No impacts to registered archaeological sites</li> </ul>	<ul style="list-style-type: none"> <li>• No impacts to areas with high archaeological potential</li> <li>• No impacts to registered archaeological sites</li> </ul>	<ul style="list-style-type: none"> <li>• No impacts to areas with high archaeological potential</li> <li>• No impacts to registered archaeological sites</li> </ul>
	<b>Adjacent Property Owners</b>	<ul style="list-style-type: none"> <li>- Boundary/edge of carpool lot is approximately 24 m from residential building/home</li> <li>• 2 Residential buildings in close proximity to carpool lot</li> </ul>	<ul style="list-style-type: none"> <li>- Boundary/edge of carpool lot is approximately 24 m from residential building/home</li> <li>• 2 Residential buildings in close proximity to carpool lot</li> </ul>	<ul style="list-style-type: none"> <li>• Boundary/edge of carpool lot is approximately 45 m from residential building/home</li> <li>• 2 Residential buildings in close proximity to carpool lot</li> </ul>
Natural Environment	<b>Wildlife and Terrestrial Habitat and Vegetation</b>	<ul style="list-style-type: none"> <li>• 2600 m<sup>2</sup> of Gray Dogwood Deciduous Thicket Habitat impacted</li> <li>• No sensitive terrestrial habitat impacted (i.e., no Species at Risk Habitat)</li> <li>• Small number of individual trees impacted when compared to the remaining treed areas surrounding the site</li> </ul>	<ul style="list-style-type: none"> <li>- 3380 m<sup>2</sup> of Gray Dogwood Deciduous Thicket Habitat impacted</li> <li>• No sensitive terrestrial habitat impacted (i.e., no Species at Risk Habitat)</li> <li>• Small number of individual trees impacted when compared to the remaining treed areas surrounding the site</li> </ul>	<ul style="list-style-type: none"> <li>- 3320 m<sup>2</sup> of Gray Dogwood Deciduous Thicket Habitat impacted</li> <li>• No sensitive terrestrial habitat impacted (i.e., no Species at Risk Habitat)</li> <li>• Small number of individual trees impacted when compared to the remaining treed areas surrounding the site</li> </ul>
<b>Overall Score</b>		45	49	55

**RECOMMENDED**

**LEGEND**  
+ advantage  
- disadvantage  
• neutral

# Recommended Plan

## Alternative 3



# 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  
[standrewswestcarpool.ca](http://standrewswestcarpool.ca)

 Email [comments@standrewswestcarpool.ca](mailto:comments@standrewswestcarpool.ca)

 Or, **mail** your comments to:

**Ms. Nevena Gazibara**, B.Sc., MREM, ENV SP  
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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.