

**NOTES OF MEETING
AIRPORT ROAD (KING STREET TO HUNTSMILL DRIVE) ENVIRONMENTAL ASSESSMENT (EA)
COMMUNITY WORKING GROUP MEETING**

Thursday, May 17, 2018

6:00 p.m. – 8:00 p.m.

Caledon Community Complex, Lion's Den, 6215 Old Church Road, Caledon East

- Present:** **Region of Peel:** Sally Rook (Manager, Infrastructure Programming & Studies), Sonya Bubas (Project Manager), Asha Saddi (Facilitator and EA Communication Lead), Arthur Lee (Designer), Scott Beveridge (Realty)
IBI Group: Scott Johnston (Project Manager) and Hailey McWilliam (Environmental Planner)
CWG Members: Errol Munn, Neil Marr, Wayne Noble, Bob Cannon, Don Cardwell, Wally Siry and Kulwant Dhaliwal
- Absent:** Jackie Teunissen, David Kerr, Ken Singh, David Caravaggio, Romeo Barbosa, Andrew Pearce, Doug Maskell and Dan Lightfoot

ITEM	DETAILS
1. Introductions	<ul style="list-style-type: none"> • Everyone was welcomed to the Community Working Group (CWG) meeting. • Roundtable introductions of all attending took place. CWG members were informed that the Town of Caledon was invited to the meeting but were not able to attend; the Region had been informed that Town representatives will be attending the Public Information Centre (PIC) on June 4, 2018. • Consent forms were distributed to those members who were not in attendance at the last meeting; members were asked to review, sign and return the photo consent forms during or following the meeting. • The Facilitator reviewed the ground rules from the previous meeting: The CWG Facilitator is committed to: <ul style="list-style-type: none"> ➤ Ensure everyone's voice is heard ➤ Treat everyone equal ➤ Help everyone feel comfortable to participate ➤ Keep the discussion on topic • The CWG is expected to: <ul style="list-style-type: none"> ➤ Treat everyone equal ➤ Participate ➤ Respect each other's viewpoints ➤ Bring thoughts and ideas to the CWG meetings - not agendas ➤ Allow one person to speak at a time
2. Meeting Overview	<ul style="list-style-type: none"> • The purpose of the meeting was to share with CWG members the information that will be presented to the public at the first PIC meeting scheduled for Monday, June 4, 2018. • Three CWG members had submitted comments following the Orientation Session and the project team addressed these comments through the PIC information. The three comments received were concerning: <ol style="list-style-type: none"> 1. A possible roundabout at Cranston Drive, 2. Suggestions for Airport Road between Cranston Drive and Huntsmill Drive, and 3. What happens if there is a need to look at a road widening in the future? • During the meeting the: <ul style="list-style-type: none"> ➤ Regional Project Manager addressed the EA process and planning context ➤ Consultant Project Manager addressed existing and future traffic conditions, and ➤ Consultant Environmental Planner addressed existing environmental conditions • CWG members were welcome to ask questions.
3. PIC Information	<p>The project team reviewed PIC information with CWG members and the following questions were addressed:</p> <p><u>Questions/Comments</u></p> <ul style="list-style-type: none"> • <i>Who has the approval authority for this study?</i> The Municipal Class EA is a self-regulated planning and design process approved under the Ontario Environmental Assessment Act. The Ministry of Environment and Climate Change (MOECC) has ultimate authority when formal objections are

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	<p>raised by the public. An overview of the Municipal Class EA process was provided and it was explained that the public can object to the study. Objections would go to the MOECC for review. If no objections are received, the Region will proceed to detailed design and construction after completion of the EA study.</p> <p>Post-meeting clarification: The public will be consulted throughout the EA process and the study will be documented in an Environmental Study Report for a minimum 30-day public review period upon completion. If there are outstanding concerns that cannot be resolved with the Region during the review period, interested persons may request the Minister of Environment and Climate Change to order the Region to undertake a higher level of assessment as per Part II of the <i>Environmental Assessment Act</i>.</p> <ul style="list-style-type: none"> • <i>Is there any possibility of Olde Base Line becoming a future truck route?</i> An update on the feasibility study was provided to the group and noted that the results will likely be available by September 2018. The results will feed in to the evaluation of alternatives for this EA. • <i>Why does the Region allow trucks on Airport Road?</i> Airport Road is identified as a goods movement corridor and goods movement is vital to the Peel economy. Peel is unique from the rest of Ontario and it is important to improve the goods movement network so that it is safe, sustainable and efficient and which can mean implementing strategies that improve planning policies for goods movement land uses, managing the demand and supply of moving goods, and providing for truck routes. • <i>Were the planned residential developments considered in the traffic forecasting model?</i> The project team confirmed that future developments were considered as part of the analysis but whether development should happen was not in the jurisdiction of this EA. • <i>Does the Region of Peel work with the Town of Caledon when these developments are going through the development approval process?</i> The Region of Peel is circulated on the applications and provides comments that are considered by the Town through the development process. It was noted that Airport Road is a Regional road and any access on to the road must be approved by the Region. • Some CWG members mentioned that they agreed with the Problem and Opportunity Statement. • It was noted that storm sewers are present from south of Walker Road to approximately 60m south rather than 60m north of Hilltop Drive. • <i>Has the Team considered diverting truck traffic to Innis Lake Road?</i> IBI Group explained that the objective of the Region of Peel Goods Movement Strategic Plan (2012-2016) Caledon East Study was to identify options to divert through traffic and heavy trucks away from Airport Road through Caledon East. One alternative considered was to upgrade existing parallel roads of Mountainview Road and / or Innis Lake Road. Due to the positioning of Innis Lake Road to the east of Airport Road, it was found to be less appropriate to serve trucks travelling to/from the northwest. Although it provides a link to Old School Road, it was still seen as providing little benefit and was not considered further as an alternative for a heavy truck route. <p>Post-meeting note: The Town of Caledon is undertaking a Class EA Study for improvements to Mountainview Road from Olde Base Line Road to Granite Stones Road. Public Information Centres for the Study were held in November, 2017 and April, 2018. Information on the Study can be viewed at https://www.caledon.ca/en/townhall/mountainview-road-environmental-assessment.asp</p> <ul style="list-style-type: none"> • <i>What happens when/if it is decided that the road does indeed need to be widened? Does this study then get scrapped and another one done?</i> The project team explained that the Region's Long Range Transportation Plan (LRTP) looks at Peel's transportation network and is updated every five years. The LRTP is currently being updated and will consider improvements to 2041. An objective of the Airport Road EA is to review the needs of the corridor within the local context. The planning horizon for the traffic analysis is to 2041. Once completed, the EA study will be valid for 10 years. Given the planning horizons of the LRTP and EA, the corridor will likely not need to be reviewed within the local context in the next 10 to 20 years. If or when this occurs, the corridor will likely be reviewed in the same context as the current EA where widening is not considered through Caledon East, as this section of the corridor is highly constrained by property and planning objectives to support a sustainable and vibrant community. • <i>Could part of this study take into account that at the moment, we could also possibly look at a plan for road widening between Mayfield Road and Boston Mills Road so that land could be allocated?</i>

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	<p>Airport Road will be widened to 4 lanes (5 lanes with a centre turning lane) from Mayfield Road to King Street as approved under the EA completed for the corridor south of King Street. Under the Region's Official Plan, the designated mid-block Right-of-Way (ROW) width for Airport Road between King Street and Boston Mills Road is 45 metres. This ROW designation could be maintained to not preclude any unexpected future need for widening (e.g., should a need arise from development being approved along this section of Airport Road beyond the settlement boundary).</p> <ul style="list-style-type: none"> • <i>Has the Region of Peel secured the right-of-way for this project?</i> Yes, the Region of Peel protects the Official Plan right-of-way. • <i>Does the Town of Caledon approve gravel truck routes?</i> The Region of Peel discussed gravel truck routes with the Town of Caledon and was informed that the Town does not approve truck routes. • A CWG member commented that Caledon residents dislike the new residential units being built close to the road. They prefer larger setbacks to maintain the rural feel. • A CWG member suggested to move the bike lane behind the parked cars to provide a buffer from traffic. The project team explained that this option was also being considered. • It was noted that Caledon residents were becoming more accepting of roundabouts. The project team explained Regional policy was that if traffic signals were warranted, roundabouts should be considered. • In response to a CWG member's concern about pedestrian safety at roundabouts, IBI Group agreed that pedestrian safety is a consideration. • <i>Is the project team considering agricultural equipment in the design of the roundabout?</i> Yes, agricultural equipment is being considered. • CWG members noted that the Old Church Road/Airport Road intersection is a safety concern in the Town. There was general support for the improvement of the intersection. • While there is support for roundabouts, it was noted that roundabouts do not provide a gap in traffic as traffic signals do. CWG members expressed frustration at the amount of time it takes to turn out of driveways and on to Airport Road.
<p>4. Next Steps</p>	<ul style="list-style-type: none"> • Residents in the study area will receive a: <ol style="list-style-type: none"> 1. letter of invitation 2. PIC Notice providing details, and 3. Comment Sheet, which can be completed and mailed, faxed or emailed back to the Communication Lead • A PIC advertisement will appear in the <i>Caledon Enterprise</i> and <i>Citizen</i> newspapers on May 24 and 31. • A Tweet will be going out on the Regional Twitter account on June 1, 2 and 3. Post-meeting note: Final Tweet was posted on June 4 (not June 3). • PIC information will be uploaded to the project website on June 5 (day after PIC No. 1). Post-meeting note: PIC information can be viewed at: https://www.peelregion.ca/pw/transportation/environ-assess/pdf-airport-road/pic-boards.pdf • A Comment Form will be available on the project website for those who prefer to submit their comments online. • The Facilitator encouraged CWG members to inform their family members, friends and co-workers who work or live in the study area to attend the PIC. The project team want to hear from the public. • Next steps from the meeting: <ul style="list-style-type: none"> ➢ Draft meeting notes will be circulated to all members for confirmation ➢ CWG members to reply with revisions to the notes, if any, within two weeks of circulation
<p>5. Closing Remarks</p>	<ul style="list-style-type: none"> • CWG members have an important role in this EA. Members are the link between the project team and the community and help identify opportunities and issues to be considered in the EA. • Members were reminded not to wait for the next CWG meeting if they had any questions on the study; they were encouraged to contact the Communication Lead with any questions. • Members were thanked for their participation and for contributing their time to this meeting.