

Winston Churchill Blvd Class Environmental Assessment Study – PIC #2  
Narration Text to Support the PIC Boards – May 2022

Slide	Slide Name	Narration
1	<b>Title Slide</b>	<p>Thank you for joining us for this Public Information Centre, or “PIC” for short, for the proposed improvements to Winston Churchill Boulevard between Highway 401 and Embleton Road, which we will refer to in this presentation as the “Study”. This section of Winston Churchill Blvd is a boundary road between the Region of Peel and Halton Region and is envisioned to help accommodate future traffic demands.</p> <p>We want to thank everyone for taking the time to join us online. My name is Melissa Alexander, and I am the Project Manager from Hatch. I will be sharing this presentation with you.</p> <p>This presentation has been pre-recorded and will remain online for three weeks, from May 19<sup>th</sup> to June 9<sup>th</sup>. Please provide your comments by June 19<sup>th</sup> and if contact information is included with your comment, a response will be provided. Contact information will be available on the last slide of this presentation.</p>
2	<b>Indigenous Land Acknowledgment</b>	<p>We would like to begin by acknowledging the land on which we gather, and which the Region of Peel operates, is part of the Treaty Lands and Territory of the Mississaugas of the Credit. For thousands of years, Indigenous Peoples inhabited and cared for this land, and continue to do so today. In particular, we acknowledge the territory of the Anishinabek, Huron-Wendat, Haudenosaunee and Ojibway/Chippewa peoples; the land that is home to the Metis; and most recently, the territory of the Mississaugas of the Credit First Nation who are direct descendants of the Mississaugas of the Credit.</p> <p>We are grateful to have the opportunity to work on this land, and by doing so, give our respect to its first inhabitants.</p>
3	<b>Summary of PIC #1</b>	<p>Before beginning the presentation, we want to provide a recap of PIC #1 to summarize the topics that were covered and the feedback we received from the public.</p> <p>In the first PIC we covered:</p> <ul style="list-style-type: none"> <li>• The existing traffic conditions in the Study Area and the results of the traffic needs analysis.</li> <li>• An overview of the existing environment of the study area.</li> <li>• The evaluation of alternative solutions and the identification of a preferred solution, which includes a widening of Winston Churchill Blvd. to accommodate future traffic demands.</li> </ul> <p>Following the first PIC, the public feedback included requests for additional information related to the timing of the project, inquiries on property requirements and construction. The public also displayed an interest in other ongoing projects, including Financial Drive, GTA West (Highway 413), and the Halton-Peel Boundary Study.</p>

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		<p>Since PIC #1, a Stage 2 Archaeological Assessment has been completed for Mount Zion Cemetery, which will be discussed later in this presentation. Additionally, alternative design concepts have been evaluated to identify a preliminary preferred design.</p>
4	<p><b>Public Information Centre #2</b></p>	<p>This is the second PIC for this Study. As a recap, the purpose of the Study is to:</p> <ul style="list-style-type: none"> <li>• Complete a Schedule C Municipal Class Environmental Assessment and Preliminary Design for improvements to Winston Churchill Blvd. from Highway 401 in the south to Embleton Road / Sideroad 5 in the north;</li> <li>• Identify, define, and evaluate existing and future capacity, traffic safety, design, and operational needs along Winston Churchill Blvd.;</li> <li>• Identify improvements to accommodate existing and future transportation needs; and lastly,</li> <li>• Identify potential impacts to the natural, social, cultural, economic, and technical environments.</li> </ul> <p>The objectives for this presentation are to:</p> <ol style="list-style-type: none"> <li>1. Learn about the alternative design concepts considered for this project;</li> <li>2. Review the Technical work completed to date in support of the study;</li> <li>3. Provide input on the preliminary preferred design concept and evaluation methods;</li> <li>4. Review potential impacts that have been taken into consideration, and the proposed mitigation measures, and commitments that will be taken forward into detailed design.</li> <li>5. Discuss next steps and obtain your input.</li> </ol>
5	<p><b>Study Background</b></p>	<p>The following figure presents a map of the Study Area. The Study Area comprises a 4.2 km section of Winston Churchill Boulevard, extending from Highway 401 to Embleton Road/Sideroad 5. Winston Churchill Blvd. is a boundary road between the Region of Peel and Halton Region; and the Study Area is bounded by the City of Brampton to the Northeast, the Town of Halton Hills to the Northwest and Southwest, and the City of Mississauga to the Southeast. There are three watercourses which cross the Study Area. The existing cross-section includes 4 lanes from Highway 401 to Steeles Avenue; 4 lanes plus a two-way left-turn lane between Steeles Avenue and Maple Lodge Farms; and two-lanes with a flush centre median from Maple Lodge Farms northerly. Currently, the posted speed limit varies from 60-70 km/hour.</p>
6	<p><b>Class EA Process</b></p>	<p>To examine any potential impacts from the proposed roadway improvements, this project is being undertaken as a Schedule 'C' Class EA, in accordance with the Municipal Class EA process. During our first PIC held in October 2015, we completed Phases 1 and 2 of the Class EA process, which included identification of problems and opportunities, an evaluation of the alternative solutions, and the identification of the preferred solution.</p> <p>Since that time, we have completed the Phase 3 activities, including the evaluation of alternative designs for the preferred solution, updating the</p>

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		<p>environmental inventory and impact assessment, and identifying the preliminary preferred design concept.</p> <p>The remaining phase of the EA process includes Phase 4, which entails the preparation of the Environmental Study Report and the implementation of this project.</p>
7	<b>Transportation Planning</b>	<p>The following transportation planning documents are relevant to this Study:</p> <ol style="list-style-type: none"> <li>1. The Region of Peel’s “Let’s Move Peel Long Range Transportation Plan”, which outlines a five-year plan to guide transportation planning and infrastructure needs to accommodate growth up to 2041. The widening of Winston Churchill Blvd. between Highway 401 and Embleton Road to six lanes is included in this plan.</li> <li>2. The Region of Peel’s “Sustainable Transportation Strategy” which is being used to guide the cross-section design for this project.</li> <li>3. Halton’s Region 2011 “Road to Change Halton Transportation Master Plan for 2031” provides strategies for all modes of travel up to the year 2031. The Halton TMP has also been used to further inform the cross-section design for this project.</li> <li>4. The City of Brampton’s “Bram West Secondary Plan” includes the Bram West Parkway / Financial Drive Environmental Assessment that will create a future connection to Winston Churchill Blvd.</li> <li>5. The City of Brampton’s “Heritage Heights Secondary Plan” and “Heritage Heights Transportation Master Plan”, which are intended to revitalize the Heritage Heights area to create desirable living quarters and employment opportunities. The development plan provides connections to Embleton Road, creating additional traffic on Winston Churchill Boulevard as a result of population growth in this area.</li> <li>6. Lastly, the Town of Halton Hills is undertaking the “Premier Gateway Phase 2B Secondary Plan” which includes a future connection to Winston Churchill Blvd.</li> </ol>
8	<b>Traffic Analysis</b>	<p>As discussed in PIC 1, the forecasted growth for Peel Region suggests that Winston Churchill Boulevard will experience increased congestion if no improvements are implemented. Therefore, an opportunity exists to improve Winston Churchill Boulevard to accommodate future traffic demand, including active transportation facilities. As presented at PIC 1, the preferred solution to meet these objectives is to widen Winston Churchill Boulevard between Highway 401 and Embleton Road with 6-lanes. Improvements will be assessed using several factors, including the ability to minimize impacts to the natural, social, and cultural environments.</p> <p>This project will help by:</p> <ol style="list-style-type: none"> <li>1. Increasing corridor multimodal capacity;</li> <li>2. Improving safety and comfort for both walking and cycling on both sides of the roadway;</li> <li>3. Improving transit services and facilities; and</li> <li>4. Improving travel time reliability for all users.</li> </ol>
9	<b>Physical Constraints</b>	<p>Some constraints that have been identified for this Study include:</p>

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		<ul style="list-style-type: none"> <li>• The 407 Express Toll Route, or “ETR”, structure, includes new piers and pier cap on the east side that will be used in the future to support the expansion of Winston Churchill Blvd. and the highway. The design of the existing banked structure presents a constraint where a widening of the roadway to the west cannot be done without reducing the vertical clearance between the bottom of the structure and highway below.</li> <li>• Another potential constraint is the hydro corridor that currently extends along the east side of Winston Churchill Boulevard, which will require relocation to support the widening of the roadway.</li> <li>• There are existing developments which include several residences on the west side of the roadway, between Steeles Avenue and Maple Lodge Farms, as well as an existing industrial development on the east side, south of Steeles Ave. Impacts to these properties and their roadway access will need to be considered in the design.</li> <li>• Another consideration addressed in this Study are possible impacts to three watercourses which cross the corridor, including Mullet Creek, Levi Creek South and Levi Creek North. These crossings will be discussed later in this presentation.</li> <li>• And finally, Mount Zion Cemetery is located close to the roadway. A Stage 2 Archaeological Assessment was undertaken that recommended additional studies to determine if the cemetery will be impacted by a widening of the road.</li> </ul>
10	<b>Studies by Others</b>	<ul style="list-style-type: none"> <li>• There are several on-going or planned studies that may affect or have an impact on the Winston Churchill Study. These studies include the City of Brampton’s update to the Bram West Secondary plan, which includes multiple new connections with Winston Churchill Boulevard. Similarly, the Town of Halton Hills is undertaking a Secondary Plan which may also propose new connections with Winston Churchill Boulevard. The Ministry of Transportation is currently completing the detailed design and construction of the widening of Highway 401, which includes the realignment of Winston Churchill Blvd. to the east to provide improved sidewalk width and provision of a Car Pool lot in the northwest quadrant of the interchange.</li> <li>• In addition, the MTO is undertaking the planning for Highway 413, the GTA West freeway, which is a new highway that is proposed to cross Winston Churchill Blvd. just south of Embleton Road, and will provide a new connection to Winston Churchill Blvd.</li> <li>• Lastly, the Heritage Heights Transportation Study, is expected to be completed in 2022. This study seeks to develop a narrower north-south boulevard crafted to provide defined spaces for pedestrians, and include some connections to Winston Churchill Blvd. The widening of Winston Churchill Blvd will help improve traffic flow through this area.</li> </ul>
11	<b>Technical Studies</b>	<p>Technical studies are necessary to determine possible impacts and the mitigation measures that will be required for this project. These studies include:</p> <ul style="list-style-type: none"> <li>• Traffic and transportation,</li> </ul>

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		<ul style="list-style-type: none"> <li>• Air quality,</li> <li>• Drainage and stormwater management,</li> <li>• Geotechnical contamination and hydrogeological studies,</li> <li>• Noise impacts,</li> <li>• Meanderbelt analysis,</li> <li>• Natural environment studies for both the terrestrial and aquatic environment,</li> <li>• Structural and culvert assessment,</li> <li>• Cultural heritage assessment, and</li> <li>• Archaeological assessments.</li> </ul>
12	<b>Evaluation Criteria</b>	<p>The alternative design concepts were evaluated based on their ability to meet the listed criteria. The preferred design was selected based on the technical study results, which will be presented in the following slides. The criteria include: <u>Transportation Services</u>, which include improving public transit, safety for all modes of travel and increased travel choices; reduction of congestion and delays; the creation of a pedestrian and cycling friendly environments; and the ability to meet the Region’s Long Range Transportation Plan objectives.</p> <p>Next, the <u>Economic Environment and Costs</u> associated with the design concepts were evaluated based on the ability to accommodate planned development and growth for the Region, and to minimize impacts to businesses and residences, construction value, operating costs and property acquisition requirements, and overall access improvement to businesses and key employment areas.</p> <p>The <u>Engineering</u> criteria includes the ability to accommodate stormwater management and drainage requirements, and the ability to minimize utility relocations and delays caused by the construction.</p> <p>The <u>Natural Environment</u> criteria includes the ability to protect designated natural areas, species at risk, vegetation, wildlife, aquatic habitat, surface water and ground water resources.</p> <p>The <u>Socio-Cultural Environment</u> criteria considers the ability to improve air quality and access to residential areas, and to minimize impact on residential properties, and traffic noise. Impacts to archaeological and cultural heritage features will also be considered.</p>
13	<b>Technical Findings – Cultural Heritage</b>	<p><b>Cultural Heritage</b></p> <p>A Cultural Heritage Assessment Report was prepared to document existing Cultural Heritage Landscapes and Built Heritage Resources within the study area. The resources that influenced the evaluation of alternative design concepts include:</p> <ol style="list-style-type: none"> <li>1. Mount Zion Cemetery;</li> <li>2. Maple Lodge Farms Complex;</li> <li>3. Humphrey Farm;</li> <li>4. Croatian Franciscan Social and Cultural Centre;</li> </ol>

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		<p>5. And 3 residential properties along the corridor.</p> <p>There are no anticipated indirect impacts associated with the widening of Winston Churchill, however, the project will make all reasonable efforts during detailed design to reduce impacts to CHLs and BHRs.</p> <p>A Heritage Impact Assessment should be prepared if any direct impacts are identified. During construction, using heritage properties as laydown areas will be avoided.</p>
14	<p><b>Technical Findings - Archaeology</b></p>	<p><b>Archaeology</b></p> <p>A Stage 2 Archaeological Assessment was conducted to review alternatives to reduce the impact on residential properties on the west side and investigate opportunities to shift the road further to the east.</p> <p>In 2017, a Stage 2 Archaeological Assessment was completed at Mount Zion Cemetery located adjacent to the study corridor. This assessment found archaeological materials on a portion of the cemetery just outside the project limits. The Stage 2 Archaeological Assessment was entered into the registry in March of 2020.</p> <p>A partial Stage 3 Archaeological Assessment must be carried out to determine whether there are any areas of cultural heritage value or interest, and to determine if a Stage 4 excavation is required. Additionally, the project has committed to the implementation of an avoidance strategy including temporary barriers to be established along the interface between the protected area and the project limits during construction. All construction activities will be monitored by a licensed archaeologist.</p>
15	<p><b>Technical Findings – Noise and Air Quality</b></p>	<p><b>Noise</b></p> <p>A noise assessment study was completed which found only a marginal increase in ambient noise from traffic. For this study, four outdoor living areas were considered in the evaluation to represent the most affected locations based on the road improvements and traffic noise.</p> <p>The expansion of Winston Churchill Boulevard is predicted to produce less than a 3 decibel increase from current noise levels and is below the allowable increase prescribed by the Ministry of the Environment, Conservation and Parks and Region of Peel guidelines.</p> <p>To mitigate any potential noise disturbance during construction, best practices will be followed, as well as a noise complaint process and adherence to applicable noise by-laws.</p> <p><b>Air Quality</b></p> <p>An Air Quality Assessment was completed using air quality monitoring data from 2011 to 2015. Sensitive receptors for the assessment included 35 residential locations surrounding the roadway. The study found all contaminants to be below guidelines except particulate matter, total suspended particles, and annual</p>

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		<p>benzene. Total greenhouse gas emissions were reduced everywhere in the Study Area except between Steeles Avenue and Maple Lodge Farms.</p> <p>Mitigation measures are not warranted due to the small number of days where these parameters are expected to exceed the guideline. Best management practices will be followed during construction to reduce any adverse impacts to air quality, such as using equipment that is in good repair, machinery that is equipped with emissions control, and on-site dust suppression.</p>
16	<p><b>Technical Findings – Natural Environment</b></p>	<p><b>Natural Environment</b></p> <p>The following key features were identified in the Natural Environment study:</p> <ol style="list-style-type: none"> <li>1. Tributaries of Levi Creek that flow through the area are upstream of regulated Redside dace habitat, an Endangered fish species. To mitigate any potential impacts to Redside Dace, the detailed design will take into consideration opportunities to reduce work within the watercourse channel to minimize impacts to suitable habitat.</li> <li>2. A breeding area for Bobolink, a Threatened bird species, was observed in agricultural fields adjacent to the Study Area. To mitigate potential harm to Bobolink habitat, construction and vegetation clearing will occur outside of the bird breeding window. Additional survey may be required prior to construction to confirm the presence of suitable Bobolink habitat.</li> <li>3. Potentially impacted landscape features located within the study area include Levi Creek Wetland Complex Provincially Significant Wetland, or “PSW” associated with Levi Creek North, and the three watercourses within the Credit Valley Conservation regulation which have potential to be impacted via sedimentation caused by construction activities. Care will be taken to reduce impacts to watercourses, PSW and marsh areas, through the implementation of an Erosion and Sediment Control Plan.</li> </ol>
17	<p><b>Technical Findings – Stormwater Management</b></p>	<p>The Stormwater Management Study outlined the existing Stormwater Management System, which includes storm water catchments that are conveyed via a combination of overland street flow to low spots along both sides of the right-of-way and storm sewer networks, which eventually discharge into 10 outfall locations in Levi Creek North, Levi Creek South and the Mullet Creek sub-watersheds. Post development runoff for road catchments is expected to increase due to an increase in overall imperviousness coverage. A stormwater management strategy was developed in consultation with Credit Valley Conservation and will aim control the quantity increase to pre-development conditions.</p> <p>It is recommended that underground infiltration chambers be provided at each outlet to increase storage volume. Additionally, runoff resulting from major storms should be conveyed to the existing outlets while minor drainage should be collected by a series of catch basins and conveyed to the underground infiltration chambers connected to the storm sewer network located under the median of</p>

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		<p>the road.</p> <p>Lastly, water quantity should be controlled via underground storage chambers and water quality should be controlled via oil grit separators and bioretention planters.</p>
18	<p><b>Evaluation of Alternative Designs – Hwy 401 to Steeles Ave.</b></p>	<p>The next slides outline the evaluation of each of the three design concepts for each segment of the project based on the preferred solution. The evaluations of each design concept were based on predicted impacts on transportation, engineering, socio-cultural, natural environment and costs.</p> <p>The preferred alternative for the segment from Highway 401 to Steeles Avenue is Alternative 3, which is widening the road to the East.</p> <p>Firstly, for all three segments of the project, all the design concepts are expected to have similar transportation improvements, including widening the roadway to 6 lanes, and adding multi-use paths to accommodate cyclists and pedestrians along both sides of the roadway.</p> <p>Socio-cultural and natural heritage impacts are the same.</p> <p>An additional consideration is whether the alternative may trigger the need for an Infrastructure Ontario EA due to the acquisition of property from the Ministry of Transportation to support the design. Additionally, relocation of the light fixtures may be necessary.</p> <p>A full replacement of the 407 ETR structure would be required for both Alternative 2 which requires widening along the centre, and Alternative 4 which requires widening to the west. This potential impact is a major reason these alternatives are not preferred for this segment. These alternatives will impact the Highway 401 ramps.</p>
19	<p><b>Evaluation of Alternative Designs – Steels Ave. to MLF</b></p>	<p>The next segment extends from Steeles Avenue to Maple Lodge Farms (approximately 2km south of 5 Sideroad). The preferred design concept for this portion is Alternative 2 which entails widening the road on both sides of the centreline.</p> <p>All alternatives would require an extension of the Mullet Creek culvert. The evaluation in this segment considers the impacts to residential properties on the west side, and the Mount Zion cemetery and other properties on the east side. To balance these impacts, the preferred design concept includes an improvement on both sides of the roadway.</p> <p>The alternative to the east considers the impact to the Mount Zion Cemetery and to the parking areas at Maple Lodge Farms.</p> <p>All three alternatives have approximately the same impact to fish and fish habitat as well as some of the identified natural heritage features.</p>



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		<p>All three alternatives have similar costs.</p> <p>Therefore, the main factor for the selecting the preferred design Alternative 2 in this segment is the ability of this alternative to minimize impact to the social-cultural environment.</p>
20	<b>Evaluation of Alternative Designs – MLF to Embleton Rd.</b>	<p>The last Segment extends from Maple Lodge Farms to Embleton Road. For this section, Alternative 2 is the preferred design, which includes widening the roadway evenly on both sides of the centreline.</p> <p>The impacts for each of the evaluation criteria for the three design concepts for this segment were found to be similar. The primary reason for selecting the preferred design alternative over the others is that this alternative was found to have a reduced impact to residential properties.</p>
21	<b>Active Transportation</b>	<p>It has been determined that the preferred design for Active Transportation is the implementation of multi-use paths (also called a MUP) on both sides of the roadway to allow walking and one-way cycling on each side of the road. For this option cross-rides would be provided at all intersections. Improvement to active transportation facilities in the corridor is consistent with the objectives in the Region of Peel’s Active Transportation Plan for 2018 to 2022, including connection with other proposed east-west paths and trails. The proposed MUP will extend to the Highway 401 westbound off-ramp. A connection from this point across the structure will be the subject of a future study to consider connectivity to the future MUP extensions by the City of Mississauga.</p> <p>Support for future transit service improvements is provided by incorporating far-side bus stops wherever possible. Near-side bus stops are recommended in specific locations to address property impacts, as well as in locations that would improve access to transit via crosswalk connections across Winston Churchill Boulevard.</p>
22	<b>General Components &amp; Traffic Management</b>	<p>There are some general components and traffic management measures which are consistent across all three segments of the Study. These include all segments having the road width expanded to six lanes, and pending Council approval, a posted speed limit of 60 km per hour.</p>
23	<b>Preliminary Preferred Design Hwy 401 to Steeles Ave</b>	<p>The preliminary design for the first segment located between Highway 401 and Steeles Avenue will include widening the roadway from 4 to 6 lanes with separate left turn lanes provided at intersections. This design would consist of an approximate 47.5-metre-wide cross-section, a sidewalk on the west side of the corridor, and the MUP extending from the Highway 401 westbound off-ramp, northerly. Underground storage chambers and oil/grit separators will be constructed for Stormwater Management and drainage purposes.</p>

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24	<b>Preliminary Preferred Design Steeles Ave to Maple Lodge Farms</b>	<p>The preliminary design for the segment located between Steeles Avenue and Maple Lodge Farms will include widening the roadway from 4 to 6 lanes with a flush median that provides access to adjacent properties and dedicated left turn lanes at intersections. This design would consist of an approximate 40-metre-wide cross-section to reduce impact on residences and the Mount Zion Cemetery. A multi-use path will be constructed on both sides of the corridor, with an opportunity for landscaping within the right-of-way. Underground storage chambers and oil/grit separators will be incorporated for Stormwater Management and drainage purposes.</p> <p>Wherever possible full access will be maintained to fronting adjacent properties. Accesses located close to signalized intersections may need to be restricted to right turns only due to safety concerns. If properties along the roadway are redeveloped in the future, opportunities to restrict access to fronting properties to right turns only by constructing sections of raised median will be considered. All-movement access in the future will preferably be via the existing and planned signalized intersections.</p>
25	<b>Preliminary Preferred Design Maple Lodge Farms to Embleton Rd.</b>	<p>The preliminary design for the segment between Maple Lodge Farms and Embleton Road will include widening the roadway from 2 to 6 lanes. This design would consist of an approximate 40 to 42.5 metre-wide cross-section, a multi-use path on both sides of the corridor and an opportunity for landscaping within the right-of-way.</p> <p>The widening in this segment will be constructed in two stages: an initial stage to widen from 2 lanes to 4 lanes with flush median; and a subsequent phase to widen from 4 lanes to 6 lanes, with dedicated turn lanes at intersections.</p>
26	<b>Project Timeline</b>	<p>This projected timeline demonstrates the five steps involved in the overall improvements to Winston Churchill Boulevard.</p> <p>The steps involved in this Study include:</p> <ol style="list-style-type: none"> <li>1. Step 1, which is outside of the study area limits.</li> <li>2. Step 2, which involves widening the segment from Highway 401 to Steeles Avenue from 4 to 6 lanes. Construction is expected to begin in 2028.</li> <li>3. Step 3, which involves Phase 1 of the widening of the segment from Maple Lodge Farms to Embleton Road from 2 to 4 lanes. Construction is expected to begin in 2028.</li> <li>4. Followed by Step 4 &amp; 5, which involves widening from Steeles Avenue to Embleton Road from 4 to 6 lanes. Construction is expected to begin in 2034.</li> </ol>
27	<b>Project Schedule &amp; Next Steps</b>	<p>This figure presents a general timeline of events that have occurred since the Study began in the Fall of 2014, up to the proposed Study Completion and start of construction.</p>

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		<p>As we are currently at PIC #2, the next steps include the preparation of the Environmental Study Report, followed by a 30-day review by agencies and a subsequent 30-day review by Indigenous Communities, stakeholders, and the public. The study is planned to be completed in 2022, with the issuance of a Notice of Study Completion to announce the start of the 30-day review period. If there are no comments, the Project will proceed to detailed design and construction. All commitments identified in the EA will be carried forward into the detailed design. Construction is planned to commence in 2028.</p>
28	<b>THANK YOU</b>	<p>Thank you for taking the time to listen to this presentation and we look forward to receiving your questions and comments. We have shifted our consultation and engagement to a virtual platform. Please submit any questions or comments via the contact information provided on this slide. If contact information is included with your comment, a response will be provided.</p> <p>Comments will be received for a four week period from May 19th to June 19th, 2022.</p> <p>Again, we thank you for taking the time to listen to our presentation and to review the information that we have prepared.</p>