

Appendix A3:

Agency Consultation

Appendix A3: Agency Consultation Materials

Agency Meeting Materials and Minutes

Agency Correspondence

Caledon Heritage Committee

CVC

MNRF

MOECC

NEP

Site Meetings

TAC

Town of Caledon

TRCA

Utilities

Other Correspondence

Agency Meeting Materials and Minutes

From: [Bubas, Sonya](#)
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Cc: [Saddi, Asha](#)
Subject: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)
Date: Thursday, May 10, 2018 3:58:01 PM
Attachments: [image001.gif](#)
[16-4360 Minutes Kick-off Meeting \(2017 10 25\).pdf](#)
[16-4360 Presentation Kick-off Meeting \(2017 10 25\) FINAL.pdf](#)

Good afternoon,

Please find attached notes of the kick-off meeting for the Airport Road Class EA. These notes were initially sent to those who attended the meeting in October, and as a result your email may not have been included in the circulation. We would like to keep you informed of the meeting by providing the attached copy for information.

Please feel free to contact me at any time during the Class EA Study if you have any questions or comments.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

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ROP-email



**Environmental Assessment
Airport Road from King Street to Huntmill Drive**

Project Kick-Off Meeting

**Wednesday, October 25, 2017
Chinguacousy Ski Chalet, Lower Lounge
9:00 a.m. – 11:00 a.m.**

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

AGENDA

- | | |
|--|-------------|
| 1. Welcome and Introductions | Peel Region |
| ➤ Roundtable introductions | |
| 2. Project Overview | Peel Region |
| ➤ Background | |
| ➤ Scope and schedule | |
| ➤ Consultation Plan and Technical Advisory Committee | |
| 3. Traffic and Transportation Analysis | IBI Group |
| ➤ Preliminary findings | |
| 4. Technical Studies | IBI Group |
| ➤ Corridor constraints | |
| 5. Discussion – Peel Staff | Peel Region |
| ➤ Information exchange and issue identification | |
| 6. Discussion – Agencies | Agencies |
| ➤ Information exchange and issue identification | |
| 7. Wrap Up and Next Steps | Peel Region |

Minutes

**Project Kick-Off Meeting
Airport Road from King Street to Huntsmill Drive
Environmental Assessment**

**Wednesday, October 25, 2017
9:00 a.m. – 11:00 a.m.**

**Chinguacousy Ski Chalet, Lower Lounge
9050 Bramalea Road, Brampton**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region of Peel (Region) welcomed all participants to the project kick-off meeting and provided an overview of the agenda. • The purpose of the meeting was to: <ul style="list-style-type: none"> ➢ Inform the Region's Project Team and Technical Agencies of the Environmental Assessment (EA) study for Airport Road; All present were encouraged to ask questions during the PowerPoint presentation (attached). ➢ Exchange information; All present were asked to inform the Project Team of additional knowledge or information available on the study area. ➢ Discuss key issues; All present were encouraged to identify and/or comment on opportunities and constraints. • Roundtable introductions took place; The Region informed participants that the EA study will be completed in-house and IBI Group will support the EA by providing technical studies. • [All in attendance will form part of the Technical Advisory Committee (TAC)]; The Region was interested to learn how best to consult with TAC members and looked forward to two-way communications throughout the project; The Region encouraged participants to contact the Project Manager throughout the study with any questions. 	
2	<p>Study Area</p> <ul style="list-style-type: none"> • The Region provided a general overview of the study area (see presentation, slide 4). • The study will examine improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, in the Town of Caledon; The study area encompasses 300m [along all legs] of each intersection. 	
3	<p>Project Overview</p> <p>The Region summarized the study's background, purpose, scope, planning process, and consultation plan (refer to presentation, slides 5 to 15).</p> <p>Background</p> <ul style="list-style-type: none"> • Recommendations of the following planning studies led to the need for this EA to examine improvements to Airport Road: <ul style="list-style-type: none"> ➢ In 2012, the Region's Long Range Transportation Plan Update identified the need for widening Airport Road from 2 to 4 lanes between King Street and Huntsmill Drive, and recommended improvements for active transportation facilities. ➢ In 2015, the Region and IBI Group completed a feasibility study to assess options for diverting truck traffic around the village of Caledon East; The study determined sufficient capacity on Airport Road, indicating no need for widening, and recommended (1) traffic calming to reduce speed, and (2) upgrading Olde Base Line Road to a truck route; The Region will complete a separate feasibility study to examine Olde Base Line Road as a potential future truck route. ➢ In 2015, the Region completed the Class EA study for Airport Road from [1km 	

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	<p>north of] Mayfield Road to [0.6km north of] King Street; The EA study recommended road widening to 5 lanes, 2-lane roundabouts, and active transportation (e.g., paved shoulders in rural areas and bike lanes in urban areas); This study will tie in to the recommended improvements (2-lane roundabout) at the King Street intersection.</p> <ul style="list-style-type: none"> ➤ In 2014, the Town of Caledon (Town) completed the Caledon East Community Improvement Plan; Key focus areas include safe pedestrian crossings, active transportation, and streetscaping. ➤ IBI Group is currently working on the 2017 Peel Sustainable Transportation Strategy which is looking at pedestrian improvement corridors (including Airport Road from Cranston Drive to Leamster Trail) and proposed pedestrian and cycling networks. <p>Study Purpose</p> <ul style="list-style-type: none"> • The purpose of the study is to: <ul style="list-style-type: none"> ➤ Confirm the need for improvements on Airport Road between King Street and Huntsmill Drive, based on the above background studies and the transportation study to be completed by IBI Group; The results of the transportation study will contribute to a refined Problem and Opportunity Statement for the EA. ➤ Recommend improvements through technical studies, EA planning process, and consultation with stakeholders; It is hoped that sufficient detail in the EA will help obtain “agreements in principle” from approval agencies; The preferred design will be completed to a 30 per cent level of detail. <p>Study Scope</p> <ul style="list-style-type: none"> • This EA will examine the need for: <ul style="list-style-type: none"> ➤ Long term improvements related to planned growth. ➤ Intersection improvements including roundabouts. ➤ Traffic calming measures for truck and other vehicular traffic through Caledon East. ➤ Infrastructure improvements for walking and cycling. ➤ Streetscaping to support the Caledon East Community Improvement Plan and the updated Region of Peel Streetscaping toolbox. • This study will not consider major road widening for additional through lanes along Airport Road. <p>Technical Studies</p> <ul style="list-style-type: none"> • IBI Group and their sub-consultants will complete 11 technical studies for the EA. • The Transportation and Traffic Analysis was recently initiated. • The Cultural & Built Heritage Assessment will confirm the heritage sites within the study area. • TRCA Staff completed the natural environment existing conditions inventory, which will be circulated to environmental agencies for review. [The Natural Environment Assessment and Tree Inventory will be completed by Riverstone.] • Details regarding the technical investigations will be provided at future meetings and as the study progresses. <p>Municipal Class EA</p> <ul style="list-style-type: none"> • The study was initiated as a Schedule C Municipal Class EA project and will follow the full planning process (Phases 1 to 4). • Agency input will be sought during Phases 2 and 3 when alternative solutions and designs will be developed and assessed; [Two TAC meetings are planned for this study]. • This Class EA is a two year study and the anticipated completion date is in 2019. <p>Consultation Plan</p> <ul style="list-style-type: none"> • Consultation will reach out to the Public, Indigenous groups, Technical Agencies, 	
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	<p>area Municipalities and the Regional Project Team.</p> <ul style="list-style-type: none"> • Communications will be conducted through Public Notices (the Notice of Study Commencement was mailed to agencies and the Public in September), Public Information Centres (PICs), Twitter and the Project Website; All present were encouraged to visit the study's website for project updates (http://peelregion.ca/airport-road-ea). • The Region will establish a Community Working Group (CWG) in addition to TAC. <p>Community Working Group</p> <ul style="list-style-type: none"> • CWG will consist of approximately 15 members from the community who will act as project ambassadors, representing a cross-section of interests and providing a balance of perspectives to the Project Team. <p>Technical Advisory Committee</p> <ul style="list-style-type: none"> • TAC will consist of the Region's Project Team and representatives of the Town and environmental agencies (e.g., Ministry of Natural Resources and Forestry, TRCA, and the Niagara Escarpment Commission); The study area may cross a small portion of the Niagara Escarpment Planning Area and sections of the Oak Ridges Moraine and Green Belt; Utilities have also been invited to participate on TAC. • The purpose of TAC is to provide: <ul style="list-style-type: none"> ➢ Background information ➢ Technical knowledge/input ➢ Other regulatory requirements • Members were asked to advise the Project Team of any information that they should be aware of, particularly as it relates to the members' respective mandates. <p>Public Information Centre</p> <ul style="list-style-type: none"> • PIC #1 will present information such as: <ul style="list-style-type: none"> ➢ Study background and area. ➢ Transportation and traffic analysis, including problem and opportunity statement. ➢ Results of some technical studies, including existing environmental conditions. ➢ Consultation Plan, including summary of comments from CWG and the Public. ➢ Alternative solutions, including [preliminary assessment] and the technically recommended solution. ➢ Next steps and contact information. • PIC content will be reviewed at the next TAC meeting. 	
4a	<p>Transportation Study & Corridor Constraints</p> <p>IBI Group presented an overview of the transportation corridor and highlighted known issues and constraints (refer to presentation, slides 16 to 38).</p> <p>Transportation Overview</p> <ul style="list-style-type: none"> • Known issues and constraints are presented on slide 17. • Trucks use Airport Road as a quicker route to get to their destination due to additional lights and school zone on King Street. • Development is pushing northerly from the southern limits. <p>2013 Road Characterization Study</p> <ul style="list-style-type: none"> • Airport Road through Caledon East is designated as Rural Main Street. • The section from south of Old Church Road to south of Castleberg Side Road is designated as Rural Road and has natural drainage. • South of Castleberg Side Road is designated as Suburban Connector. <p>King Street to Castleberg Side Road</p> <ul style="list-style-type: none"> • The Region emphasized and suggested to explore the importance of detouring trucks at King Street through encouragement, as King Street and Olde Base Line Road are the only opportunities to detour trucks before they go through Caledon East. 	

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<p>Castleberg Side Road to Olde Base Line Road</p> <ul style="list-style-type: none"> The Castleberg/Boston Mills intersection has operational and safety issues and the traffic study for this EA will examine these issues by considering a roundabout or road realignment, together with active transportation. <p>Olde Base Line Road</p> <ul style="list-style-type: none"> A roundabout may be considered for this intersection; There may be geometric concerns for large trucks turning at this intersection. Olde Base Line Road will be considered through a separate Region of Peel feasibility study which will ultimately feed into this EA. Olde Base Line Road was identified as a candidate for increased truck activity; The lower number of signalized intersections and no school zone were identified as attractive features along this route (compared to King Street). The Town asked whether there was any consideration given to including Olde Base Line Road as part of this study since it may be important on a number of fronts (trucking activity, potential roundabout, cycling activity); A distinct but coordinated parallel set of technical studies is being completed along Olde Base Line Road and the two studies will inform each other. The Town pointed out that there is a need for a balanced approach to identifying truck detour routes, since Highway 50 also passes through sensitive communities (i.e. Palgrave). The Region pointed out that Olde Base Line Road and other candidates were considered more holistically through the Region's Strategic Goods Movement Network (SGMN) Studies. The Region noted that ideally most of the truck diversion would happen at King Street. The Region raised the issue of considering some re-classification of roads through this EA study, compared to what was originally identified in the Road Characterization Study, which was a high level planning document. Specifically, the appropriateness of extending the Rural Main Street designation between the Mono Road and Caledon East communities should be evaluated / considered. The Region suggested that Olde Base Line Road may not be a candidate for a roundabout as a result of several 'red flags' including property impacts. The Region asked if any members were aware of the plans or status of natural areas north of Huntsmill Drive. The Region noted that the wetland area on the east side of the Olde Base Line Road and Airport Road intersection has been for sale several times in the last year or so. <p>Caledon East</p> <ul style="list-style-type: none"> The Caledon Trailway and the bridge over the creek present active transportation features. IBI Group will review development applications within the study area. Parts of the corridor have narrow right-of-way with residential frontage and no turning lanes; Widening the road to provide turning lanes or bicycle facilities would entail major impacts and may not be practical. Any potential widening could impact the community feel and a reduction in boulevard would impact the pedestrian quality of the corridor. <p>Caledon East at Old Church Road</p> <ul style="list-style-type: none"> The driveway at the intersection has raised safety concerns, which need to be reviewed. The Town noted there are many major origins and destinations in the study area that will need to be considered; Specifically, there is a firehall [Caledon Fire Station 303] and a recreation centre [Caledon Community Complex & Caledon East Arena] on Old Church Road. <p>Caledon East to Huntsmill Drive</p> <ul style="list-style-type: none"> Speeds at this location could be a concern for the community. 	
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	<ul style="list-style-type: none"> There are 4 homes on Hunstmill Drive and minimal traffic generated; The Project Team will look at whether a roundabout and/or traffic calming are required here to inform drivers to slow down coming south for kilometres with no stops (downhill), or whether some other form of gateway feature such as a visual feature or traffic calming feature is appropriate. <p>Traffic Conditions</p> <ul style="list-style-type: none"> Traffic operations at major intersections are acceptable (e.g. the intersections at Olde Base Line Road and Old Church Road are working well) and minor intersections are under review. <p>Future Traffic Conditions</p> <ul style="list-style-type: none"> Future (2031) Level of Service at intersections show some critical conditions at Olde Base Line Road; Intersection improvements need to be looked at. <p>Natural Areas, Watercourses and Headwater Drainage Features</p> <p>Based on information from TRCA, the study corridor includes:</p> <ul style="list-style-type: none"> 6 crossings [of watercourses or headwater drainage features]. 1 [Candidate] Area of Natural and Scientific Interest (Innis Gibson Lakes Kettles) 1 Provincially Significant Wetland (Widgett-Innis Lakes Wetland Complex) 2 Environmentally Significant Areas (Caledon East Complex and Caledon East Swamp) 2 Locally Significant Wetlands (Caledon East Wetland Complex and Mono Road Wetland Complex) <p>Heritage Properties</p> <ul style="list-style-type: none"> The study corridor includes 5 potential heritage properties (to be confirmed). 16000 Airport Road indicated heritage value by a plaque on the building, however this property was not found on the Town's heritage registry. The Town and Region noted that Sally Drummond is the heritage contact at the Town and could provide more information about the status of heritage properties; A copy of the heritage report will be forwarded to Sally. The Town suggested a meeting with a variety of Town staff since the study will touch on so many different areas (e.g., Heritage, Public Works and Development); Separate meetings with the Town was suggested to enable Town members to remain fully informed of the EA; The Region confirmed a meeting could be scheduled once more information has been collected and following the CWG orientation meeting. 	<p>Town of Caledon/ IBI Group</p> <p>Town of Caledon/ Region of Peel</p>
4b	<p>Active Transportation 2017 Sustainable Transportation Strategy (Draft)</p> <ul style="list-style-type: none"> Based on current conditions, dedicated facilities are proposed along Airport Road (e.g., paved shoulders/bike lanes); Need to revisit as cross-sections change. IBI Group presented a summary of comments received for the Strategy, and current pedestrian and cycling facilities (see slides 33 to 36). IBI Group noted recreational cycling on Olde Base Line Road and in Caledon East; During discussion, Regional staff noted they observed two types of cyclists in the area: recreational and [competitive]. IBI Group presented gaps, constraints and opportunities for pedestrian/cycling facilities (see slides 37 and 38). The Region noted that the Caledon Cycling Task Force recently held a one-day workshop with Share the Road and prepared a series of recommendations that could inform this study; The Caledon Cycling Task Force has already begun to work on improving cycling facilities within the corridor by adding bike racks and signage; The Region will forward the Workshop Report to the Project Team. 	<p>Region of Peel</p>
5	<p>Discussion</p> <ul style="list-style-type: none"> The Region raised the need to understand how many gravel truck routes have been approved through Caledon East; The Town will find out how many routes 	

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	<p>have been approved and continue to be approved.</p> <ul style="list-style-type: none"> • The Region noted that the Town of Caledon is conducting a Class EA for Mountainview Road between Olde Base Line Road and Granite Stones Road; The Town will provide the Region further details on this EA and include the Region on the EA contact list. • Stormwater Management: <ul style="list-style-type: none"> ➢ Delays were often faced at detailed design due to lack of approvals and it would be helpful to obtain conceptual approvals from agencies at the EA stage. ➢ Constraints mapping for water resources should be accelerated in the study process to ensure that it is considered earlier in the design work, since there are new regulations and practices being implemented for permits and approvals. <p>The Region will schedule meetings with agencies to look at what needs to be considered early in the EA.</p> <ul style="list-style-type: none"> • TRCA requested no environmental features be affected by the large footprints of any roundabouts being considered. • The Region informed IBI Group that an updated EMME model is available and can be provided for forecasting. • The Region informed members that Mountcrest Road was currently a dead-end road but will be extended with new development to the south; The Region will be exploring options to request an access to Foodland. • There was general support for the extension of the Rural Main Street classification beyond Mono Road to Castleberg/Boston Mills. • The Region asked if cyclists could use Mountcrest Road through the particularly constrained section of Airport Road. • TRCA noted that the project will need to meet their stormwater management criteria and that the costs for stormwater including property impacts need to be appropriately scoped / costed into the EA. • The Region suggested that one of the cost considerations for the EA should be to minimize urbanization along the corridor as much as possible as a means of reducing lighting impacts / stormwater management upgrades. • The Region suggested that the developer with development applications at the Cranston Drive intersection should be made aware of the potential for the existing intersection to become a roundabout (The Region stated this has been done). 	<p>Town of Caledon</p> <p>Town of Caledon</p> <p>Region of Peel</p> <p>Region of Peel</p>
<p>6</p>	<p>Wrap Up and Next Steps</p> <ul style="list-style-type: none"> • The Region thanked all participants for attending the kick-off meeting and encouraged them to contact the Project Manager with any questions (refer to presentation, slide 42 for contact information). • The Region outlined next steps in the study (see slide 41). • The next TAC meeting is planned for Winter 2018. 	

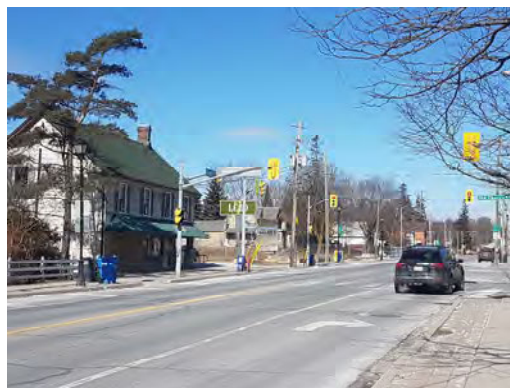
Project Kick-Off Meeting Attendance Airport Road from King Street to Huntsmill Drive Environmental Assessment Wednesday, October 25, 2017	
Agencies	
Enbridge	Damien Edwin
Toronto and Region Conservation	Annette Lister
Town of Caledon	Kant Chawla
Region of Peel	
Development Services	Elizabeth Trent
Engineering Technical Services	Tod Jenkins
Infrastructure Programming and Studies	Asha Saddi (Consultation Lead) John Nemeth (Stormwater Management) Sally Rook (Project Director) Sonya Bubas (Project Manager)
Public Health	Sanya Khan
Realty Property Acquisitions	Scott Beveridge
Roads Design & Construction	Bob Nieuwenhuysen (Manager) Olek Garbos
Roads Operations & Maintenance	Karen Levesque
Traffic Engineering	Denise Dang (Traffic Operations) Erica Duque (Travel Demand Management) Nishat Hassan (Traffic Safety) Rani Kol (Traffic Development) Rebecca Caughey (Traffic Signals)
Transportation Systems Planning	Gordon Hui
Water and Wastewater	Angela Stockman
Technical Consultant	
IBI Group	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager) Zibby Petch (Active Transportation Specialist)

Public Works

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Environmental Assessment Airport Road from King Street to Huntsmill Drive

Project Kick-off Meeting October 25, 2017



Agenda



1. Welcome and Introductions

2. Project Overview

3. Transportation Study

4. Corridor Constraints

5. Discussion – Peel Staff

6. Discussion – Agencies

7. Wrap Up and Next Steps



To inform of the Study

Ask questions



To exchange information

Tell us more



To discuss key issues

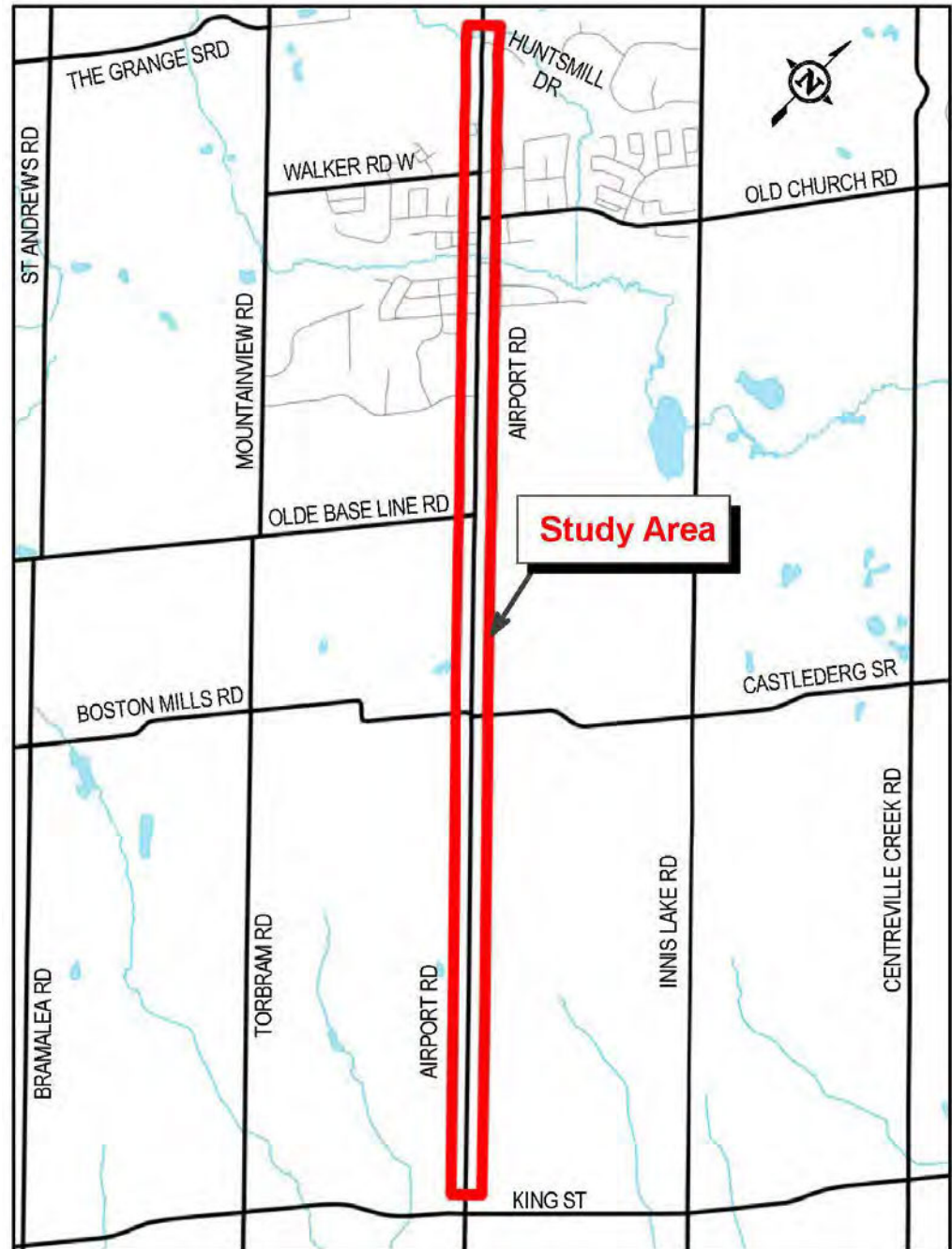
***Identify opportunities
and constraints***

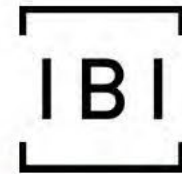
Project Overview



Study Area

- Airport Road in Caledon
- 100m north of King St. to 300m north of Huntsmill Dr.
- Approximately 7.5km
- 2-lane Major Arterial





Long Range Transportation Plan Update (2012)

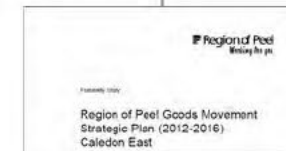
- Widen Airport Road
- Improve Active Transportation

Caledon East Feasibility Studies (2015)

- Sufficient Capacity on Airport Road
- Traffic Calming
- Upgrade Olde Base Line Road to Truck Route

Airport Road - Mayfield Road to King Street (2015)

- Road Widening (5 lanes)
- Roundabouts (2 lanes)
- Active Transportation (paved shoulders, bike lanes)



Caledon East Community Improvement Plan (2014)

Encourage:

- Revitalization and Community Improvement
- Pedestrian-oriented design, bicycle parking, accessibility, trailways, and network expansion

Support:

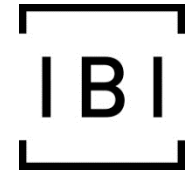
- Public realm improvements
 - Dedicated cycling lanes and pathways
 - Enhanced crossing treatments at Airport Road and Old Church Road



Peel Sustainable Transportation Strategy (2017)

- Proposed pedestrian network
(urban and rural settlement areas)
- Pedestrian improvement corridors
(Airport Road from Cranston Drive to Leamster Trail)
- Proposed cycling network

Study Purpose



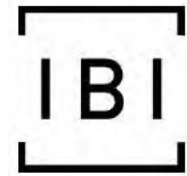
- Confirm need for improvements on Airport Road
- Recommend improvements through:
 - Technical Studies
 - Environmental Assessment (EA)
 - Consultation Plan
- Obtain “agreement in principle” from Agencies
- Complete design to 30 percent level of detail

Examine the need for:

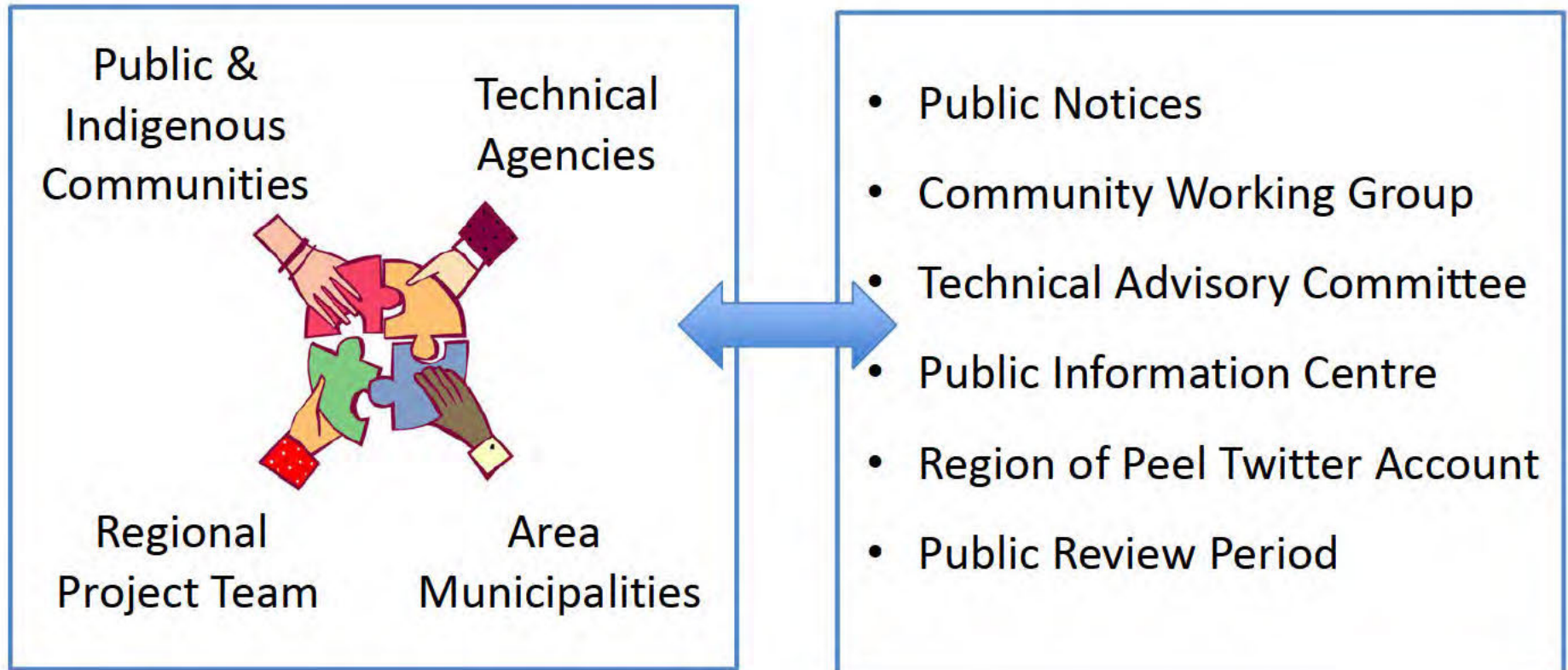
- Long-term improvements related to planned future growth*
 - Intersection improvements including roundabouts
 - Traffic calming measures for truck and other vehicular traffic through Caledon East
 - Infrastructure improvements for walking and cycling
 - Streetscaping to support the Caledon East Community Improvement Plan
- * *This study will not consider major road widening for additional through lanes along Airport Road.*

- Transportation and Traffic Analysis (IBI)
- Air Quality and Noise Impact Assessments (RWDI)
- Archaeology and Cultural & Built Heritage Assessments (ASI)
- Contaminated Soil Assessment (Terraprobe)
- Culvert and Structure Analysis (IBI)
- Drainage and Stormwater Management (IBI)
- Fluvial Geomorphological Assessment (GEO Morphix)
- Geotechnical and Pavement Investigation (Terraprobe)
- Hydraulic and Hydrology Analysis (IBI)
- Hydrogeological Investigation (Terraprobe)
- Natural Environment Assessment and Tree Inventory (Riverstone)

Municipal Class EA (Schedule C)



(Municipal Engineers Association, last amended in 2015)



Study Website: <http://peelregion.ca/airport-road-ea>

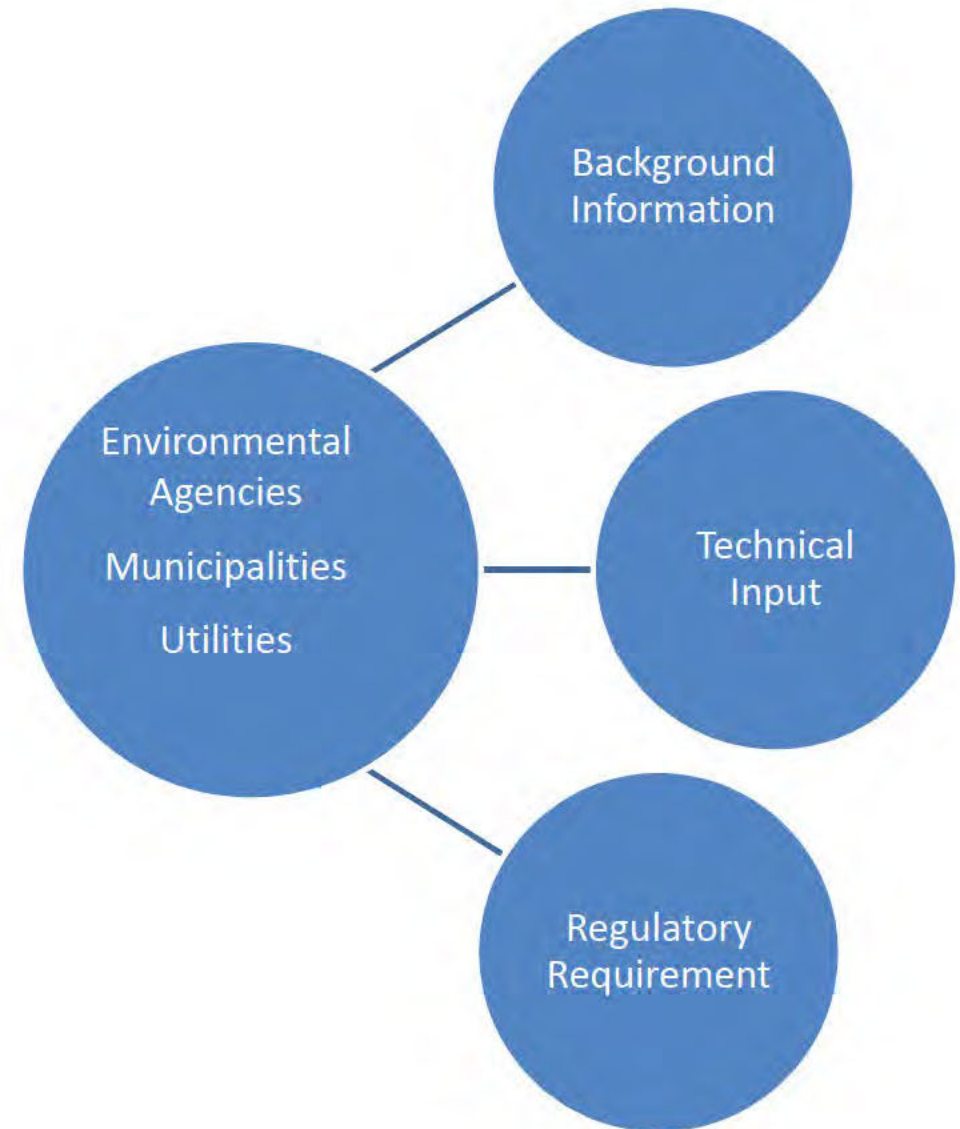
- Project ambassadors, representing:
 - Property Owners and Residents
 - Business Owners and Farmers
 - Road Users (cyclists, pedestrians, drivers)
- To provide a balance of perspectives from:
 - New and long-time residents
 - Local business and agriculture
 - Area employers and employees

Environmental Agencies

- Ministry of Natural Resources and Forestry
- Niagara Escarpment Commission
- Toronto and Region Conservation

Municipalities

- Town of Caledon
- Region of Peel
 - Development Planning and Engineering
 - Engineering Technical Services
 - Health
 - Realty
 - Roads Design and Operations
 - Traffic and Sustainable Transportation
 - Transportation Planning
 - Water and Wastewater



- Background
- Study Area
- Transportation and Traffic Analysis
- Problem and/or Opportunity Statement
- Technical Studies
- Existing Environmental Conditions
- Consultation Plan
- Summary of Public Comments
- Assessment of Alternative Solutions
- Recommended Solution
- Next Steps and Contact Information

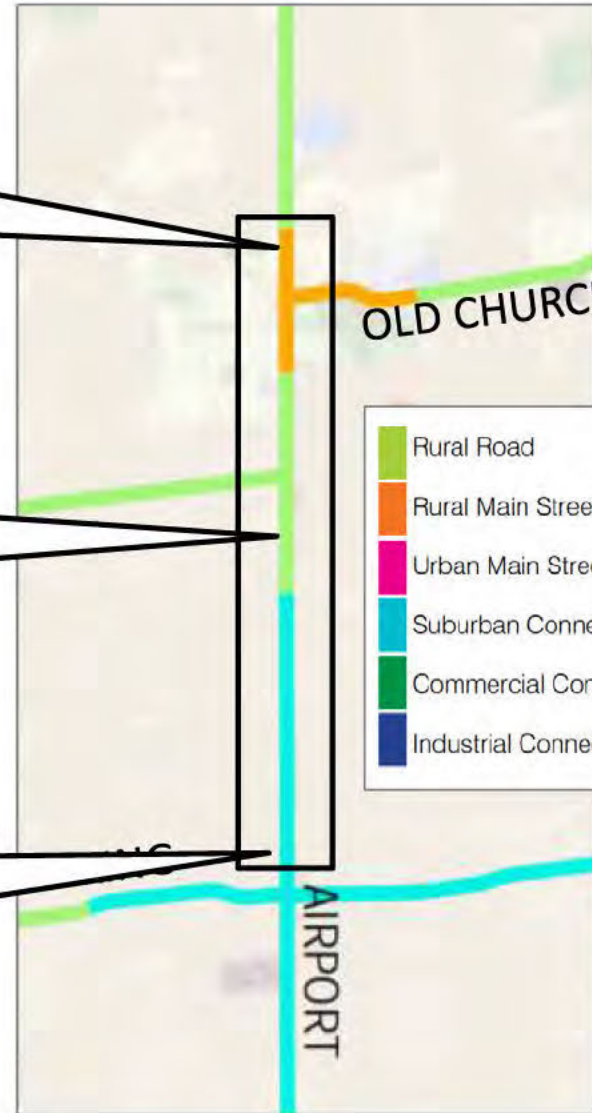
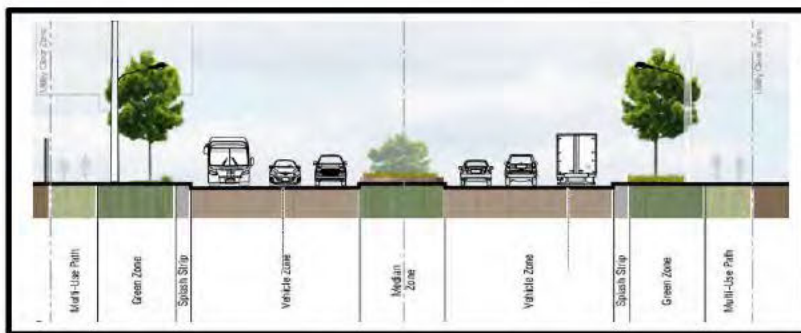
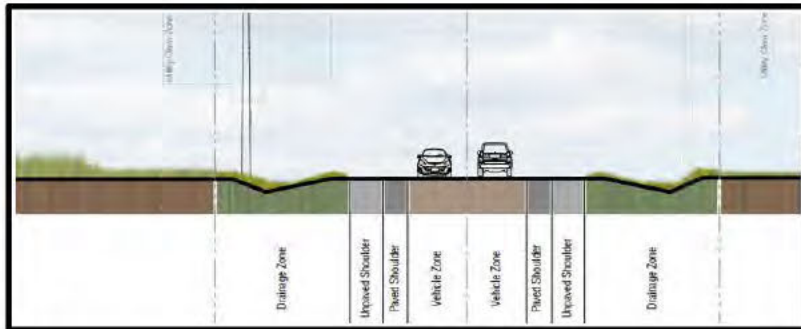
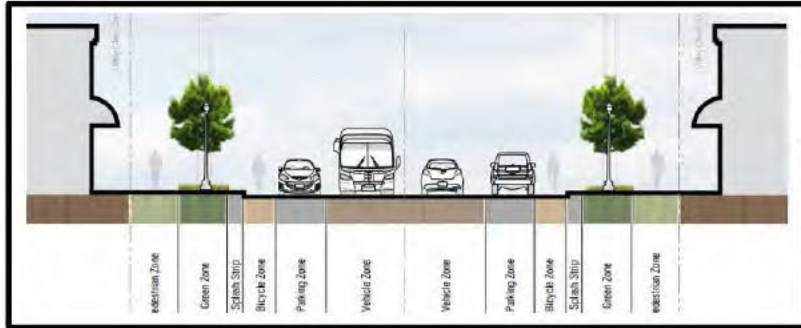
Transportation Study & Corridor Constraints



- Busy Regional Road serving:
 - Local traffic
 - Through traffic
 - Trucks
- Communities of:
 - Caledon East
 - Mono Road
- Corridor has a mix of land-uses
- Several issues and opportunities:
 - Transportation volumes, in particular trucks
 - Development pushing north
 - Limited space within right-of-way
 - Active transportation
 - Traffic calming



Road Characterization Study (2013)



King Street to Castlederg



- Two lane roundabout at King Street
- Tapers from 4 to 2 lanes north of King Street
- Development pressure
 - Adjacent lands not part of designated Green Belt

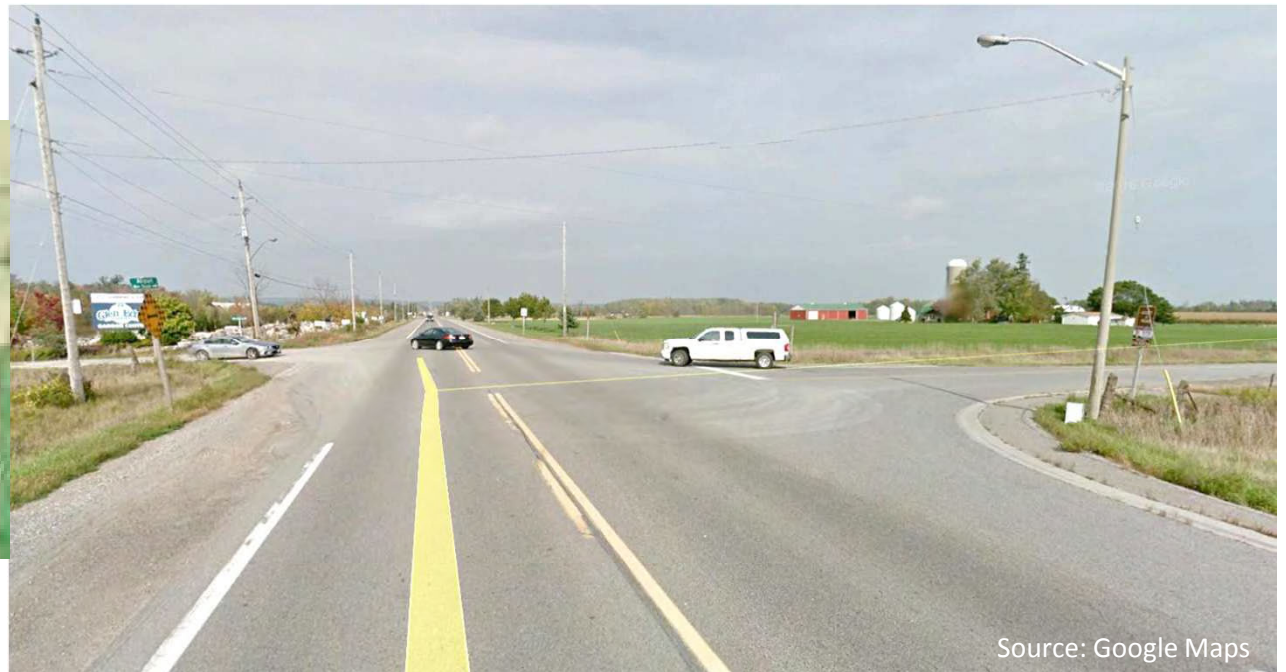


Source: Google Maps

Castleberg to Olde Base Line



- Castleberg / Boston Mills offset intersection has operational and safety issues



Source: Google Maps

Olde Base Line



- Mono Road community
- Potential for roundabout, may require property
- Potential truck diversion per Peel Region Strategic Goods Movement Network
- Mono Road Wetland Complex



Source: Google Maps



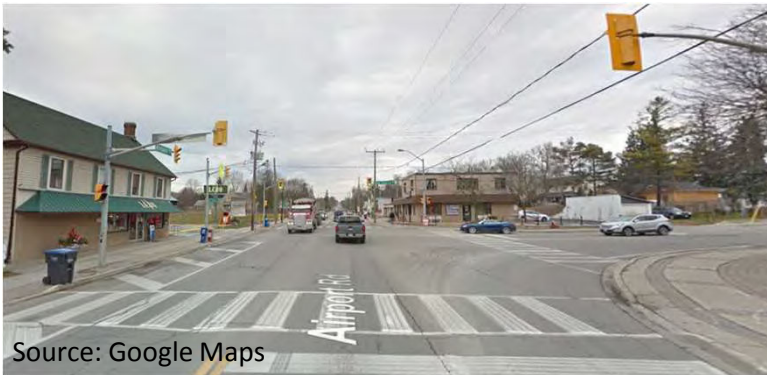
Source: Google Maps

- Constrained right-of-way, residential frontage
- Gradient on Airport Road
- On-street activities, businesses
- Caledon Trailway
- Old Church Road
- Aggregate trucks



Caledon East - Old Church Road

- Driveway with intersection
- On-street parking
- Commercial / retail nearby and new development



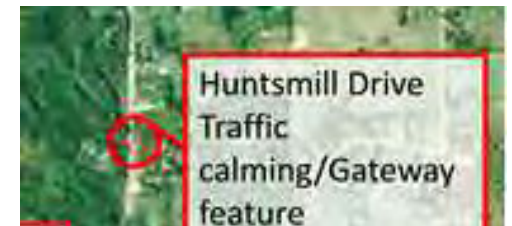
Caledon East to Huntsmille Drive



- Natural forest, slopes beside road, gradient
- Low side street traffic volumes may not be suitable for roundabout



Source: Google Maps



- Major intersection traffic operations are acceptable
- Minor intersections are under review, expected to work well with some geometric / operational constraints

Existing Intersection Level of Service (2012)

INTERSECTION	AM PEAK		PM PEAK	
	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)
Old Church Rd at Airport Rd	LOS B (V/C = 0.53)	V/C all movements <0.85	B (V/C = 0.45)	V/C all movements <0.85
Olde Base Line Rd at Airport Rd	B (V/C = 0.56)	V/C all movements <0.85	B (V/C = 0.59)	V/C all movements <0.85

Calculations are based on existing lane configurations and signal timings

LOS – Level of Service

V/C – Volume to Capacity

Source: Region of Peel Goods Movement Strategic Plan – Caledon East Study

Future Traffic Conditions

- In 2031, some movements are becoming congested
- Stop controlled side streets can expect longer delays

Future Intersection Level of Service (2031)

INTERSECTION	AM PEAK		PM PEAK	
	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)
Old Church Rd at Airport Rd	LOS C (V/C = 0.84)	SBT (LOS C, V/C=0.91, Q= #187 m)	LOS B (V/C = 0.69)	--
Olde Base Line Rd at Airport Rd	LOS C (V/C = 0.89)	SBT (LOS C, V/C=0.94, Q= #279 m)	LOS E (V/C = 1.04)	EBL (LOS D, V/C=0.87, Q = #109 m)
				NBT (LOS F, V/C=1.11, Q = #266 m)

LOS – Level of Service

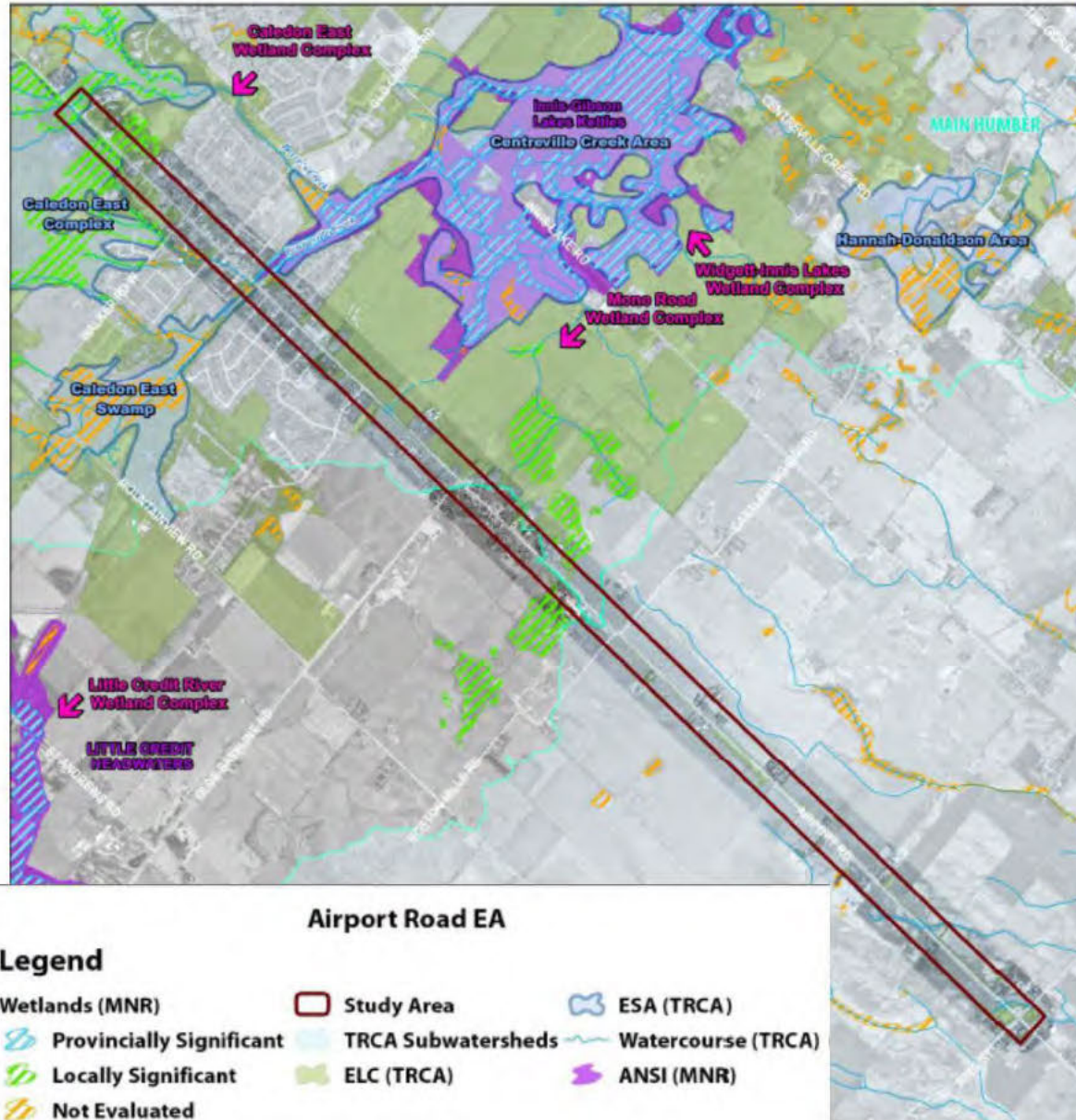
V/C – Volume to Capacity

EBL – East Bound Lane

NBT – North Bound Through

Source: Region of Peel Goods Movement Strategic Plan – Caledon East Study

Natural Areas

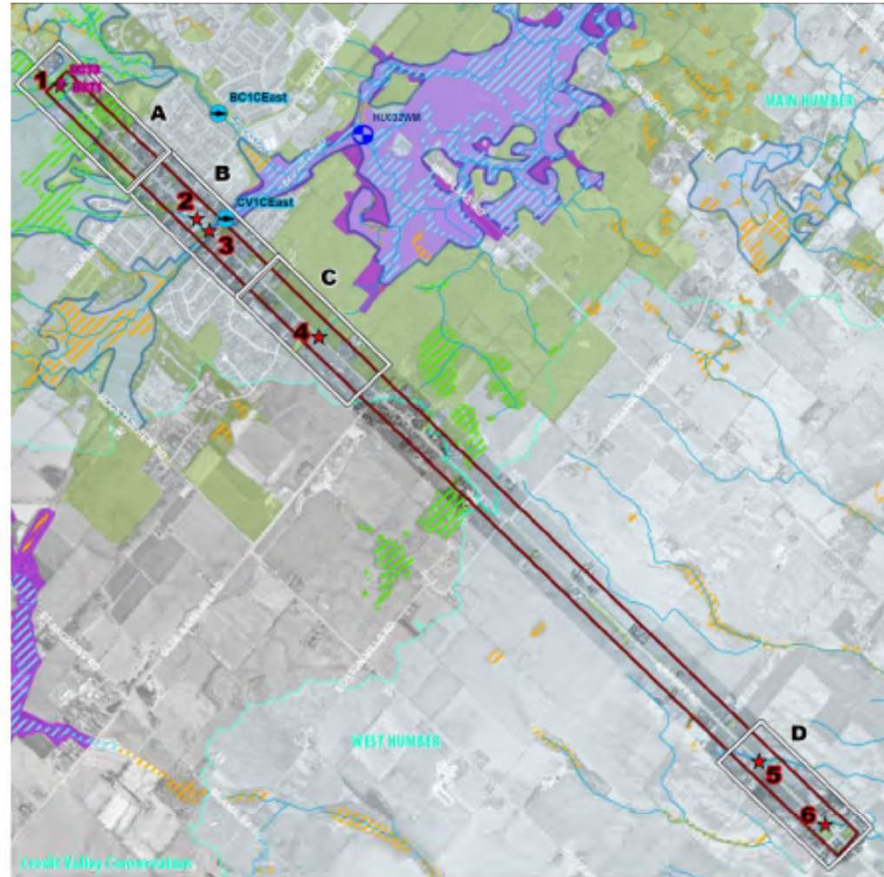


Toronto and Region
Conservation
for The Living City

0 250 500 1,000 Meters

June 22, 2017
Orthophoto: Spring 2016, First Base Solutions

Watercourses and Headwater Drainage Features



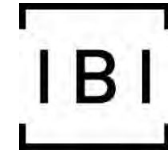
<p>Toronto and Region Conservation for The Living City</p>	<p>Legend</p> <ul style="list-style-type: none"> Study Area Index TRCA Subwatersheds ELC (TRCA - 2016) ESA (TRCA) 	<p>Airport Road EA</p> <ul style="list-style-type: none"> Crossing (2016) RWMP Site Watercourse (TRCA) Caledon East Project Fish Sampling Site 	<ul style="list-style-type: none"> ANSI (MNRF) Wetlands (MNRF) Provincially Significant Locally Significant Not Evaluated
<p>0 250 500 1,000 Meters</p> <p>October 2, 2017 Orthophoto: Spring 2016, First Base Solutions</p>	<p>Caledon East Project Benthic Macroinvertebrates Sampling Site</p>		

Heritage Properties



- 16024 Airport Road – Cranston-Moses-Graham House
- 16078 Airport Road – Knox Presbyterian Church
- 16081 Airport Road – Johnston-Wallis House
- 16114 Airport Road – Allison's Grove
- 16000 Airport Road – To be confirmed





Active Transportation

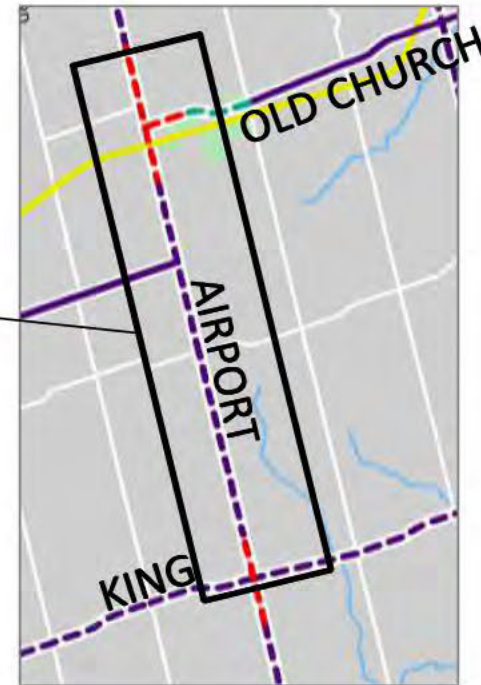


Sustainable Transportation Strategy (2017)



Pedestrian
Improvement
Corridor - Airport
Road, Cranston Drive
to Leamster Trail

Sustainable Transportation Strategy (2017)



Proposed dedicated facilities along Airport Road (paved shoulders / bike lanes)

Comments received within study area:

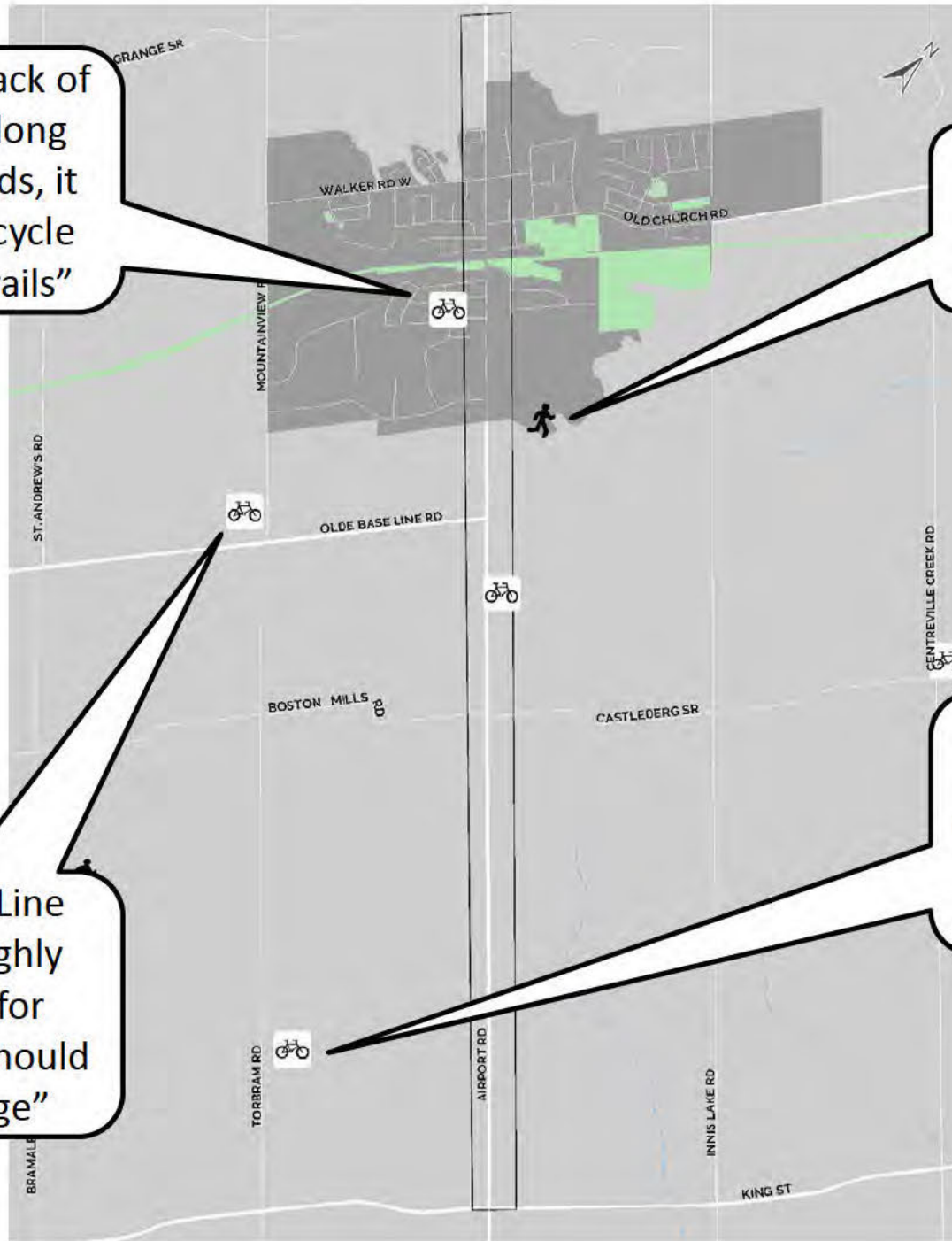
- More bike racks in Caledon East (3)
- More bike lanes: downtown Caledon East (2)
- Paved shoulders: Airport Road (1)
- Bike lane: Old Church Road through Caledon East (1)
- Bike lanes: Airport Road in Caledon East (1)

“Due to the lack of bike lanes along Regional roads, it is unsafe to cycle to existing trails”

Add sidewalks

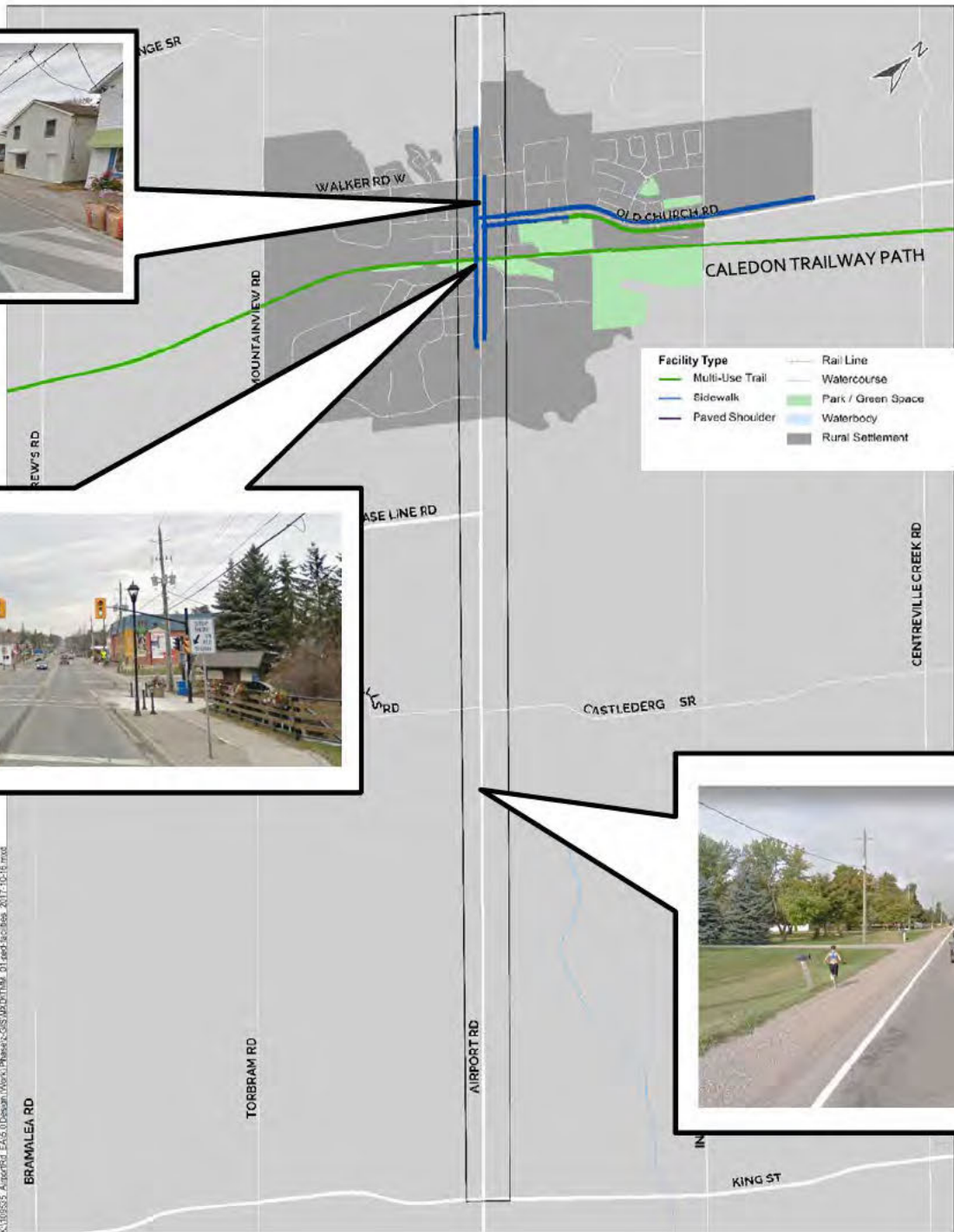
“Olde Base Line Road is a highly used road for cyclists and should have signage”

“Add more off-road bike lanes to reduce the chance of car-bike accidents”



Current Pedestrian Facilities

K:\310555 - AuerBld_EAS_01\Design\Work\Phase2\GIS\Map\DTM_01\ped-facilities_2017-10-16.mxd



Current Cycling Facilities



Incomplete pedestrian network through rural settlement area

- Constraint:
 - Appropriateness of paved shoulders within rural settlement areas / feasibility of providing sidewalks

Lack of cycling facilities along full limits of corridor:

- Constraints:
 - Narrow pavement width / right-of-way
(particularly south of Caledon Trailway to Foodland)
 - Accommodating cycling facilities may require some loss / consolidation of on-street parking through rural main street limits of Airport Road
 - Truck route will govern design criteria

- Enhanced active transportation facilities clearly supported by Caledon East Community Improvement Plan
- Support for downtown pedestrian priority corridor improvements and planned cycling facilities through Peel Sustainable Transportation Strategy
- Recognition of rural main street through Caledon East through Regional Road Characterization Study
- New opportunities to provide enhanced streetscaping identified through the updated Streetscaping Toolbox

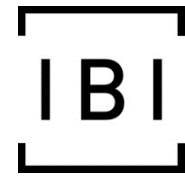
Discussion



Wrap Up and Next Steps



Next Steps

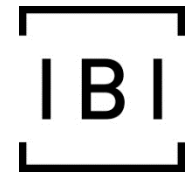


1. Identify Problem and/or Opportunity
 - Complete Transportation and Traffic Analysis
 - Describe Existing Environmental Conditions
 - Establish Community Working Group

2. Identify Alternative Solutions
 - Assess Alternative Solutions
 - Meet with Technical Advisory Committee



Contact



Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Public Works

Region of Peel

10 Peel Centre Drive, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800 ext. 7801

Fax: 905-791-1442

Email: sonya.bubas@peelregion.ca

Visit <http://peelregion.ca/airport-road-ea>



From: [Bubas, Sonya](#)
To: [Saddi, Asha](#)
Subject: Airport Rd EA - Hydro One
Date: Tuesday, October 24, 2017 4:18:54 PM
Attachments: [image001.gif](#)

Hi Asha,

Julie from Hydro One phoned this afternoon to let us know their technical staff is not available to attend the Kick-off meeting. She asked to receive a copy of the minutes. Her phone number is 519-426-4446 extension 2259 and the email address includes zone2scheduling.

Could you include Hydro One on the TAC distribution list?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: [Bubas, Sonya](#)
To: zone2scheduling@hydroone.com
Cc: [Saddi, Asha](#)
Subject: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)
Date: Tuesday, December 19, 2017 1:32:34 PM
Attachments: [image001.gif](#)
[16-4360 Minutes Kick-off Meeting \(2017 10 25\).pdf](#)
[16-4360 Presentation Kick-off Meeting \(2017 10 25\) FINAL.pdf](#)

Hi Julie,

Please find attached minutes of the Project Kick-off Meeting held on October 25 for the Airport Road Class EA in Caledon.

We will add your email to the mailing list to receive invitations to future Technical Advisory Committee meetings.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



Minutes

**Project Kick-Off Meeting
Airport Road from King Street to Huntsmill Drive
Environmental Assessment**

**Wednesday, October 25, 2017
9:00 a.m. – 11:00 a.m.**

**Chinguacousy Ski Chalet, Lower Lounge
9050 Bramalea Road, Brampton**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region of Peel (Region) welcomed all participants to the project kick-off meeting and provided an overview of the agenda. • The purpose of the meeting was to: <ul style="list-style-type: none"> ➢ Inform the Region's Project Team and Technical Agencies of the Environmental Assessment (EA) study for Airport Road; All present were encouraged to ask questions during the PowerPoint presentation (attached). ➢ Exchange information; All present were asked to inform the Project Team of additional knowledge or information available on the study area. ➢ Discuss key issues; All present were encouraged to identify and/or comment on opportunities and constraints. • Roundtable introductions took place; The Region informed participants that the EA study will be completed in-house and IBI Group will support the EA by providing technical studies. • [All in attendance will form part of the Technical Advisory Committee (TAC)]; The Region was interested to learn how best to consult with TAC members and looked forward to two-way communications throughout the project; The Region encouraged participants to contact the Project Manager throughout the study with any questions. 	
2	<p>Study Area</p> <ul style="list-style-type: none"> • The Region provided a general overview of the study area (see presentation, slide 4). • The study will examine improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, in the Town of Caledon; The study area encompasses 300m [along all legs] of each intersection. 	
3	<p>Project Overview</p> <p>The Region summarized the study's background, purpose, scope, planning process, and consultation plan (refer to presentation, slides 5 to 15).</p> <p>Background</p> <ul style="list-style-type: none"> • Recommendations of the following planning studies led to the need for this EA to examine improvements to Airport Road: <ul style="list-style-type: none"> ➢ In 2012, the Region's Long Range Transportation Plan Update identified the need for widening Airport Road from 2 to 4 lanes between King Street and Huntsmill Drive, and recommended improvements for active transportation facilities. ➢ In 2015, the Region and IBI Group completed a feasibility study to assess options for diverting truck traffic around the village of Caledon East; The study determined sufficient capacity on Airport Road, indicating no need for widening, and recommended (1) traffic calming to reduce speed, and (2) upgrading Olde Base Line Road to a truck route; The Region will complete a separate feasibility study to examine Olde Base Line Road as a potential future truck route. ➢ In 2015, the Region completed the Class EA study for Airport Road from [1km 	

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	<p>north of] Mayfield Road to [0.6km north of] King Street; The EA study recommended road widening to 5 lanes, 2-lane roundabouts, and active transportation (e.g., paved shoulders in rural areas and bike lanes in urban areas); This study will tie in to the recommended improvements (2-lane roundabout) at the King Street intersection.</p> <ul style="list-style-type: none"> ➤ In 2014, the Town of Caledon (Town) completed the Caledon East Community Improvement Plan; Key focus areas include safe pedestrian crossings, active transportation, and streetscaping. ➤ IBI Group is currently working on the 2017 Peel Sustainable Transportation Strategy which is looking at pedestrian improvement corridors (including Airport Road from Cranston Drive to Leamster Trail) and proposed pedestrian and cycling networks. <p>Study Purpose</p> <ul style="list-style-type: none"> • The purpose of the study is to: <ul style="list-style-type: none"> ➤ Confirm the need for improvements on Airport Road between King Street and Huntsmill Drive, based on the above background studies and the transportation study to be completed by IBI Group; The results of the transportation study will contribute to a refined Problem and Opportunity Statement for the EA. ➤ Recommend improvements through technical studies, EA planning process, and consultation with stakeholders; It is hoped that sufficient detail in the EA will help obtain “agreements in principle” from approval agencies; The preferred design will be completed to a 30 per cent level of detail. <p>Study Scope</p> <ul style="list-style-type: none"> • This EA will examine the need for: <ul style="list-style-type: none"> ➤ Long term improvements related to planned growth. ➤ Intersection improvements including roundabouts. ➤ Traffic calming measures for truck and other vehicular traffic through Caledon East. ➤ Infrastructure improvements for walking and cycling. ➤ Streetscaping to support the Caledon East Community Improvement Plan and the updated Region of Peel Streetscaping toolbox. • This study will not consider major road widening for additional through lanes along Airport Road. <p>Technical Studies</p> <ul style="list-style-type: none"> • IBI Group and their sub-consultants will complete 11 technical studies for the EA. • The Transportation and Traffic Analysis was recently initiated. • The Cultural & Built Heritage Assessment will confirm the heritage sites within the study area. • TRCA Staff completed the natural environment existing conditions inventory, which will be circulated to environmental agencies for review. [The Natural Environment Assessment and Tree Inventory will be completed by Riverstone.] • Details regarding the technical investigations will be provided at future meetings and as the study progresses. <p>Municipal Class EA</p> <ul style="list-style-type: none"> • The study was initiated as a Schedule C Municipal Class EA project and will follow the full planning process (Phases 1 to 4). • Agency input will be sought during Phases 2 and 3 when alternative solutions and designs will be developed and assessed; [Two TAC meetings are planned for this study]. • This Class EA is a two year study and the anticipated completion date is in 2019. <p>Consultation Plan</p> <ul style="list-style-type: none"> • Consultation will reach out to the Public, Indigenous groups, Technical Agencies, 	
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	<p>area Municipalities and the Regional Project Team.</p> <ul style="list-style-type: none"> • Communications will be conducted through Public Notices (the Notice of Study Commencement was mailed to agencies and the Public in September), Public Information Centres (PICs), Twitter and the Project Website; All present were encouraged to visit the study's website for project updates (http://peelregion.ca/airport-road-ea). • The Region will establish a Community Working Group (CWG) in addition to TAC. <p>Community Working Group</p> <ul style="list-style-type: none"> • CWG will consist of approximately 15 members from the community who will act as project ambassadors, representing a cross-section of interests and providing a balance of perspectives to the Project Team. <p>Technical Advisory Committee</p> <ul style="list-style-type: none"> • TAC will consist of the Region's Project Team and representatives of the Town and environmental agencies (e.g., Ministry of Natural Resources and Forestry, TRCA, and the Niagara Escarpment Commission); The study area may cross a small portion of the Niagara Escarpment Planning Area and sections of the Oak Ridges Moraine and Green Belt; Utilities have also been invited to participate on TAC. • The purpose of TAC is to provide: <ul style="list-style-type: none"> ➢ Background information ➢ Technical knowledge/input ➢ Other regulatory requirements • Members were asked to advise the Project Team of any information that they should be aware of, particularly as it relates to the members' respective mandates. <p>Public Information Centre</p> <ul style="list-style-type: none"> • PIC #1 will present information such as: <ul style="list-style-type: none"> ➢ Study background and area. ➢ Transportation and traffic analysis, including problem and opportunity statement. ➢ Results of some technical studies, including existing environmental conditions. ➢ Consultation Plan, including summary of comments from CWG and the Public. ➢ Alternative solutions, including [preliminary assessment] and the technically recommended solution. ➢ Next steps and contact information. • PIC content will be reviewed at the next TAC meeting. 	
4a	<p>Transportation Study & Corridor Constraints</p> <p>IBI Group presented an overview of the transportation corridor and highlighted known issues and constraints (refer to presentation, slides 16 to 38).</p> <p>Transportation Overview</p> <ul style="list-style-type: none"> • Known issues and constraints are presented on slide 17. • Trucks use Airport Road as a quicker route to get to their destination due to additional lights and school zone on King Street. • Development is pushing northerly from the southern limits. <p>2013 Road Characterization Study</p> <ul style="list-style-type: none"> • Airport Road through Caledon East is designated as Rural Main Street. • The section from south of Old Church Road to south of Castleberg Side Road is designated as Rural Road and has natural drainage. • South of Castleberg Side Road is designated as Suburban Connector. <p>King Street to Castleberg Side Road</p> <ul style="list-style-type: none"> • The Region emphasized and suggested to explore the importance of detouring trucks at King Street through encouragement, as King Street and Olde Base Line Road are the only opportunities to detour trucks before they go through Caledon East. 	

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<p>Castleberg Side Road to Olde Base Line Road</p> <ul style="list-style-type: none"> The Castleberg/Boston Mills intersection has operational and safety issues and the traffic study for this EA will examine these issues by considering a roundabout or road realignment, together with active transportation. <p>Olde Base Line Road</p> <ul style="list-style-type: none"> A roundabout may be considered for this intersection; There may be geometric concerns for large trucks turning at this intersection. Olde Base Line Road will be considered through a separate Region of Peel feasibility study which will ultimately feed into this EA. Olde Base Line Road was identified as a candidate for increased truck activity; The lower number of signalized intersections and no school zone were identified as attractive features along this route (compared to King Street). The Town asked whether there was any consideration given to including Olde Base Line Road as part of this study since it may be important on a number of fronts (trucking activity, potential roundabout, cycling activity); A distinct but coordinated parallel set of technical studies is being completed along Olde Base Line Road and the two studies will inform each other. The Town pointed out that there is a need for a balanced approach to identifying truck detour routes, since Highway 50 also passes through sensitive communities (i.e. Palgrave). The Region pointed out that Olde Base Line Road and other candidates were considered more holistically through the Region's Strategic Goods Movement Network (SGMN) Studies. The Region noted that ideally most of the truck diversion would happen at King Street. The Region raised the issue of considering some re-classification of roads through this EA study, compared to what was originally identified in the Road Characterization Study, which was a high level planning document. Specifically, the appropriateness of extending the Rural Main Street designation between the Mono Road and Caledon East communities should be evaluated / considered. The Region suggested that Olde Base Line Road may not be a candidate for a roundabout as a result of several 'red flags' including property impacts. The Region asked if any members were aware of the plans or status of natural areas north of Huntsmill Drive. The Region noted that the wetland area on the east side of the Olde Base Line Road and Airport Road intersection has been for sale several times in the last year or so. <p>Caledon East</p> <ul style="list-style-type: none"> The Caledon Trailway and the bridge over the creek present active transportation features. IBI Group will review development applications within the study area. Parts of the corridor have narrow right-of-way with residential frontage and no turning lanes; Widening the road to provide turning lanes or bicycle facilities would entail major impacts and may not be practical. Any potential widening could impact the community feel and a reduction in boulevard would impact the pedestrian quality of the corridor. <p>Caledon East at Old Church Road</p> <ul style="list-style-type: none"> The driveway at the intersection has raised safety concerns, which need to be reviewed. The Town noted there are many major origins and destinations in the study area that will need to be considered; Specifically, there is a firehall [Caledon Fire Station 303] and a recreation centre [Caledon Community Complex & Caledon East Arena] on Old Church Road. <p>Caledon East to Huntsmill Drive</p> <ul style="list-style-type: none"> Speeds at this location could be a concern for the community. 	
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	<ul style="list-style-type: none"> There are 4 homes on Hunstmill Drive and minimal traffic generated; The Project Team will look at whether a roundabout and/or traffic calming are required here to inform drivers to slow down coming south for kilometres with no stops (downhill), or whether some other form of gateway feature such as a visual feature or traffic calming feature is appropriate. <p>Traffic Conditions</p> <ul style="list-style-type: none"> Traffic operations at major intersections are acceptable (e.g. the intersections at Olde Base Line Road and Old Church Road are working well) and minor intersections are under review. <p>Future Traffic Conditions</p> <ul style="list-style-type: none"> Future (2031) Level of Service at intersections show some critical conditions at Olde Base Line Road; Intersection improvements need to be looked at. <p>Natural Areas, Watercourses and Headwater Drainage Features Based on information from TRCA, the study corridor includes:</p> <ul style="list-style-type: none"> 6 crossings [of watercourses or headwater drainage features]. 1 [Candidate] Area of Natural and Scientific Interest (Innis Gibson Lakes Kettles) 1 Provincially Significant Wetland (Widgett-Innis Lakes Wetland Complex) 2 Environmentally Significant Areas (Caledon East Complex and Caledon East Swamp) 2 Locally Significant Wetlands (Caledon East Wetland Complex and Mono Road Wetland Complex) <p>Heritage Properties</p> <ul style="list-style-type: none"> The study corridor includes 5 potential heritage properties (to be confirmed). 16000 Airport Road indicated heritage value by a plaque on the building, however this property was not found on the Town's heritage registry. The Town and Region noted that Sally Drummond is the heritage contact at the Town and could provide more information about the status of heritage properties; A copy of the heritage report will be forwarded to Sally. The Town suggested a meeting with a variety of Town staff since the study will touch on so many different areas (e.g., Heritage, Public Works and Development); Separate meetings with the Town was suggested to enable Town members to remain fully informed of the EA; The Region confirmed a meeting could be scheduled once more information has been collected and following the CWG orientation meeting. 	<p>Town of Caledon/ IBI Group</p> <p>Town of Caledon/ Region of Peel</p>
4b	<p>Active Transportation 2017 Sustainable Transportation Strategy (Draft)</p> <ul style="list-style-type: none"> Based on current conditions, dedicated facilities are proposed along Airport Road (e.g., paved shoulders/bike lanes); Need to revisit as cross-sections change. IBI Group presented a summary of comments received for the Strategy, and current pedestrian and cycling facilities (see slides 33 to 36). IBI Group noted recreational cycling on Olde Base Line Road and in Caledon East; During discussion, Regional staff noted they observed two types of cyclists in the area: recreational and [competitive]. IBI Group presented gaps, constraints and opportunities for pedestrian/cycling facilities (see slides 37 and 38). The Region noted that the Caledon Cycling Task Force recently held a one-day workshop with Share the Road and prepared a series of recommendations that could inform this study; The Caledon Cycling Task Force has already begun to work on improving cycling facilities within the corridor by adding bike racks and signage; The Region will forward the Workshop Report to the Project Team. 	<p>Region of Peel</p>
5	<p>Discussion</p> <ul style="list-style-type: none"> The Region raised the need to understand how many gravel truck routes have been approved through Caledon East; The Town will find out how many routes 	

Public Works

	<p>have been approved and continue to be approved.</p> <ul style="list-style-type: none"> • The Region noted that the Town of Caledon is conducting a Class EA for Mountainview Road between Olde Base Line Road and Granite Stones Road; The Town will provide the Region further details on this EA and include the Region on the EA contact list. • Stormwater Management: <ul style="list-style-type: none"> ➢ Delays were often faced at detailed design due to lack of approvals and it would be helpful to obtain conceptual approvals from agencies at the EA stage. ➢ Constraints mapping for water resources should be accelerated in the study process to ensure that it is considered earlier in the design work, since there are new regulations and practices being implemented for permits and approvals. <p>The Region will schedule meetings with agencies to look at what needs to be considered early in the EA.</p> <ul style="list-style-type: none"> • TRCA requested no environmental features be affected by the large footprints of any roundabouts being considered. • The Region informed IBI Group that an updated EMME model is available and can be provided for forecasting. • The Region informed members that Mountcrest Road was currently a dead-end road but will be extended with new development to the south; The Region will be exploring options to request an access to Foodland. • There was general support for the extension of the Rural Main Street classification beyond Mono Road to Castleberg/Boston Mills. • The Region asked if cyclists could use Mountcrest Road through the particularly constrained section of Airport Road. • TRCA noted that the project will need to meet their stormwater management criteria and that the costs for stormwater including property impacts need to be appropriately scoped / costed into the EA. • The Region suggested that one of the cost considerations for the EA should be to minimize urbanization along the corridor as much as possible as a means of reducing lighting impacts / stormwater management upgrades. • The Region suggested that the developer with development applications at the Cranston Drive intersection should be made aware of the potential for the existing intersection to become a roundabout (The Region stated this has been done). 	<p>Town of Caledon</p> <p>Town of Caledon</p> <p>Region of Peel</p> <p>Region of Peel</p>
<p>6</p>	<p>Wrap Up and Next Steps</p> <ul style="list-style-type: none"> • The Region thanked all participants for attending the kick-off meeting and encouraged them to contact the Project Manager with any questions (refer to presentation, slide 42 for contact information). • The Region outlined next steps in the study (see slide 41). • The next TAC meeting is planned for Winter 2018. 	

Project Kick-Off Meeting Attendance Airport Road from King Street to Huntsmill Drive Environmental Assessment Wednesday, October 25, 2017	
Agencies	
Enbridge	Damien Edwin
Toronto and Region Conservation	Annette Lister
Town of Caledon	Kant Chawla
Region of Peel	
Development Services	Elizabeth Trent
Engineering Technical Services	Tod Jenkins
Infrastructure Programming and Studies	Asha Saddi (Consultation Lead) John Nemeth (Stormwater Management) Sally Rook (Project Director) Sonya Bubas (Project Manager)
Public Health	Sanya Khan
Realty Property Acquisitions	Scott Beveridge
Roads Design & Construction	Bob Nieuwenhuysen (Manager) Olek Garbos
Roads Operations & Maintenance	Karen Levesque
Traffic Engineering	Denise Dang (Traffic Operations) Erica Duque (Travel Demand Management) Nishat Hassan (Traffic Safety) Rani Kol (Traffic Development) Rebecca Caughey (Traffic Signals)
Transportation Systems Planning	Gordon Hui
Water and Wastewater	Angela Stockman
Technical Consultant	
IBI Group	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager) Zibby Petch (Active Transportation Specialist)

Public Works

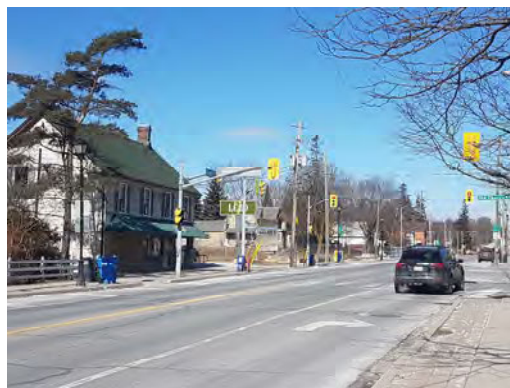
10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Environmental Assessment

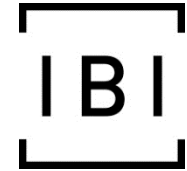
Airport Road from King Street to Huntsmill Drive

Project Kick-off Meeting

October 25, 2017



Agenda



1. Welcome and Introductions

2. Project Overview

3. Transportation Study

4. Corridor Constraints

5. Discussion – Peel Staff

6. Discussion – Agencies

7. Wrap Up and Next Steps



To inform of the Study

Ask questions



To exchange information

Tell us more



To discuss key issues

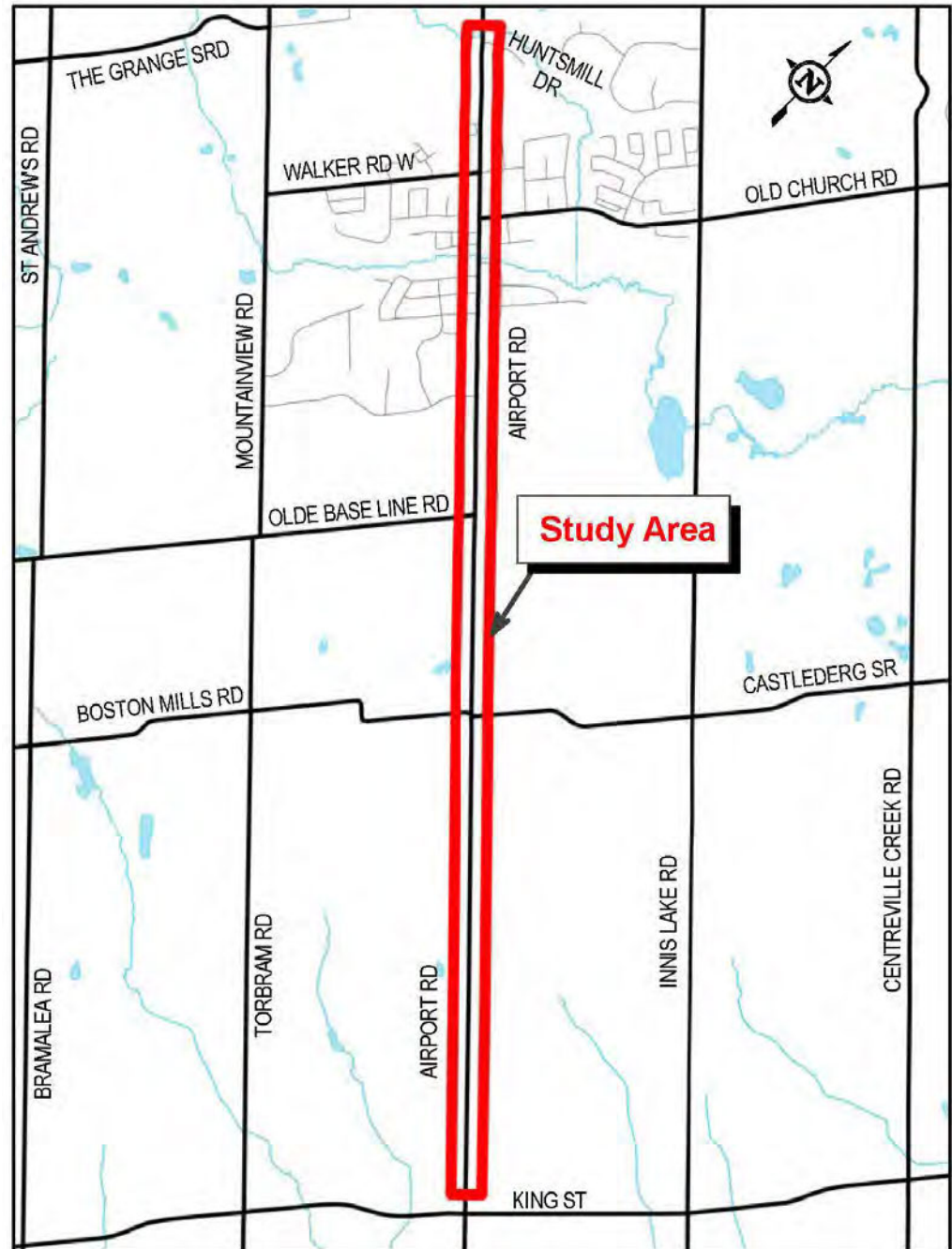
***Identify opportunities
and constraints***

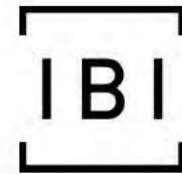
Project Overview



Study Area

- Airport Road in Caledon
- 100m north of King St. to 300m north of Huntsmill Dr.
- Approximately 7.5km
- 2-lane Major Arterial





Long Range Transportation Plan Update (2012)

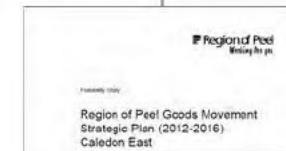
- Widen Airport Road
- Improve Active Transportation

Caledon East Feasibility Studies (2015)

- Sufficient Capacity on Airport Road
- Traffic Calming
- Upgrade Olde Base Line Road to Truck Route

Airport Road - Mayfield Road to King Street (2015)

- Road Widening (5 lanes)
- Roundabouts (2 lanes)
- Active Transportation (paved shoulders, bike lanes)



Caledon East Community Improvement Plan (2014)

Encourage:

- Revitalization and Community Improvement
- Pedestrian-oriented design, bicycle parking, accessibility, trailways, and network expansion

Support:

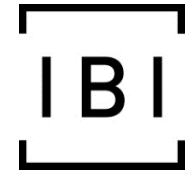
- Public realm improvements
 - Dedicated cycling lanes and pathways
 - Enhanced crossing treatments at Airport Road and Old Church Road



Peel Sustainable Transportation Strategy (2017)

- Proposed pedestrian network
(urban and rural settlement areas)
- Pedestrian improvement corridors
(Airport Road from Cranston Drive to Leamster Trail)
- Proposed cycling network

Study Purpose



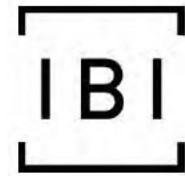
- Confirm need for improvements on Airport Road
- Recommend improvements through:
 - Technical Studies
 - Environmental Assessment (EA)
 - Consultation Plan
- Obtain “agreement in principle” from Agencies
- Complete design to 30 percent level of detail

Examine the need for:

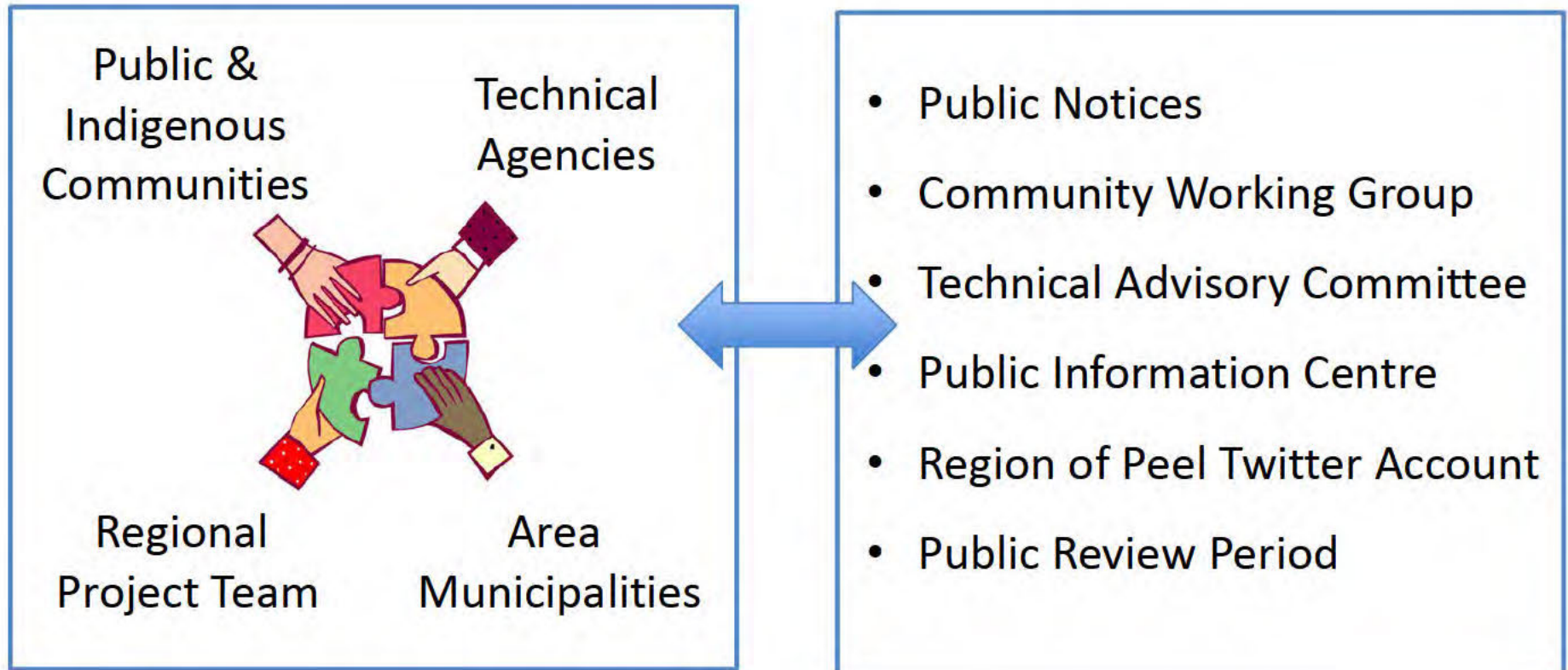
- Long-term improvements related to planned future growth*
 - Intersection improvements including roundabouts
 - Traffic calming measures for truck and other vehicular traffic through Caledon East
 - Infrastructure improvements for walking and cycling
 - Streetscaping to support the Caledon East Community Improvement Plan
- * *This study will not consider major road widening for additional through lanes along Airport Road.*

- Transportation and Traffic Analysis (IBI)
- Air Quality and Noise Impact Assessments (RWDI)
- Archaeology and Cultural & Built Heritage Assessments (ASI)
- Contaminated Soil Assessment (Terraprobe)
- Culvert and Structure Analysis (IBI)
- Drainage and Stormwater Management (IBI)
- Fluvial Geomorphological Assessment (GEO Morphix)
- Geotechnical and Pavement Investigation (Terraprobe)
- Hydraulic and Hydrology Analysis (IBI)
- Hydrogeological Investigation (Terraprobe)
- Natural Environment Assessment and Tree Inventory (Riverstone)

Municipal Class EA (Schedule C)



(Municipal Engineers Association, last amended in 2015)



Study Website: <http://peelregion.ca/airport-road-ea>

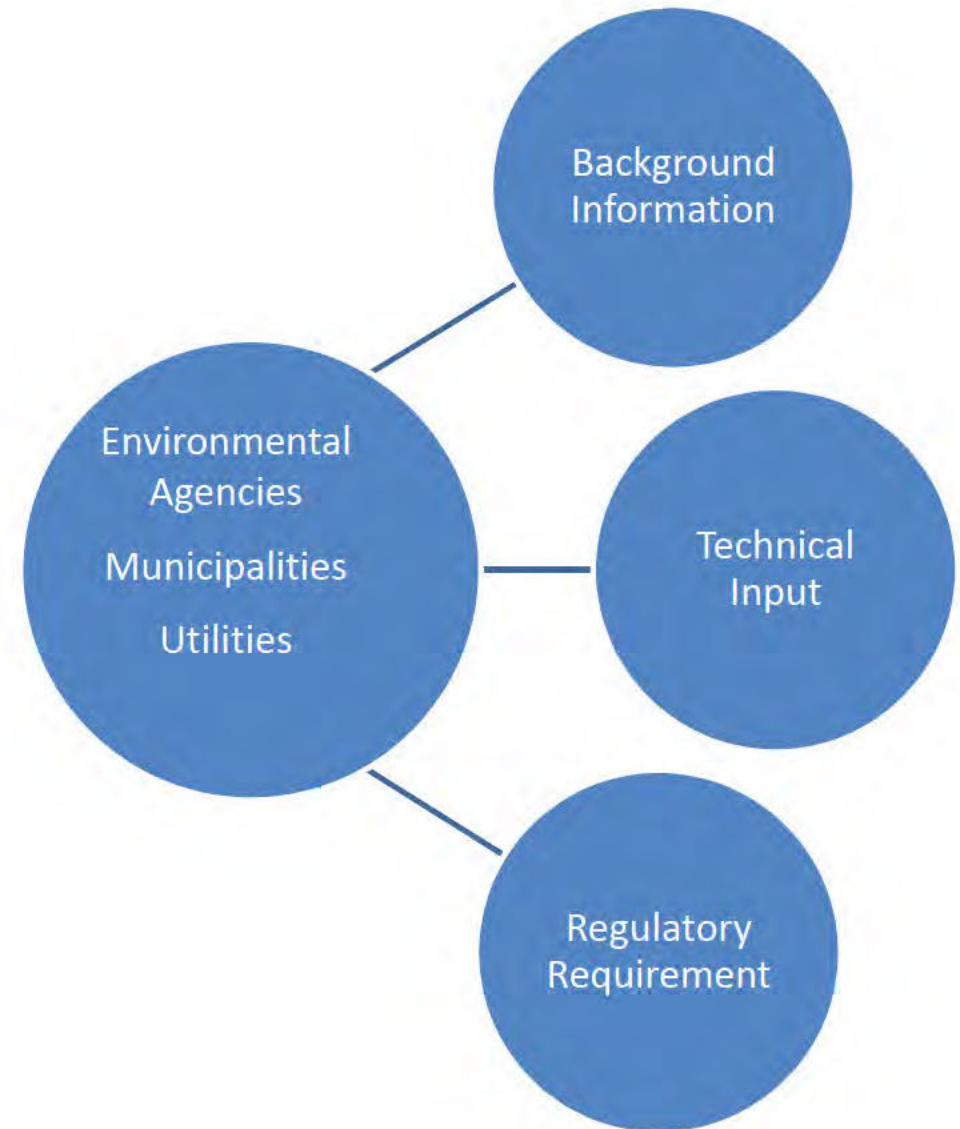
- Project ambassadors, representing:
 - Property Owners and Residents
 - Business Owners and Farmers
 - Road Users (cyclists, pedestrians, drivers)
- To provide a balance of perspectives from:
 - New and long-time residents
 - Local business and agriculture
 - Area employers and employees

Environmental Agencies

- Ministry of Natural Resources and Forestry
- Niagara Escarpment Commission
- Toronto and Region Conservation

Municipalities

- Town of Caledon
- Region of Peel
 - Development Planning and Engineering
 - Engineering Technical Services
 - Health
 - Realty
 - Roads Design and Operations
 - Traffic and Sustainable Transportation
 - Transportation Planning
 - Water and Wastewater



- Background
- Study Area
- Transportation and Traffic Analysis
- Problem and/or Opportunity Statement
- Technical Studies
- Existing Environmental Conditions
- Consultation Plan
- Summary of Public Comments
- Assessment of Alternative Solutions
- Recommended Solution
- Next Steps and Contact Information

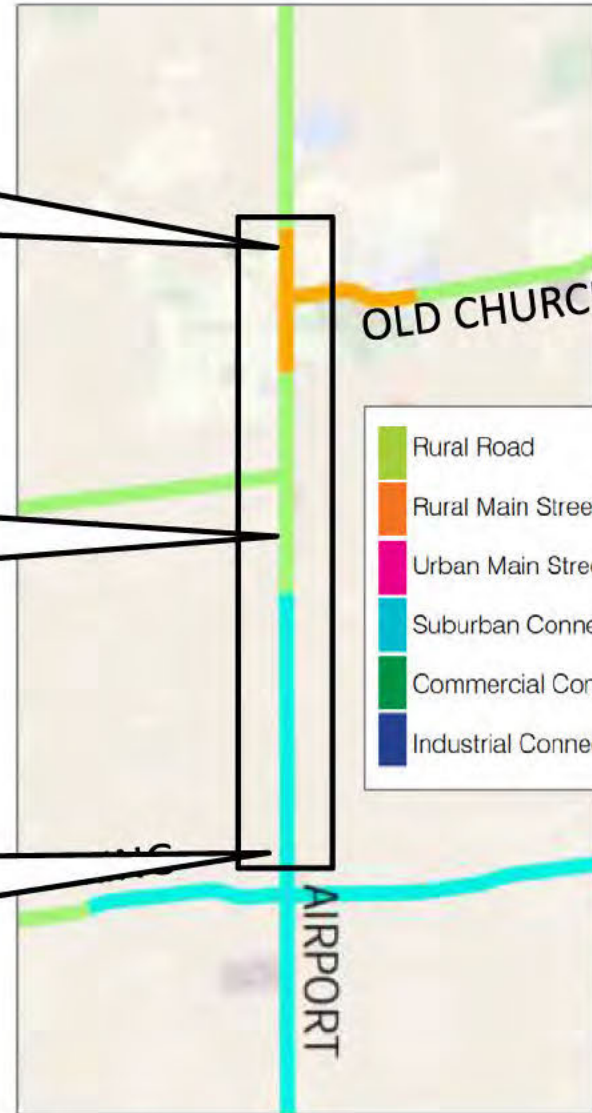
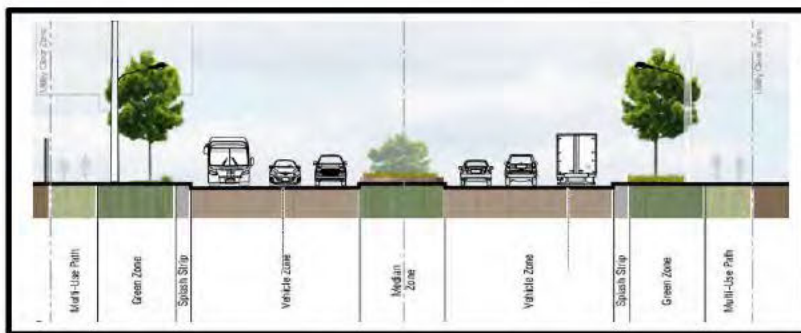
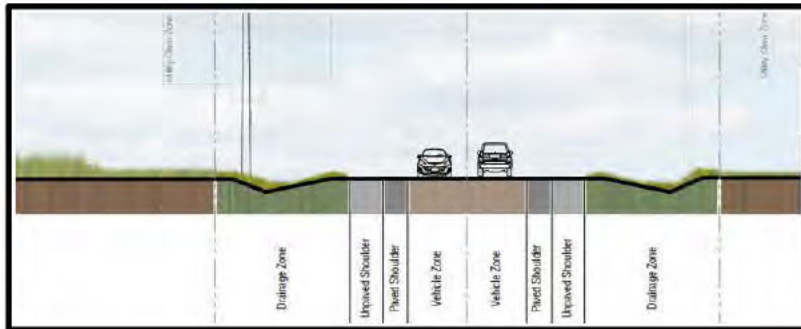
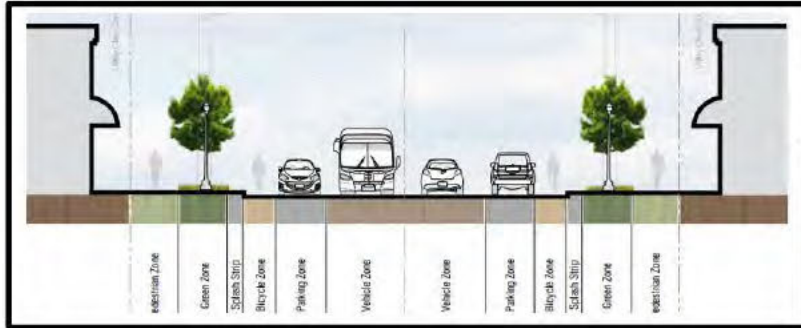
Transportation Study & Corridor Constraints



- Busy Regional Road serving:
 - Local traffic
 - Through traffic
 - Trucks
- Communities of:
 - Caledon East
 - Mono Road
- Corridor has a mix of land-uses
- Several issues and opportunities:
 - Transportation volumes, in particular trucks
 - Development pushing north
 - Limited space within right-of-way
 - Active transportation
 - Traffic calming



Road Characterization Study (2013)



King Street to Castlederg



- Two lane roundabout at King Street
- Tapers from 4 to 2 lanes north of King Street
- Development pressure
 - Adjacent lands not part of designated Green Belt

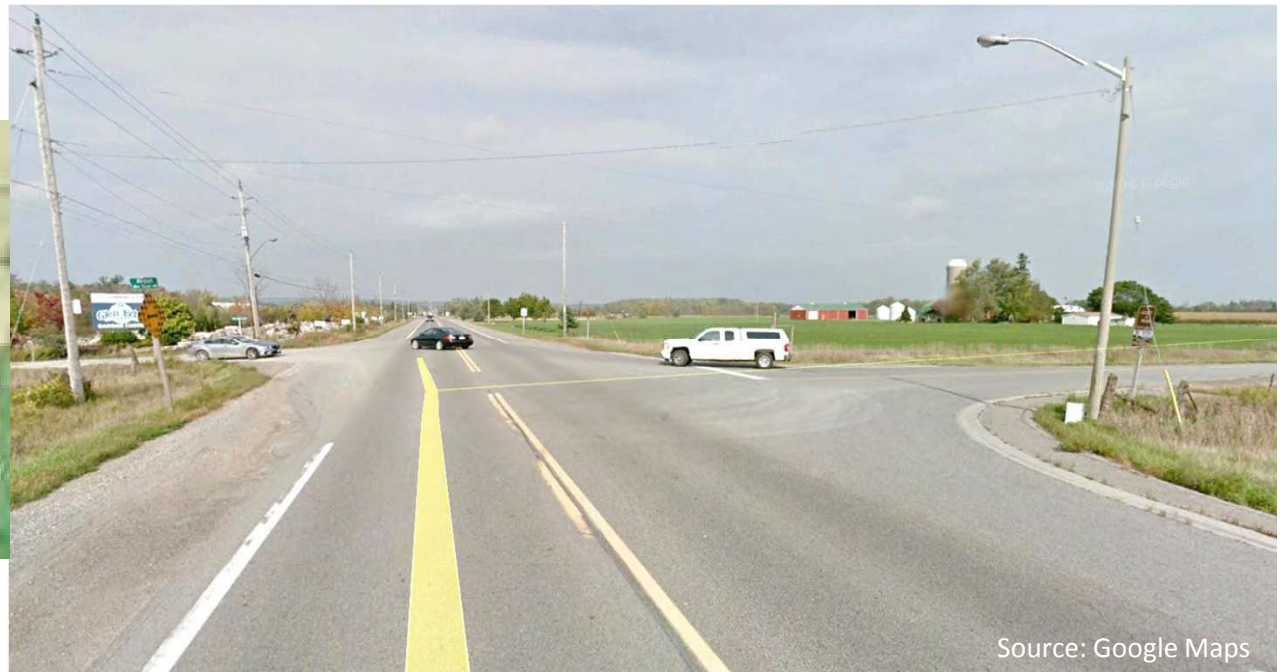


Source: Google Maps

Castleberg to Olde Base Line



- Castleberg / Boston Mills offset intersection has operational and safety issues



Source: Google Maps

Olde Base Line

- Mono Road community
- Potential for roundabout, may require property
- Potential truck diversion per Peel Region Strategic Goods Movement Network
- Mono Road Wetland Complex



Source: Google Maps



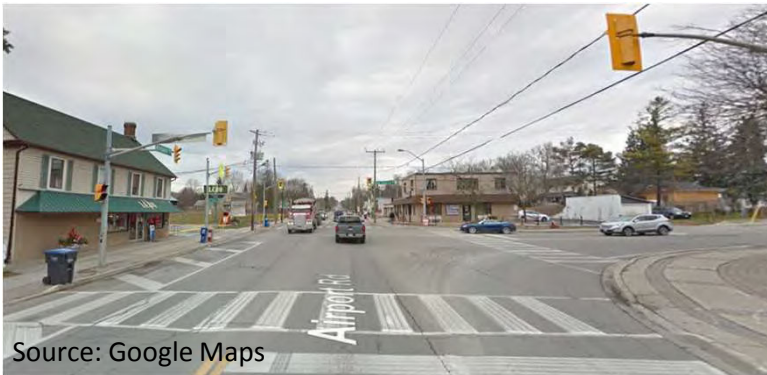
Source: Google Maps

- Constrained right-of-way, residential frontage
- Gradient on Airport Road
- On-street activities, businesses
- Caledon Trailway
- Old Church Road
- Aggregate trucks



Caledon East - Old Church Road

- Driveway with intersection
- On-street parking
- Commercial / retail nearby and new development

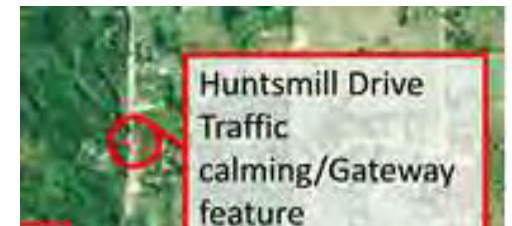


Caledon East to Huntsmille Drive

- Natural forest, slopes beside road, gradient
- Low side street traffic volumes may not be suitable for roundabout



Source: Google Maps



- Major intersection traffic operations are acceptable
- Minor intersections are under review, expected to work well with some geometric / operational constraints

Existing Intersection Level of Service (2012)

INTERSECTION	AM PEAK		PM PEAK	
	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)
Old Church Rd at Airport Rd	LOS B (V/C = 0.53)	V/C all movements <0.85	B (V/C = 0.45)	V/C all movements <0.85
Olde Base Line Rd at Airport Rd	B (V/C = 0.56)	V/C all movements <0.85	B (V/C = 0.59)	V/C all movements <0.85

Calculations are based on existing lane configurations and signal timings

LOS – Level of Service

V/C – Volume to Capacity

Source: Region of Peel Goods Movement Strategic Plan – Caledon East Study

Future Traffic Conditions

- In 2031, some movements are becoming congested
- Stop controlled side streets can expect longer delays

Future Intersection Level of Service (2031)

INTERSECTION	AM PEAK		PM PEAK	
	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)
Old Church Rd at Airport Rd	LOS C (V/C = 0.84)	SBT (LOS C, V/C=0.91, Q= #187 m)	LOS B (V/C = 0.69)	--
Olde Base Line Rd at Airport Rd	LOS C (V/C = 0.89)	SBT (LOS C, V/C=0.94, Q= #279 m)	LOS E (V/C = 1.04)	EBL (LOS D, V/C=0.87, Q = #109 m)
				NBT (LOS F, V/C=1.11, Q = #266 m)

LOS – Level of Service

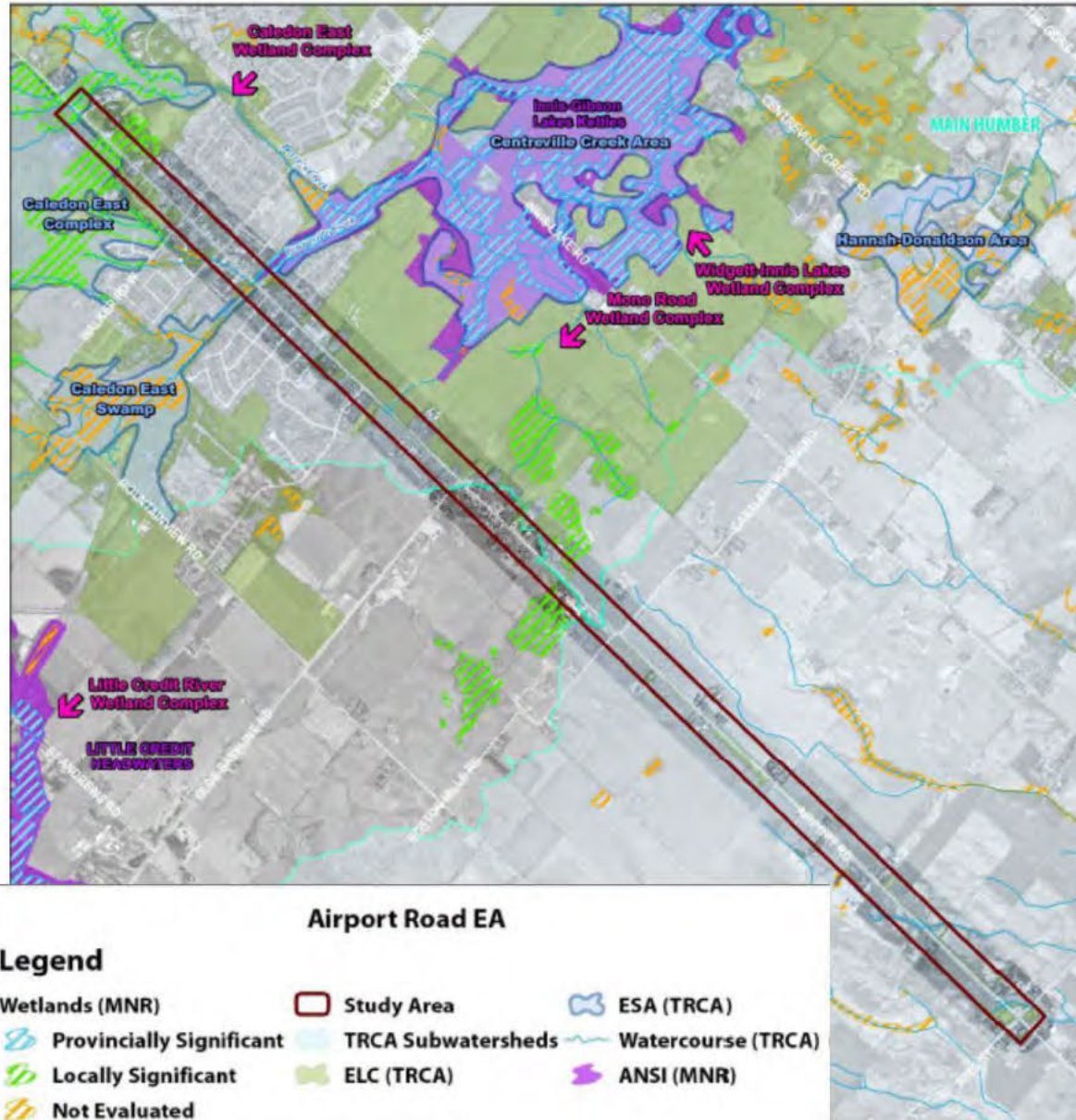
V/C – Volume to Capacity

EBL – East Bound Lane

NBT – North Bound Through

Source: Region of Peel Goods Movement Strategic Plan – Caledon East Study

Natural Areas

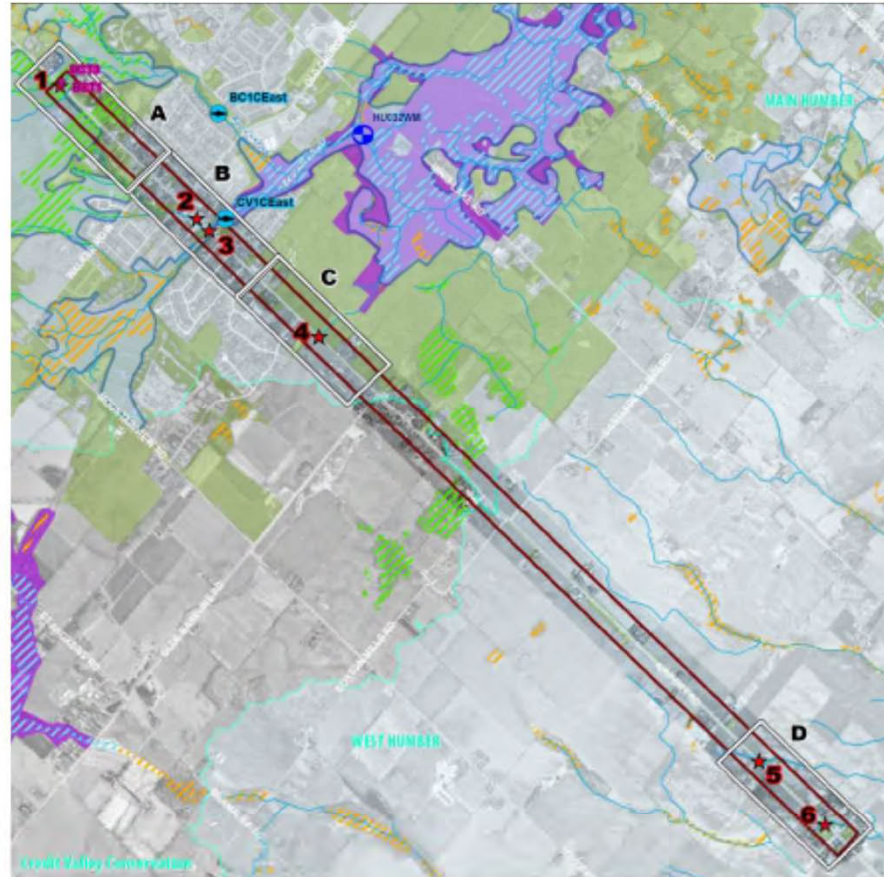


Toronto and Region
Conservation
for The Living City

0 250 500 1,000 Meters

June 22, 2017
Orthophoto: Spring 2016, First Base Solutions

Watercourses and Headwater Drainage Features



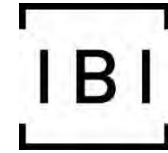
<p>Toronto and Region Conservation for The Living City</p>	<p>Legend</p> <ul style="list-style-type: none"> Study Area Index TRCA Subwatersheds ELC (TRCA - 2016) ESA (TRCA) 	<p>Airport Road EA</p> <ul style="list-style-type: none"> Crossing (2016) RWMP Site Watercourse (TRCA) Caledon East Project Fish Sampling Site 	<ul style="list-style-type: none"> ANSI (MNRF) Wetlands (MNRF) Provincially Significant Locally Significant Not Evaluated
<p>0 250 500 1,000 Meters</p>	<p>Caledon East Project</p> <ul style="list-style-type: none"> Benthic Macroinvertebrates Sampling Site 		
<p>October 2, 2017 Orthophoto: Spring 2016, First Base Solutions</p>			

Heritage Properties



- 16024 Airport Road – Cranston-Moses-Graham House
- 16078 Airport Road – Knox Presbyterian Church
- 16081 Airport Road – Johnston-Wallis House
- 16114 Airport Road – Allison's Grove
- 16000 Airport Road – To be confirmed





Active Transportation



Sustainable Transportation Strategy (2017)



Pedestrian
Improvement
Corridor - Airport
Road, Cranston Drive
to Leamster Trail

Sustainable Transportation Strategy (2017)



Proposed dedicated facilities along Airport Road (paved shoulders / bike lanes)

Comments received within study area:

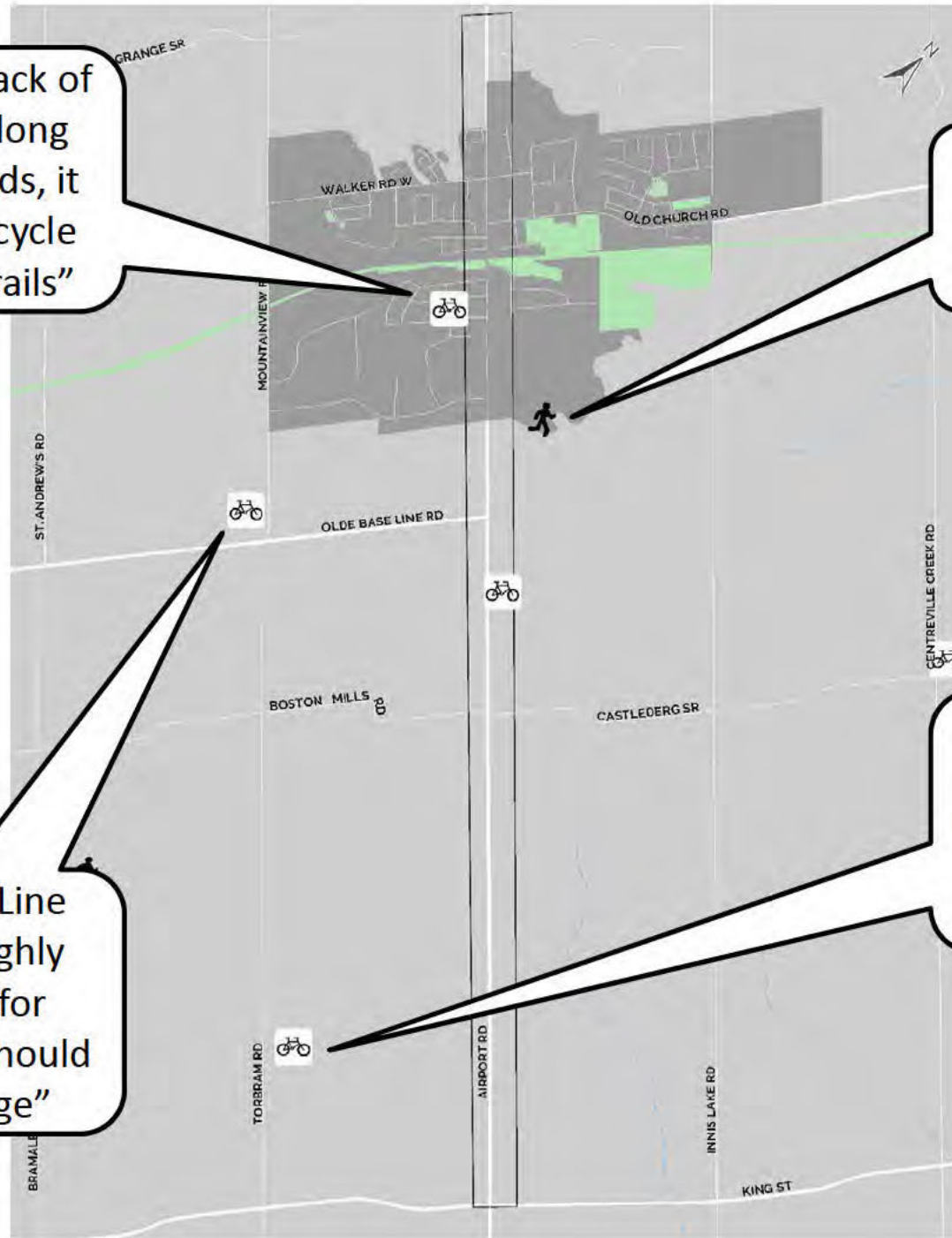
- More bike racks in Caledon East (3)
- More bike lanes: downtown Caledon East (2)
- Paved shoulders: Airport Road (1)
- Bike lane: Old Church Road through Caledon East (1)
- Bike lanes: Airport Road in Caledon East (1)

“Due to the lack of bike lanes along Regional roads, it is unsafe to cycle to existing trails”

Add sidewalks

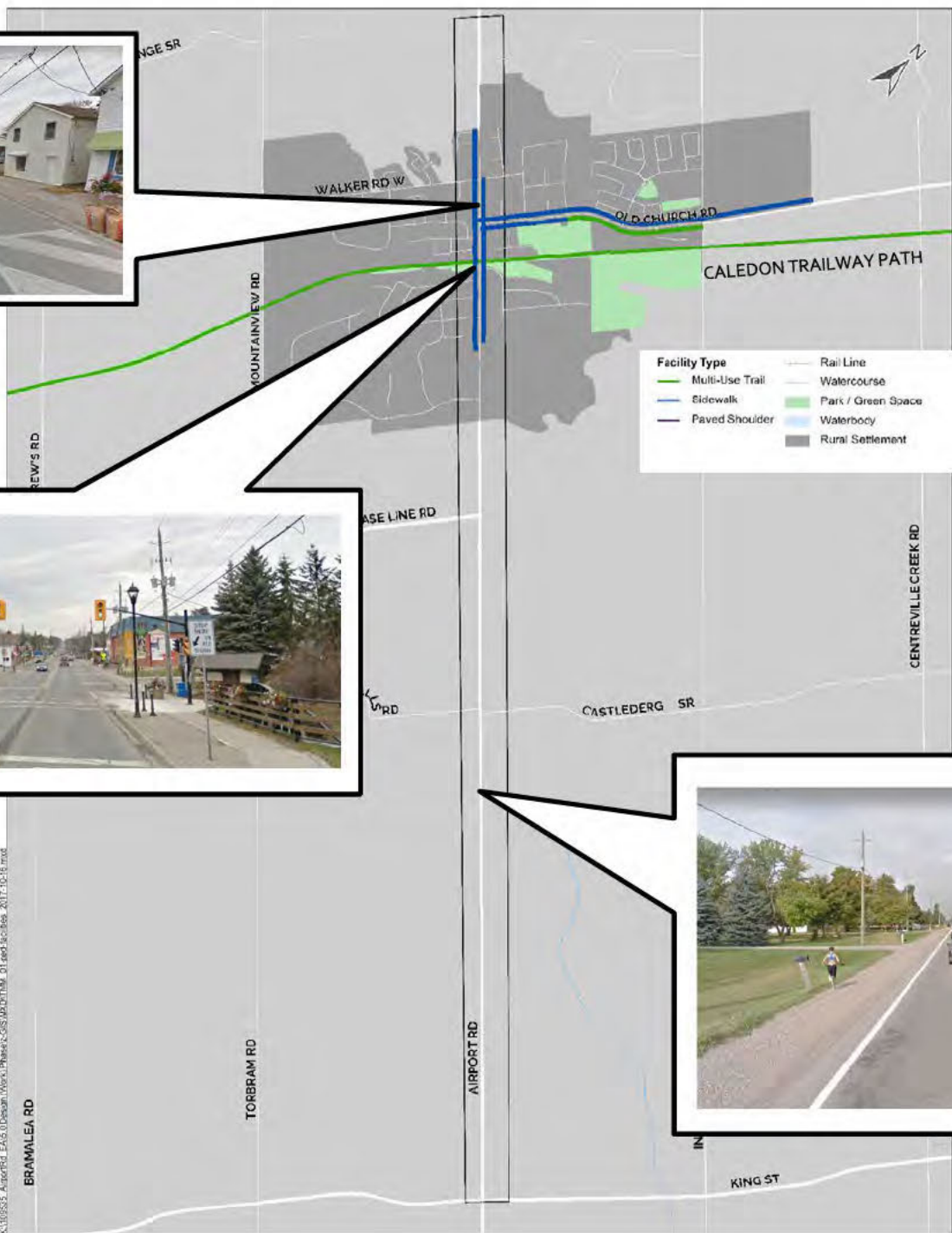
“Olde Base Line Road is a highly used road for cyclists and should have signage”

“Add more off-road bike lanes to reduce the chance of car-bike accidents”



Current Pedestrian Facilities

K:\310555 - AuerBld_EAS_01\Design\Work\Phase2\GIS\Map\DTM_01\ped-facilities_2017-10-16.mxd



Current Cycling Facilities



Incomplete pedestrian network through rural settlement area

- Constraint:
 - Appropriateness of paved shoulders within rural settlement areas / feasibility of providing sidewalks

Lack of cycling facilities along full limits of corridor:

- Constraints:
 - Narrow pavement width / right-of-way
(particularly south of Caledon Trailway to Foodland)
 - Accommodating cycling facilities may require some loss / consolidation of on-street parking through rural main street limits of Airport Road
 - Truck route will govern design criteria

- Enhanced active transportation facilities clearly supported by Caledon East Community Improvement Plan
- Support for downtown pedestrian priority corridor improvements and planned cycling facilities through Peel Sustainable Transportation Strategy
- Recognition of rural main street through Caledon East through Regional Road Characterization Study
- New opportunities to provide enhanced streetscaping identified through the updated Streetscaping Toolbox

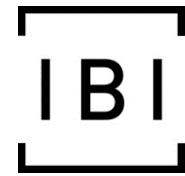
Discussion



Wrap Up and Next Steps



Next Steps

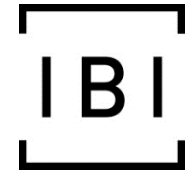


1. Identify Problem and/or Opportunity
 - Complete Transportation and Traffic Analysis
 - Describe Existing Environmental Conditions
 - Establish Community Working Group

2. Identify Alternative Solutions
 - Assess Alternative Solutions
 - Meet with Technical Advisory Committee



Contact



Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Public Works

Region of Peel

10 Peel Centre Drive, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800 ext. 7801

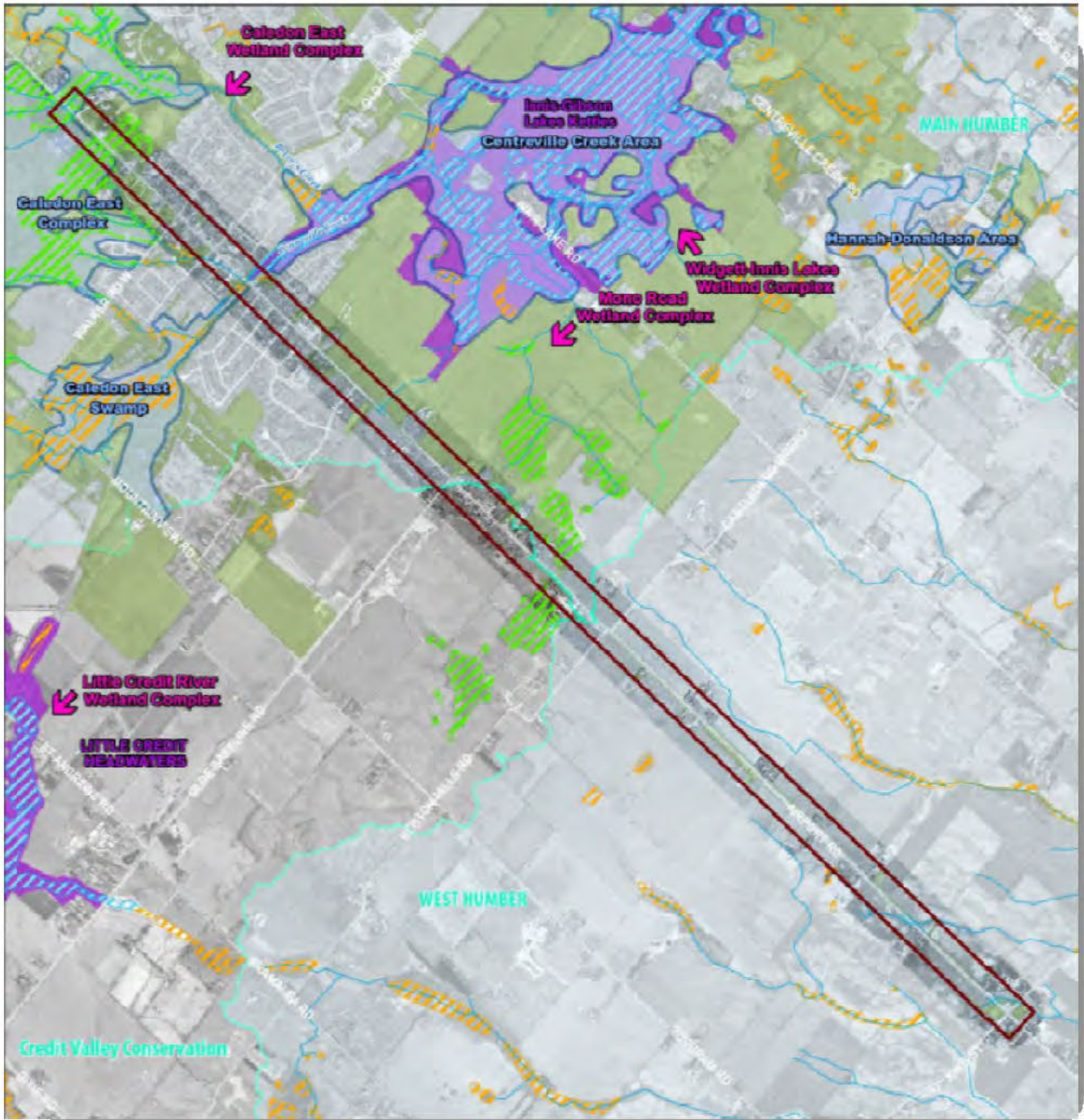
Fax: 905-791-1442
















Email: sonya.bubas@peelregion.ca

Visit <http://peelregion.ca/airport-road-ea>

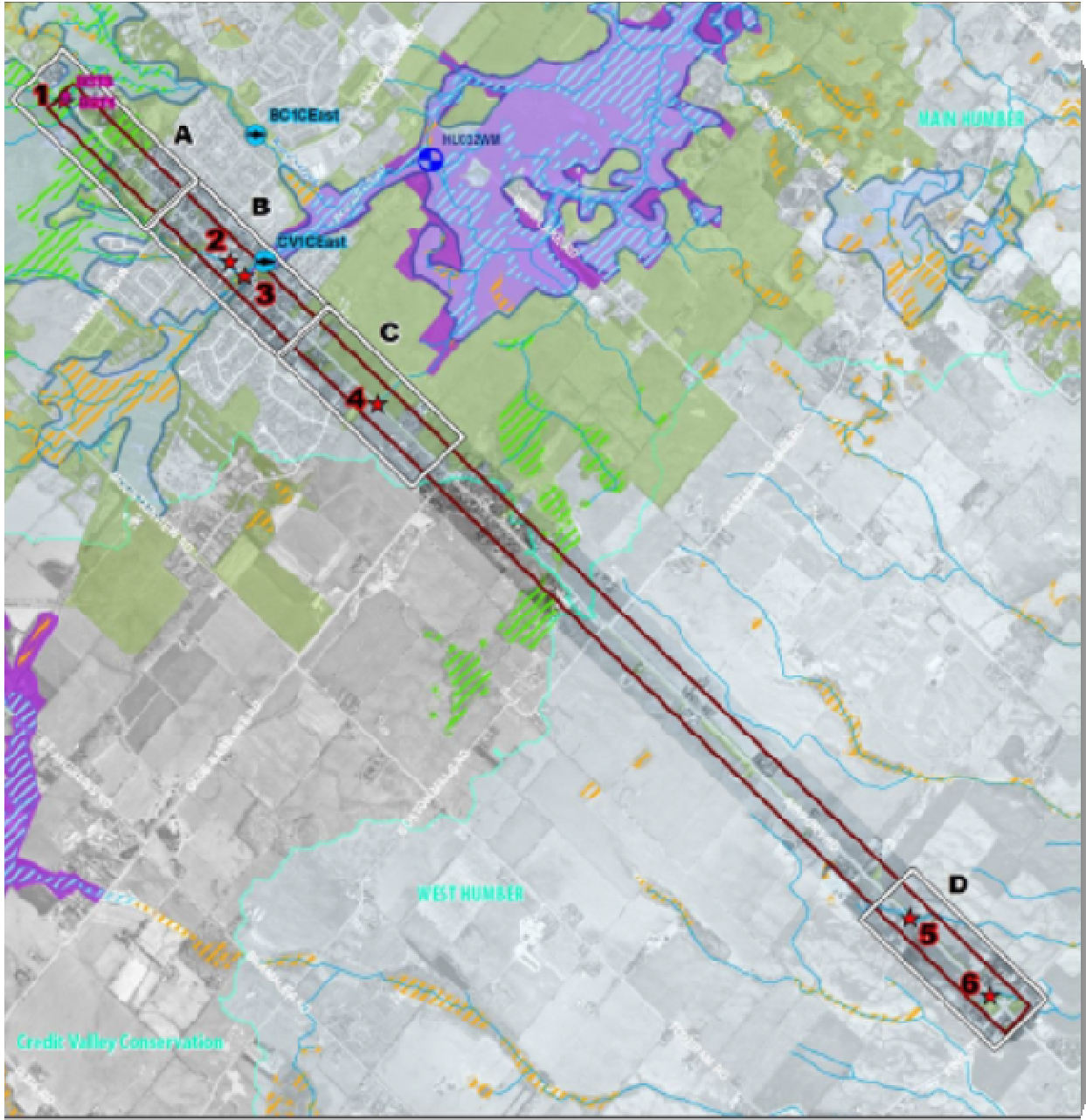











Existing Natural Environment Conditions



 <p>June 22, 2017 Orthophoto: Spring 2016, First Base Solutions</p>	<p>Legend</p> <ul style="list-style-type: none">  Study Area  Index  TRCA Subwatersheds  ELC (TRCA - 2016)  ESA (TRCA)  Caledon East Project Benthic Macroinvertebrates Sampling Site 	<p>Airport Road EA</p> <ul style="list-style-type: none">  Crossing (2016)  RWMP Site  Watercourse (TRCA)  Caledon East Project Fish Sampling Site 	<ul style="list-style-type: none">  ANSI (MNRF) Wetlands (MNRF)  Provincially Significant  Locally Significant  Not Evaluated
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Existing Natural Environment Conditions



 <p>Toronto and Region Conservation for The Living City</p>		<h3>Airport Road EA</h3>		
		<p>Legend</p> <ul style="list-style-type: none">  Study Area  Index  TRCA Subwatersheds  ELC (TRCA - 2016)  ESA (TRCA)  Crossing (2016)  RWMP Site  Watercourse (TRCA)  Caledon East Project Fish Sampling Site  Caledon East Project Benthic Macroinvertebrates Sampling Site  ANSI (MNR) Wetlands (MNR)  Provincially Significant  Locally Significant  Not Evaluated 	<p>0 250 500 1,000 Meters</p>	
<p>October 2, 2017 Orthophoto: Spring 2016, First Base Solutions</p>				

Transportation Overview



**Environmental Assessment
Airport Road from King Street to Huntsmill Drive**

**Site Meeting with
Ministry of Natural Resources and Forestry (MNR)**

**Tuesday, February 20, 2018
Foodland Parking Lot, 15771 Airport Road
1:00 p.m. – 2:00 p.m.**

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

PURPOSE

- To review existing environmental conditions in the study area

OBJECTIVES

- To discuss environmental constraints and regulatory requirements

AGENDA

- 1. Welcome and Introductions**
- 2. Site Walk under CVC Jurisdiction**
 - a. Watercourse Feature (West of Airport Rd, south of Olde Base Line Rd)
- 3. Site Walk under TRCA Jurisdiction**
 - a. Watercourse Crossing 1 (75 meters north of Huntsmill Dr)
 - b. Watercourse Crossing 2 (Between Parsons Ave and Caledon Trailway)
 - c. Watercourse Crossing 3 (35 meters north of Mountcrest Rd)
 - d. Watercourse Crossing 4 (175 meters south of Cranston Dr)
 - e. Watercourse Crossing 5 (725 meters north of King St)
 - f. Watercourse Crossing 6 (100 meters north of King St)
- 4. Other Locations of Interest**
- 5. Adjournment**

Minutes

**Site Meeting with
Ministry of Natural Resources and Forestry (MNRF)**
**Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**
Tuesday, March 20, 2018
1:00 p.m. – 2:00 p.m.
15771 Airport Road (Foodland Parking Lot)
MNRF: Mark Heaton
**Toronto and Region Conservation Authority (TRCA):
Scott Jarvie, Jan Moryk**
Region of Peel (Region): Arthur Lee, Sonya Bubas
IBI Group (IBI): Hailey McWilliam
**Riverstone Environmental Solutions Inc. (Riverstone):
Tristan Knight**

#	DESCRIPTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region: <ul style="list-style-type: none"> • Welcomed all present and facilitated introductions • Provided an overview of the Class EA Study for Airport Road from King Street to Huntsmill Drive • Described the propose and objectives of the site meeting, and • Reviewed the site meeting agenda • The purpose of the site meeting was to review existing environmental conditions in the study area • The objectives of the site meeting were to discuss environmental constraints and regulatory requirements • The following materials were circulated in advance: <ul style="list-style-type: none"> • Site meeting agenda • Transportation overview (aerial map) • Natural environment conditions (2 maps) • Aerial map of watercourse under CVC jurisdiction • The Region noted that the Project Team met on site with TRCA and Credit Valley Conservation (CVC) on March 9, 2018
2	<p>Site Walk under CVC Jurisdiction</p> <p>a. Watercourse Features (West of Airport Road, south of Olde Base Line Road)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • Wetlands to the east and west of the study area; Review the Natural Heritage Map for Peel Region • Potential hydrocarbon contamination area
2	<p>Site Walk under TRCA Jurisdiction</p> <p>b. Watercourse Crossing 1 (75 metres north of Huntsmill Drive)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • High incident area for wildlife/motor vehicle accidents; Contact the Region regarding wildlife/motor vehicle accidents; White tailed deer was observed in 2007 • Evidence of deer crossings south of Huntsmill Drive on east side of Airport Road • Possible evidence of groundwater coming through and into the ditch south of Huntsmill Drive on the west side of Airport Road • Design to avoid tree clearing in the forested areas; MNRF will not be looking at bats and mitigation if impacts to the forested area can be avoided • If a replacement culvert is proposed, consider an open footed structure for fish passage • Shift alignment of culvert to direction of flow path • Consider extending the 50km/hr posted speed limit northerly, up to the northern extent of the adjacent existing cedars, to avoid collisions with deer and other wildlife crossing the road • In the area of the culvert north of Huntsmill Drive: <ul style="list-style-type: none"> • Invasive phragmites are present on the east side from west of the tree line to Airport Road

Public Works

	<ul style="list-style-type: none"> • A white cedar swamp is present in the vicinity • Preference is to keep the rural cross-section • TRCA suggested the Region contact the Town of Caledon regarding a potential Planning Act application for land in the northeast quadrant of Airport Road and Huntsmill Drive (property limit may be to the existing tree line) <p>c. Watercourse Crossing 2 (Between Parsons Avenue and Caledon Trailway)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • Confirm whether the underground crossing is connected to a storm drain <p>d. Watercourse Crossing 3 (35 metres north of Mountcrest Road)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • No Redside Dace anticipated in Centerville Creek or its tributaries crossing the study area; Review West Humber River Subwatershed Redside Dace Regulated Habitat Map (City of Brampton) to confirm • Brooktrout anticipated in Centerville Creek and its tributaries crossing the study area; MNRF noted that there are several inputs of untreated stormwater entering into Centerville Creek at crossing #3 • Hydrology at this location is affected by downstream beaver activity in Centerville Creek • A forcemain is present under Centerville Creek; Catchbasins feed into the creek on the downstream side • For replacement culverts: <ul style="list-style-type: none"> • Review the road elevation and backfill • Review the type of culverts/structures (e.g., bridge, twin culvert, box culvert) • Consider conspan culverts • Consider the channel for wildlife passage (e.g., add a bench for wildlife passage through the crossing); Recent EA studies by the Region for Mayfield Road and The Gore Road provide examples of wildlife crossing considerations • Consider Oil Grit Separator(s) (OGS) with jelly fish units, which is highly preferred for the removal of Total Suspended Solids (TSSs) and phosphorus • Note the presence of a beaver dam and potential for backwater <p>e. Watercourse Crossing 4 (175 metres south of Cranston Drive), and Watercourse Crossing 5 (725 metres north of King Street), and Watercourse Crossing 6 (100 metres north of King Street)</p> <ul style="list-style-type: none"> • Not visited as potential site issues were discussed at other sites or as part of previous EA study
4	<p>Other Locations of Interest</p> <ul style="list-style-type: none"> • No other locations noted or visited
5	<p>Adjournment</p>

Minutes

Meeting with the Ministry of Natural Resources and Forestry following Technical Advisory Committee Meeting No. 1
Airport Road from King Street to Huntsmill Drive
Environmental Assessment

Tuesday, May 8, 2018

1:00 p.m. – 2:00 p.m.

10 Peel Centre Drive, Suite B, 4th Floor, Room 830, Brampton

Ministry of Natural Resources and Forestry (MNRF): Mark Heaton
Region of Peel (Region): Samantha Paquette, Sonya Bubas

DISCUSSION

The purpose of the meeting was to:

- Provide MNRF with a hardcopy of the Natural Environment Existing Conditions Report.
- Review the information slides prepared for upcoming meetings with the Community Working Group and Public; An electronic copy of the information slides as presented to the Technical Advisory Committee was circulated to MNRF in advance.

The Region noted:

- Concern for sediment in Centreville Creek will be added to the list of public comments.
- Some localized widening is anticipated; The Region does not anticipate the need for major widening.
- Multi-modal level of service was considered for pedestrians and cyclists.
- Signals or roundabouts at intersections, traffic calming, and active transportation will be considered.
- The study corridor is a goods movement corridor; A feasibility study is underway to consider whether Olde Base Line Road can be upgraded to a truck route.
- At least seven watercourse crossings were identified within the study limits, including the additional watercourse crossing identified by Credit Valley Conservation [three of the watercourse crossings were noted as headwater drainage features on the information slides].

MNRF noted:

- Deer crossing at northern study limit in the vicinity of Huntsmill Drive; White tail deer may be present further north.
- Impacts and mitigation related to stormwater quality control at Centreville Creek, which is a sensitive brook trout stream.
- Low Impact Development.
- The Town of Caledon has retained a consultant to initiate a study for Castleberg Side Road from Airport Road to Highway 50.

Other MNRF comments:

- Consider replacing "Direct Fish Habitat" with "Highly Sensitive Brook Trout" when describing watercourse crossings.
- Confirm locations of "Potential Wildlife Crossings" on the slide describing the Natural Environment.
- Consider road kill data; The Region noted that data was provided to the Toronto and Region Conservation Authority.
- No species at risk concerns for this type of project; The potential for barn swallows was considered as foraging and the potential for bobolink was considered near the study area.
- Consider cross-culvert observed during the site meeting, south of Huntsmill Drive.
- Consider that positive effects through a project can address negative impacts.

Public Works

**Airport Road from King Street to Huntsmill Drive
Transportation Overview**



From: [Bubas, Sonya](#)
To: zone2scheduling@hydroone.com
Cc: [Saddi, Asha](#)
Subject: Airport Rd EA - Technical Advisory Committee Meeting - April 26 2018
Date: Monday, April 16, 2018 3:55:54 PM
Attachments: [image001.gif](#)

Hi Julie,

You are invited to attend the next Technical Advisory Committee (TAC) meeting for the Class Environmental Assessment (EA) on Airport Road from King Street to Huntmill Drive in Caledon. The meeting will be held:

April 26, 2018, 1:30pm to 3:30pm

7120 Hurontario Street (Room 2-131), Mississauga

Please join us to review the progress of Phases 1 and 2 of the Class EA. An agenda and review materials will be provided in advance.

Kindly reply by April 20 to confirm your attendance. If you cannot attend, please send a representative on your behalf.

Thank you and we look forward to meeting with you,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: [Bubas, Sonya](#)
To: kant.chawla@caledon.ca; mark.heaton@ontario.ca; Trevor.Bell@ontario.ca; kim.peters@ontario.ca; [Kilis, Jakob](#); [Annette Lister](#); bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; utility.circulations@zayo.com; [Damien Edwin](#)
Cc: sjohnston@IBIGroup.com; [Saddi, Asha](#); [Hailey McWilliam](#)
Subject: Airport Rd EA - Technical Advisory Committee Meeting - April 26 2018
Date: Thursday, April 12, 2018 7:24:07 PM
Attachments: [image001.gif](#)

Good Day,

You are invited to attend the next Technical Advisory Committee (TAC) meeting for the Class Environmental Assessment (EA) on Airport Road from King Street to Huntmill Drive in Caledon. The meeting will be held:

April 26, 2018, 1:30pm to 3:30pm

7120 Hurontario Street (Room 2-131), Mississauga

Please join us to review the progress of Phases 1 and 2 of the Class EA. An agenda and review materials will be provided in advance.

Kindly reply by April 20 to confirm your attendance. If you cannot attend, please send a representative on your behalf.

Thank you and we look forward to meeting with you,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

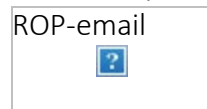
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**Environmental Assessment
Airport Road from King Street to Huntmill Drive**

Technical Advisory Committee (TAC) Meeting

**Thursday, April 26, 2018
Chinguacousy Ski Chalet (lower lounge)
9050 Bramalea Road, Brampton
1:30 p.m. – 3:30 p.m.**

AGENDA

1. Welcome and Introductions

2. Environmental Assessment

a. Phase 1: Identifying Problem and Opportunity

- Public Comments
- Existing and Future Transportation Conditions
- Problem and Opportunity Statement

b. Phase 2: Identifying Alternative Solutions

- Existing Environmental Conditions
- Alternative Solutions and Assessment
- Display for Public Information Centre No. 1

3. Critical Areas

- Active Transportation and Parking in Caledon East
- Airport Road and Old Church Road Intersection
- Cranston Drive and Airport Road Intersection
- Other

4. Next Steps

- Community Working Group
- Public Information Centre No. 1

Minutes

Technical Advisory Committee Meeting No. 1
Airport Road from King Street to Huntmill Drive
Environmental Assessment

Thursday, April 26, 2018
1:30 p.m. – 3:30 p.m.

Chinguacousy Ski Chalet, Lower Lounge
9050 Bramalea Road, Brampton

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Region) welcomed all present. The purpose of the meeting was to: <ul style="list-style-type: none"> ➢ Provide an update on the Environmental Assessment (EA), including the technical findings to date, and ➢ Review the information to be shared with the public at the Community Working Group (CWG) meeting on May 17 and Public Information Centre (PIC) 1 on May 31. The Region provided an overview of the information slides prepared for the upcoming PIC (e.g., purpose and key messages of each slide); A draft electronic copy of the information slides was circulated to the Technical Advisory Committee (TAC) in advance. The Region provided an update on technical findings as they appeared in the slide deck (e.g., public comments to date, existing and future traffic conditions, existing environmental conditions, problem and opportunity statement, alternative solutions and EA assessment). Members were invited to write comments or mark up any areas of concern on the aerial roll plan, which was displayed in the room. No written comments or mark ups were returned. Members were asked to provide verbal comments on the information slides during the meeting and/or written comments to the Region's Project Manager by May 3. Roundtable introductions took place. See attached table for a list of attendees. 	All
2 a	<p>Environmental Assessment</p> <p>Phase 1: Identifying Problem and Opportunity</p> <p>"Consultation Process" summarized the:</p> <ul style="list-style-type: none"> Consultation Plan - How the Project Team is consulting with the public. Two PICs and two CWG meetings will be held during the EA. The first CWG meeting is scheduled for May 17 and PIC 1 is scheduled for May 31. The Region's project website, advertisements in the local newspapers and social media are being used to reach out to the public. Comments to Date – What the Project Team has heard from the public, which assisted in identifying problems and opportunities within the corridor. Regional Staff noted that a road reconstruction project was completed for a section of Old Church Road east of Airport Road. Active transportation facilities were included in the reconstruction project and attempts should be made to tie into any proposed active transportation facilities, streetscaping and street lighting. The Region noted that the EA study area includes the intersection and 300m along the east leg; and Regional Staff had previously suggested that sidewalk conditions on Old Church Road be looked at through this EA. <p>"Planning Context" shows how the EA fits into the broader planning context.</p> <ul style="list-style-type: none"> The Region noted that the Sustainable Transportation Strategy was approved this year, which identified sidewalk gaps in the study area. Members were asked to inform the Region of any additional, relevant policies or recommendations. Regional Staff noted that wording under the 2012 Long Range Transportation Plan Update to widen Airport Road to 4 lanes may be confusing to the public if this EA does not consider widening (e.g., the 2015 Caledon East Feasibility Studies indicated no widening along Airport Road and the current Traffic Operations Analysis for the EA supports the need for local operational improvements). Additional wording can be included to emphasise why road widening is not being considered in this EA. 	Region/ IBI
		Region

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<ul style="list-style-type: none"> Regional Staff suggested that it may be beneficial to reference development applications (e.g., “The Region recognizes that there are other planning initiatives within the study area and are working with the Town of Caledon and developers...”). The Project Team did not include reference to development applications to focus the meeting on the EA for Airport Road. 	
<p>“Active Transportation” shows relevant existing conditions, challenges and opportunities.</p> <ul style="list-style-type: none"> The Region noted that the Streetscaping Toolbox Update was introduced on this slide. Some Regional Staff noted that providing an age-friendly environment may be an opportunity in the EA (e.g., include age appropriate infrastructure, such as benches, in the streetscape). Other Regional Staff thought this was a good point but was not the focus of this EA. The Region noted that “age-friendly environments” was considered in the evaluation criteria for alternative solutions. Regional Staff mentioned that some residents had expressed safety concerns about coming out onto Airport Road from the subdivision. The Region noted that crossing Airport Road for school aged children is being considered. 	
<p>“Pedestrian and Cycling Considerations” is a new slide emphasizing key considerations for improving multi-modal uses. Post-meeting note: Updated slide deck was circulated to TAC on April 27.</p> <ul style="list-style-type: none"> As a pilot, IBI Group (IBI) applied the City of Ottawa methodology for multi-modal level of service (MMLOS) to this EA. The MMLOS measures the performance of the corridor from a cycling and pedestrian perspective. The application and results were reviewed with the Region’s Public Health and Sustainable Transportation Staff. A hardcopy of the slide was circulated during the meeting and no suggested mark ups were returned. The MMLOS was applied to Airport Road from Hilltop Drive to Walker Road, where the LOS was considered not optimal for cyclists and pedestrians. The EA will look at ways to improve the LOS for cyclists and pedestrians. For the purpose of public review, this slide conveys key messages of the MMLOS and considerations for improvements rather than the technical results and methodology, which are subject to change. The Region is interested in developing a methodology for MMLOS that is specific to Peel, and will be hosting a workshop for Staff on this methodology. The Region’s Public Health Staff can be contacted if members are interested in attending. 	
<p>“Existing Traffic Conditions” and “Future Traffic Conditions” are updates on technical findings and show that:</p> <ul style="list-style-type: none"> Airport Road currently operates well overall. Some delay is incurred for traffic turning onto Airport Road during busy periods. There are no locations with collisions of high frequency or common type. Traffic growth will introduce new operational constraints (e.g., turning left and right onto Airport Road incurs long delays in the peak hours from several side streets, and some intersections may warrant improvements (signals or roundabout)). The Region noted that a roundabout at Huntsmill Drive may be considered to address factors other than traffic engineering (e.g., traffic calming). The Region noted that future traffic conditions to 2021, 2031 and 2041 were assessed and the results reviewed with the Region’s Traffic and Transportation Planning Staff. The second slide may be renamed to “Future Traffic Conditions (2041)” for clarification. The Town of Caledon asked if the “Existing Traffic Conditions” slide could indicate the number of trucks using Airport Road. IBI noted that the purpose of PIC 1 is to explain how the corridor currently functions and what the existing issues are. This slide could, however, acknowledge that there are heavy trucks using Airport Road. Hardcopies of these slides were circulated during the meeting and no mark ups were returned. 	<p>Region</p>

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	<p>“Problem and Opportunity Statement” is an update and describes the problems and opportunities to be addressed in the EA.</p> <ul style="list-style-type: none"> Regional Staff suggested to include that sections of the corridor are rural in nature. The Region noted that the rural character of the road was reflected in other slides that describe the planning context and designated/existing land uses. 	
b	<p>Phase 2: Identifying Alternative Solutions</p> <p>“Environmental Policies” is an update and introduces the next series of slides on general environmental conditions, which provide a baseline to develop and assess alternatives.</p> <ul style="list-style-type: none"> The Region noted that the boundaries of policy areas, including regulatory flood lines, were included on the aerial roll plan. In response to questions, the Region clarified that a small portion of the most northern area of the study corridor may fall within the Niagara Escarpment Plan policy area. IBI will check the Niagara Escarpment Commission offset requirement. Regional Staff suggested the Project Team review the new definitions in provincial policies, such as the Provincial Policy Statement and Oak Ridges Moraine Plan, for potential impacts to the EA. The Region will contact Integrated Planning Staff to confirm new planning policies that may be applicable. 	<p>IBI</p> <p>Region</p>
	<p>“Natural Environment” is an update, describing the existing natural environment conditions in the study area, including:</p> <ul style="list-style-type: none"> ➤ Provincially and locally significant wetlands and other environmentally significant areas; ➤ Watercourses and headwater drainage features that cross Airport Road, along with associated creeks/tributaries and fish habitat potential; and ➤ Potential wildlife (deer and amphibian) crossings. <ul style="list-style-type: none"> The Region informed members of the potential for Species at Risk (SARs) in the study area (e.g., Barn Swallows within and Bobolinks near the study area). No aquatic SARs (e.g., Redside Dace) are present in the study area. These results may be added to the slides, subject to consultation with the Toronto and Region Conservation Authority (TRCA) [and the Ministry of Natural Resources and Forestry (MNR)] regarding the sensitivity of this information. The Region noted that the Project Team reviewed the existing environmental conditions with the TRCA, Credit Valley Conservation (CVC) and MNR on site. An additional watercourse crossing (#7) was observed under CVC’s jurisdiction. The Region welcomed input for a less technical definition of “headwater drainage features”. CVC advised the Region has [GIS] drainage layers for the section of the study area under their jurisdiction. The Region will review and add drainage features to study area mapping as appropriate. CVC noted that mapping is not always exactly the same between conservation authorities; Natural features sometimes have different boundaries. The Region will check the watershed boundaries. In response to questions, the Region confirmed that a tree inventory and geotechnical investigations will be completed for the EA. 	<p>Region</p> <p>Region</p>
	<p>“Drainage and Stormwater Management” is an update that shows:</p> <ul style="list-style-type: none"> ➤ 6 crossing culverts (an additional 7th culvert under CVC jurisdiction is to be assessed); The Region noted that culverts #5 and #6 were included in the previous EA for Airport Road between King Street and Mayfield Road and therefore will be implemented as part of construction for the previous EA. The results of the hydraulic assessment for these culverts are consistent with the recommended improvements in the previous EA. ➤ The type of existing crossings (e.g., CSP, concrete pipe or box culvert) and where replacements may be required to address hydraulic capacity. <ul style="list-style-type: none"> The Region welcomed input for a less technical term to describe “inadequate hydraulic capacity”. TRCA confirmed that much of Caledon East (including crossings #2 and 3) is within the flood plain and that one resident in Caledon East had expressed concern over sediment 	

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<p>accumulation at Centreville Creek and the potential impact on flooding. The Town of Caledon completed a flood mitigation strategy, which may be beneficial to review. The conclusion of the study was that the area will require multiple infrastructure improvements to mitigate potential flooding.</p> <ul style="list-style-type: none"> Regional Staff noted that some residents had mentioned that Centreville Creek was rerouted/re-channelized. The Region advised that a fluvial geomorphological assessment will be completed for the EA. CVC advised that they do not have a lot of information on the new tributary (crossing #7), but noted that it will be important in the stormwater management report to illustrate how base flows to the tributary will be maintained. The Project Team is currently coordinating a meeting with the Region's Stormwater Management and Roads Operations and Maintenance Staff to review existing conditions and will be in touch with the conservation authorities if clarification or further discussion is needed regarding their requirements. 	<p>Region/ IBI</p> <p>Region/ IBI</p>
<p>"Alternative Solutions" and "Evaluation Criteria" are updates that introduce the framework for the assessment of alternative planning solutions.</p> <ul style="list-style-type: none"> Regional Staff would prefer to maintain lane widths at 3.5m maximum (post-meeting update: 3.5m maximum and minimum), which would reduce speed limits along the road. IBI noted that the average speed south of Mono Road is over 90 km/hr. Typically, design speeds tend to be 10-20 km/hr over the posted speed limit. Regarding Alternative #2 "Manage travel demand" (TDM), there is no transit along the corridor. Regional Staff suggested making clear to the public what TDM approaches may be feasible. The Region explained that "realign intersections" was added to Alternative #3 "Improve Traffic Operations" due to the potential need for realigning the offset intersection at Boston Mills Road and Castlederg Sideroad, and/or the potential outcome of the feasibility study for Olde Base Line Road. The Region welcomed feedback on whether the alternatives were considered reasonable/feasible to address the problem/opportunity. Regional Staff indicated that Alternative #4 "Limit growth" was not feasible due to policy requirements. IBI and the Region explained that this alternative is shown among the long list of options to be screened as part of the EA process. Members were invited to share justification or rationale for screening out this alternative. Alternative #7 "Divert traffic to other routes" [refers to other truck routes]. The Region is completing a study to examine the feasibility of upgrading Olde Base Line Road to a truck route. It was suggested that it may be helpful to define criteria. CVC suggested adding "natural features" and "hazards" to the evaluation criteria; It was generally agreed that "natural features" would fall under the "natural environment" criteria and "hazards" could be included under the criteria "to adapt to / mitigate the effects of climate change" or in the evaluation of alternative design concepts. The Region welcomed feedback on how best to define and evaluate the criteria related to growth management policies. Members were asked to advise of additional criteria that they thought should be considered. 	<p>Region</p> <p>All</p> <p>Region</p> <p>Region</p> <p>All</p> <p>All</p>
<p>"Evaluation of Alternative Solutions" and "Recommended Solution" are updates, comparing the positive and negative impacts of alternative planning solutions and presenting the technically preferred solution (subject to public input). Members were asked to review the evaluation for content and traceability.</p> <ul style="list-style-type: none"> Regional Staff suggested: <ul style="list-style-type: none"> Under "Negative Impacts" for the alternative to "Provide for active transportation", consider the practicality and/or recreational nature of cycling. The large distances between communities may prevent active transportation from being used as a commuter mode choice. Active transportation in the study area appears to be almost strictly used for recreation. 	<p>All</p> <p>Region</p>

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	<ul style="list-style-type: none"> ➤ Consider replacing “effects” with “impacts” for consistency. • The Town of Caledon suggested that the Region revise the title for “Recommended Solution” as the public may interpret that a decision has been made, while the purpose of the first PIC is to obtain public feedback before selecting a preferred solution. The Region explained that the title reflected Class EA terminology and could be revised to avoid confusion with the use of similar terminology in other planning studies (e.g., consider “preliminary preferred” rather than “recommended”). • The Region plans to meet with Design and Construction Staff to review design criteria and considerations for the next phase of the EA. 	<p>Region</p> <p>Region</p>
3	<p>Critical Areas</p> <p>The Region explained that the remaining slides are interactive, highlighting critical areas and providing the public with an opportunity for early input to design considerations. IBI Group (IBI) provided an overview of the remaining slides.</p>	
	<ul style="list-style-type: none"> • Under “Active Transportation in Caledon East”, Regional Staff suggested: <ul style="list-style-type: none"> ➤ Showing a cross section or graphics that illustrate the concepts on this slide. ➤ Rewording “pedestrians buffered from vehicles by bike lanes” (e.g., “pedestrians separated from vehicles by bike lanes”). • The Town of Caledon was not sure if the recommendations were consistent with the Town’s Transportation Master Plan (TMP). IBI will review the content of this slide with the Town’s TMP 	<p>Region</p> <p>Region</p> <p>IBI</p>
	<ul style="list-style-type: none"> • Under “Parking in Caledon East”, Regional Staff suggested that context could be provided or the second bullet point could be reworded to present the information in a more positive way and highlight potential benefits (e.g., amenities that would be provided in place of the on-street parking, such as an enhanced streetscape and bicycle facilities). • Regional Staff pointed out that it was important to strike the balance for a complete community. 	<p>IBI</p>
	<p>“Signalized Intersection and Roundabout” was a new slide, comparing the advantages and disadvantages of traffic signals and roundabouts.</p> <ul style="list-style-type: none"> • Regional Staff advised that public education is required when implementing roundabouts. The public may not understand how to cross the road at roundabouts and may not be comfortable driving around roundabouts. The Region noted that the need for public education is listed under the disadvantages for roundabouts. • A hardcopy of the slide was circulated during the meeting and written comments suggested that the Region: <ul style="list-style-type: none"> ➤ Provide available pamphlets on roundabouts, pedestrian crossings and pedestrian crossovers (PXOs) at the PIC. ➤ Add PXO considerations. ➤ Note that although roundabouts have a greater implementation cost than signals, they have lower maintenance costs. 	<p>Region</p>
	<ul style="list-style-type: none"> • Under “Airport Road and Old Church Road Intersection”: <ul style="list-style-type: none"> ➤ The Town of Caledon (Town) was asked to provide comments on Option 1; The Town suggested that Option 1 be reviewed with the Town’s Heritage Planner. ➤ Regional Staff pointed out that the picture may not convey exactly how dangerous the intersection currently is. IBI explained that there is not a high collision rate at this intersection, but it is known that there are safety concerns. ➤ It was suggested that a third option could be to convert the LCBO access to right-in/right-out and IBI explained that this option was not reviewed favourably by the Region’s Traffic Team. 	<p>Town</p>
	<ul style="list-style-type: none"> • IBI explained that the Cranston Drive and Airport Road intersection is being considered for a roundabout and a pedestrian crossing is being considered at the driveway exiting the public school. • Discussion ensued on how the timing of the EA relates to land requirements for new 	

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	development planned in this area. It was noted that comments are being provided on the development application to protect the right-of-way.	
4	<p>Next Steps</p> <ul style="list-style-type: none"> • TAC comments on the PIC slides were requested by May 3, 2018. • The Region is planning to meet with the: <ul style="list-style-type: none"> ➢ Community Working Group on May 17, 2018. ➢ Public at Public Information Centre No. 1 on May 31, 2018; Public comments will be requested by June 15, 2018. 	All

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 Tel: 905-791-7800 www.peelregion.ca

**Technical Advisory Committee Meeting No. 1 Attendance
Airport Road from King Street to Huntsmill Drive
Environmental Assessment
Thursday, April 26, 2018**

Agencies

Credit Valley Conservation (CVC)

Jakub Kilis

Toronto and Region Conservation Authority (TRCA)

Annette Lister

Town of Caledon (Town)

Kant Chawla

Region of Peel (Region)

Development Services

Christian Binette

Infrastructure Programming & Studies

Asha Saddi (Technical Analyst)
John Nemeth (Stormwater Management)
Sonya Bubas (Project Manager)

Public Health

Matthew Aymar
Natalie Lapos

Realty Property Acquisitions

Scott Beveridge

Roads Design & Construction

Bob Nieuwenhuysen (Acting Strategist)
Olek Garbos

Roads Operations & Maintenance

Karen Levesque

Traffic Engineering

Denise Dang (Traffic Operations)
Rani Kol (Traffic Development)
Rebecca Caughey (Traffic Signals)
Seema Ansari (Traffic Safety)

Transportation Systems Planning

Gordon Hui

Water and Wastewater

Angela Stockman

Technical Consultant

IBI Group (IBI)

Hailey McWilliam (Environmental Planner)
Scott Johnston (Project Manager)

Public Works

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From: [Bubas, Sonya](#)
To: [Jenkins, Tod](#); [Mohammed, Junior](#); [Koethe, Wayne](#); [Aymar, Matthew](#); [Beveridge, Scott](#); [Levesque, Karen](#); [Gardiner, Len](#); [Garbos, Olek](#); [Nemeth, John](#); [Duque, Erica](#); [Stockman, Angela](#); [Dang, Denise](#); [Hui, Gordon](#); [Kol, Rani](#); [Ansari, Seema](#); [Caughey, Rebecca](#); [Nieuwenhuysen, Bob](#); [Lapos, Natalie](#); [ZYG-Peel Health & Built Environment](#); [Rook, Sally](#); [Binette, Christian](#); [Lotecki, Nancy](#); [Aubin, Louise](#); [Mele, Lorenzo](#); [Fitzpatrick, Sandra](#); [Trent, Elizabeth](#); [Hassan, Nishat](#); [Kant Chawla](#); [Casey Blakely](#); [Bell, Trevor \(MOECC\)](#); [kim.peters@ontario.ca](#); [Kilis, Jakub](#); [Annette Lister](#); [bell.moc@telecon.com](#); [markups@enbridge.com](#); [westcentralzonescheduling@hydroone.com](#); [ian.mitchell@hydroone.com](#); [edgar.henriquez@rci.rogers.com](#); [Damien Edwin](#); [zone2scheduling@hydroone.com](#); [Mark-Ups](#); [McGlade, Kaitlyn](#); [Stewart, Rebecca](#); [Heaton, Mark \(MNR\)](#); [utility.circulations@zayo.com](#); [Info@tnpi.ca](#); [Marcel Mallia](#); [meetpal.chhina@enbridge.com](#)
Cc: [Saddi, Asha](#); [sjohnston@IBIGroup.com](#); [Hailey McWilliam](#); [Zibby Petch](#); [Lee, Arthur](#)
Subject: Airport Rd EA - Technical Advisory Committee - Minutes
Date: Thursday, May 10, 2018 8:29:53 AM
Attachments: [image001.gif](#)
[16-4360_Minutes_TAC 1 \(2018 04 26\).pdf](#)

Good morning everyone,

Please find attached minutes of the Technical Advisory Committee meeting held on April 26 for the Airport Road Class EA.

Please advise of any errors or omissions.

Thank you,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

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ROP-email



From: Bubas, Sonya

Sent: April 27, 2018 9:12 AM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZYG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; 'Kant Chawla'; 'Casey Blakely'; 'Bell, Trevor (MOECC)'; 'kim.peters@ontario.ca'; Kilis, Jakub; 'Annette Lister'; 'bell.moc@telecon.com'; 'markups@enbridge.com'; 'westcentralzonescheduling@hydroone.com'; 'ian.mitchell@hydroone.com'; 'edgar.henriquez@rci.rogers.com'; 'Damien Edwin'; 'zone2scheduling@hydroone.com'; 'Mark-Ups'; 'McGlade, Kaitlyn'; 'Stewart, Rebecca'; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'; 'Marcel Mallia'; 'meetpal.chhina@enbridge.com'

Cc: Saddi, Asha; [sjohnston@IBIGroup.com](#); 'Hailey McWilliam'; 'Zibby Petch'; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

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From: Bubas, Sonya

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZYG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakob; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

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ROP-email



From: [Bubas, Sonya](#)
To: [Jenkins, Tod](#); [Mohammed, Junior](#); [Koethe, Wayne](#); [Aymar, Matthew](#); [Beveridge, Scott](#); [Levesque, Karen](#); [Gardiner, Len](#); [Garbos, Olek](#); [Nemeth, John](#); [Duque, Erica](#); [Stockman, Angela](#); [Dang, Denise](#); [Hui, Gordon](#); [Kol, Rani](#); [Ansari, Seema](#); [Caughey, Rebecca](#); [Nieuwenhuysen, Bob](#); [Lapos, Natalie](#); [ZZG-Peel Health & Built Environment](#); [Rook, Sally](#); [Binette, Christian](#); [Lotecki, Nancy](#); [Aubin, Louise](#); [Mele, Lorenzo](#); [Fitzpatrick, Sandra](#); [Trent, Elizabeth](#); [Hassan, Nishat](#); [Kant Chawla](#); [Casey Blakely](#); [Bell, Trevor \(MOECC\)](#); [kim.peters@ontario.ca](#); [Kilis, Jakub](#); [Annette Lister](#); [bell.moc@telecon.com](#); [markups@enbridge.com](#); [westcentralzonescheduling@hydroone.com](#); [ian.mitchell@hydroone.com](#); [edgar.henriquez@rci.rogers.com](#); [Damien Edwin](#); [zone2scheduling@hydroone.com](#); [Mark-Ups](#); [McGlade, Kaitlyn](#); [Stewart, Rebecca](#); [Heaton, Mark \(MNRF\)](#); [utility.circulations@zayo.com](#); [Info@tnpi.ca](#); [Marcel Mallia](#); [meetpal.chhina@enbridge.com](#)
Cc: [Saddi, Asha](#); [sjohnston@IBIGroup.com](#); [Hailey McWilliam](#); [Zibby Petch](#); [Lee, Arthur](#)
Subject: Airport Rd EA - PIC 1 and TAC Meeting Notes
Date: Tuesday, May 22, 2018 9:59:22 AM
Attachments: [image001.gif](#)
[Public Notice PIC1.FINAL.pdf](#)
[16-4360 Revised Minutes TAC 1 \(2018 04 26\).pdf](#)

Good morning,

Please find attached:

- (1) **Notice of Public Information Centre (PIC) No. 1** for the Airport Rd Class EA. Note the PIC was **rescheduled to June 4**. We look forward to seeing at the PIC.
- (2) **Revised TAC Meeting Notes**. The following bullet on page 4 was revised for clarification:
CVC suggested adding “natural features” and “natural hazards” to the evaluation criteria;
CVC typically prefers that “natural hazards” are either located within the ‘natural environment’ or water related technical sections (where criteria related to stormwater management, hydraulics, etc. are placed).

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

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ROP-email



From: Bubas, Sonya

Sent: May 10, 2018 8:30 AM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; 'Kant Chawla'; 'Casey Blakely'; 'Bell, Trevor (MOECC)'; 'kim.peters@ontario.ca'; Kilis, Jakub; 'Annette Lister'; 'bell.moc@telecon.com'; 'markups@enbridge.com'; 'westcentralzonescheduling@hydroone.com'; 'ian.mitchell@hydroone.com'; 'edgar.henriquez@rci.rogers.com'; 'Damien Edwin'; 'zone2scheduling@hydroone.com'; 'Mark-Ups'; 'McGlade, Kaitlyn'; 'Stewart, Rebecca'; 'Heaton, Mark (MNRF)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'; 'Marcel Mallia'; 'meetpal.chhina@enbridge.com'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Minutes

Good morning everyone,

Please find attached minutes of the Technical Advisory Committee meeting held on April 26 for the Airport Road Class EA.

Please advise of any errors or omissions.

Thank you,

Sonya Bubas, MCIP, RPP

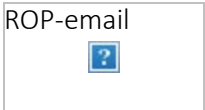
Project Manager

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From: Bubas, Sonya

Sent: April 27, 2018 9:12 AM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; 'Kant Chawla'; 'Casey Blakely'; 'Bell, Trevor (MOECC)'; 'kim.peters@ontario.ca'; Kilis, Jakub; 'Annette Lister'; 'bell.moc@telecon.com'; 'markups@enbridge.com'; 'westcentralzonescheduling@hydroone.com'; 'ian.mitchell@hydroone.com'; 'edgar.henriquez@rci.rogers.com'; 'Damien Edwin'; 'zone2scheduling@hydroone.com'; 'Mark-Ups'; 'McGlade, Kaitlyn'; Stewart, Rebecca; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'; Marcel Mallia; 'meetpal.chhina@enbridge.com'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; 'Zibby Petch'; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP

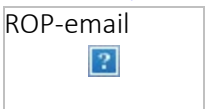
Project Manager

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From: Bubas, Sonya

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade,

Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNRF)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

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Region of Peel

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ROP-email



NOTICE OF PUBLIC INFORMATION CENTRE NO.1 AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

The Region of Peel is conducting a Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:

- Address long term issues related to planned future growth
- Enhance the safety of Airport Road by examining intersection improvements, potential for roundabouts, and traffic calming measures for truck and other vehicular traffic through Caledon East
- Promote healthy living by examining infrastructure improvements for walking and cycling

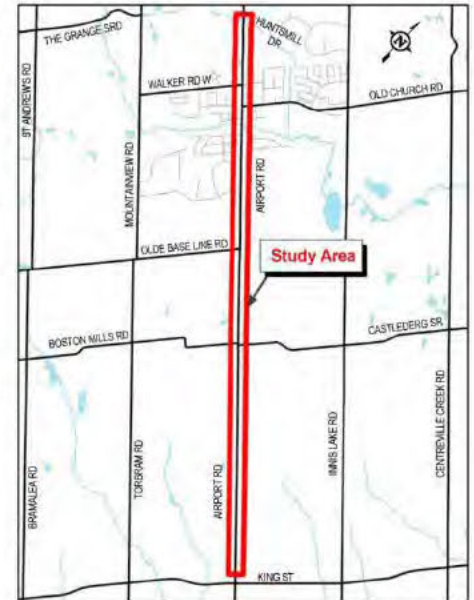
This Study will not be considering road widening for additional through traffic lanes on Airport Road and will support the Caledon East Community Improvement Plan, including streetscaping.

The Process

The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment, which is approved under the Ontario *Environmental Assessment Act*.

Public Consultation

Two Public Information Centres are planned as part of the Class Environmental Assessment process. The first Public Information Centre will be an informal drop-in centre with information presented on display, including the problems and opportunities identified within the corridor, existing environmental conditions, and preliminary assessment of alternative planning solutions.



PUBLIC INFORMATION CENTRE NO. 1

Monday, June 4, 2018 – 6 p.m. to 8 p.m.
Caledon East Community Complex, Hall A
6215 Old Church Road, Caledon

Your opinion matters
and we welcome your
participation.

Please forward your
comments by
Tuesday, June, 19
2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:

<http://www.peelregion.ca/pw/transportation/envirom-assess/airport-road-improvements.htm>

If you have any questions or comments on the Study, please contact:

Sonya Bubas, MCIP, RPP
Project Manager
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Asha Saddi, BA(Hons), PMP
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Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
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Email: asha.saddi@peelregion.ca

This Notice first issued on May 24, 2018

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice first issued on May 24, 2018

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

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Minutes

Technical Advisory Committee Meeting No. 1
Airport Road from King Street to Huntmill Drive
Environmental Assessment

Thursday, April 26, 2018
1:30 p.m. – 3:30 p.m.

Chinguacousy Ski Chalet, Lower Lounge
9050 Bramalea Road, Brampton

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Region) welcomed all present. The purpose of the meeting was to: <ul style="list-style-type: none"> ➢ Provide an update on the Environmental Assessment (EA), including the technical findings to date, and ➢ Review the information to be shared with the public at the Community Working Group (CWG) meeting on May 17 and Public Information Centre (PIC) 1 on May 31. The Region provided an overview of the information slides prepared for the upcoming PIC (e.g., purpose and key messages of each slide); A draft electronic copy of the information slides was circulated to the Technical Advisory Committee (TAC) in advance. The Region provided an update on technical findings as they appeared in the slide deck (e.g., public comments to date, existing and future traffic conditions, existing environmental conditions, problem and opportunity statement, alternative solutions and EA assessment). Members were invited to write comments or mark up any areas of concern on the aerial roll plan, which was displayed in the room. No written comments or mark ups were returned. Members were asked to provide verbal comments on the information slides during the meeting and/or written comments to the Region's Project Manager by May 3. Roundtable introductions took place. See attached table for a list of attendees. 	All
2 a	<p>Environmental Assessment</p> <p>Phase 1: Identifying Problem and Opportunity</p> <p>"Consultation Process" summarized the:</p> <ul style="list-style-type: none"> Consultation Plan - How the Project Team is consulting with the public. Two PICs and two CWG meetings will be held during the EA. The first CWG meeting is scheduled for May 17 and PIC 1 is scheduled for May 31. The Region's project website, advertisements in the local newspapers and social media are being used to reach out to the public. Comments to Date – What the Project Team has heard from the public, which assisted in identifying problems and opportunities within the corridor. Regional Staff noted that a road reconstruction project was completed for a section of Old Church Road east of Airport Road. Active transportation facilities were included in the reconstruction project and attempts should be made to tie into any proposed active transportation facilities, streetscaping and street lighting. The Region noted that the EA study area includes the intersection and 300m along the east leg; and Regional Staff had previously suggested that sidewalk conditions on Old Church Road be looked at through this EA. <p>"Planning Context" shows how the EA fits into the broader planning context.</p> <ul style="list-style-type: none"> The Region noted that the Sustainable Transportation Strategy was approved this year, which identified sidewalk gaps in the study area. Members were asked to inform the Region of any additional, relevant policies or recommendations. Regional Staff noted that wording under the 2012 Long Range Transportation Plan Update to widen Airport Road to 4 lanes may be confusing to the public if this EA does not consider widening (e.g., the 2015 Caledon East Feasibility Studies indicated no widening along Airport Road and the current Traffic Operations Analysis for the EA supports the need for local operational improvements). Additional wording can be included to emphasise why road widening is not being considered in this EA. 	Region/ IBI
		Region

Public Works

<ul style="list-style-type: none"> Regional Staff suggested that it may be beneficial to reference development applications (e.g., “The Region recognizes that there are other planning initiatives within the study area and are working with the Town of Caledon and developers...”). The Project Team did not include reference to development applications to focus the meeting on the EA for Airport Road. 	
<p>“Active Transportation” shows relevant existing conditions, challenges and opportunities.</p> <ul style="list-style-type: none"> The Region noted that the Streetscaping Toolbox Update was introduced on this slide. Some Regional Staff noted that providing an age-friendly environment may be an opportunity in the EA (e.g., include age appropriate infrastructure, such as benches, in the streetscape). Other Regional Staff thought this was a good point but was not the focus of this EA. The Region noted that “age-friendly environments” was considered in the evaluation criteria for alternative solutions. Regional Staff mentioned that some residents had expressed safety concerns about coming out onto Airport Road from the subdivision. The Region noted that crossing Airport Road for school aged children is being considered. 	
<p>“Pedestrian and Cycling Considerations” is a new slide emphasizing key considerations for improving multi-modal uses. Post-meeting note: Updated slide deck was circulated to TAC on April 27.</p> <ul style="list-style-type: none"> As a pilot, IBI Group (IBI) applied the City of Ottawa methodology for multi-modal level of service (MMLOS) to this EA. The MMLOS measures the performance of the corridor from a cycling and pedestrian perspective. The application and results were reviewed with the Region’s Public Health and Sustainable Transportation Staff. A hardcopy of the slide was circulated during the meeting and no suggested mark ups were returned. The MMLOS was applied to Airport Road from Hilltop Drive to Walker Road, where the LOS was considered not optimal for cyclists and pedestrians. The EA will look at ways to improve the LOS for cyclists and pedestrians. For the purpose of public review, this slide conveys key messages of the MMLOS and considerations for improvements rather than the technical results and methodology, which are subject to change. The Region is interested in developing a methodology for MMLOS that is specific to Peel, and will be hosting a workshop for Staff on this methodology. The Region’s Public Health Staff can be contacted if members are interested in attending. 	
<p>“Existing Traffic Conditions” and “Future Traffic Conditions” are updates on technical findings and show that:</p> <ul style="list-style-type: none"> Airport Road currently operates well overall. Some delay is incurred for traffic turning onto Airport Road during busy periods. There are no locations with collisions of high frequency or common type. Traffic growth will introduce new operational constraints (e.g., turning left and right onto Airport Road incurs long delays in the peak hours from several side streets, and some intersections may warrant improvements (signals or roundabout)). The Region noted that a roundabout at Huntsmill Drive may be considered to address factors other than traffic engineering (e.g., traffic calming). The Region noted that future traffic conditions to 2021, 2031 and 2041 were assessed and the results reviewed with the Region’s Traffic and Transportation Planning Staff. The second slide may be renamed to “Future Traffic Conditions (2041)” for clarification. The Town of Caledon asked if the “Existing Traffic Conditions” slide could indicate the number of trucks using Airport Road. IBI noted that the purpose of PIC 1 is to explain how the corridor currently functions and what the existing issues are. This slide could, however, acknowledge that there are heavy trucks using Airport Road. Hardcopies of these slides were circulated during the meeting and no mark ups were returned. 	<p>Region</p>

Public Works

	<p>“Problem and Opportunity Statement” is an update and describes the problems and opportunities to be addressed in the EA.</p> <ul style="list-style-type: none"> Regional Staff suggested to include that sections of the corridor are rural in nature. The Region noted that the rural character of the road was reflected in other slides that describe the planning context and designated/existing land uses. 	
b	<p>Phase 2: Identifying Alternative Solutions</p> <p>“Environmental Policies” is an update and introduces the next series of slides on general environmental conditions, which provide a baseline to develop and assess alternatives.</p> <ul style="list-style-type: none"> The Region noted that the boundaries of policy areas, including regulatory flood lines, were included on the aerial roll plan. In response to questions, the Region clarified that a small portion of the most northern area of the study corridor may fall within the Niagara Escarpment Plan policy area. IBI will check the Niagara Escarpment Commission offset requirement. Regional Staff suggested the Project Team review the new definitions in provincial policies, such as the Provincial Policy Statement and Oak Ridges Moraine Plan, for potential impacts to the EA. The Region will contact Integrated Planning Staff to confirm new planning policies that may be applicable. 	<p>IBI</p> <p>Region</p>
	<p>“Natural Environment” is an update, describing the existing natural environment conditions in the study area, including:</p> <ul style="list-style-type: none"> ➤ Provincially and locally significant wetlands and other environmentally significant areas; ➤ Watercourses and headwater drainage features that cross Airport Road, along with associated creeks/tributaries and fish habitat potential; and ➤ Potential wildlife (deer and amphibian) crossings. <ul style="list-style-type: none"> The Region informed members of the potential for Species at Risk (SARs) in the study area (e.g., Barn Swallows within and Bobolinks near the study area). No aquatic SARs (e.g., Redside Dace) are present in the study area. These results may be added to the slides, subject to consultation with the Toronto and Region Conservation Authority (TRCA) [and the Ministry of Natural Resources and Forestry (MNR)] regarding the sensitivity of this information. The Region noted that the Project Team reviewed the existing environmental conditions with the TRCA, Credit Valley Conservation (CVC) and MNR on site. An additional watercourse crossing (#7) was observed under CVC’s jurisdiction. The Region welcomed input for a less technical definition of “headwater drainage features”. CVC advised the Region has [GIS] drainage layers for the section of the study area under their jurisdiction. The Region will review and add drainage features to study area mapping as appropriate. CVC noted that mapping is not always exactly the same between conservation authorities; Natural features sometimes have different boundaries. The Region will check the watershed boundaries. In response to questions, the Region confirmed that a tree inventory and geotechnical investigations will be completed for the EA. 	<p>Region</p> <p>Region</p>
	<p>“Drainage and Stormwater Management” is an update that shows:</p> <ul style="list-style-type: none"> ➤ 6 crossing culverts (an additional 7th culvert under CVC jurisdiction is to be assessed); The Region noted that culverts #5 and #6 were included in the previous EA for Airport Road between King Street and Mayfield Road and therefore will be implemented as part of construction for the previous EA. The results of the hydraulic assessment for these culverts are consistent with the recommended improvements in the previous EA. ➤ The type of existing crossings (e.g., CSP, concrete pipe or box culvert) and where replacements may be required to address hydraulic capacity. <ul style="list-style-type: none"> The Region welcomed input for a less technical term to describe “inadequate hydraulic capacity”. TRCA confirmed that much of Caledon East (including crossings #2 and 3) is within the flood plain and that one resident in Caledon East had expressed concern over sediment 	

Public Works

<p>accumulation at Centreville Creek and the potential impact on flooding. The Town of Caledon completed a flood mitigation strategy, which may be beneficial to review. The conclusion of the study was that the area will require multiple infrastructure improvements to mitigate potential flooding.</p> <ul style="list-style-type: none"> Regional Staff noted that some residents had mentioned that Centreville Creek was rerouted/re-channelized. The Region advised that a fluvial geomorphological assessment will be completed for the EA. CVC advised that they do not have a lot of information on the new tributary (crossing #7), but noted that it will be important in the stormwater management report to illustrate how base flows to the tributary will be maintained. The Project Team is currently coordinating a meeting with the Region's Stormwater Management and Roads Operations and Maintenance Staff to review existing conditions and will be in touch with the conservation authorities if clarification or further discussion is needed regarding their requirements. 	<p>Region/ IBI</p> <p>Region/ IBI</p>
<p>"Alternative Solutions" and "Evaluation Criteria" are updates that introduce the framework for the assessment of alternative planning solutions.</p> <ul style="list-style-type: none"> Regional Staff would prefer to maintain lane widths at 3.5m maximum (post-meeting update: 3.5m maximum and minimum), which would reduce speed limits along the road. IBI noted that the average speed south of Mono Road is over 90 km/hr. Typically, design speeds tend to be 10-20 km/hr over the posted speed limit. Regarding Alternative #2 "Manage travel demand" (TDM), there is no transit along the corridor. Regional Staff suggested making clear to the public what TDM approaches may be feasible. The Region explained that "realign intersections" was added to Alternative #3 "Improve Traffic Operations" due to the potential need for realigning the offset intersection at Boston Mills Road and Castlederg Sideroad, and/or the potential outcome of the feasibility study for Olde Base Line Road. The Region welcomed feedback on whether the alternatives were considered reasonable/feasible to address the problem/opportunity. Regional Staff indicated that Alternative #4 "Limit growth" was not feasible due to policy requirements. IBI and the Region explained that this alternative is shown among the long list of options to be screened as part of the EA process. Members were invited to share justification or rationale for screening out this alternative. Alternative #7 "Divert traffic to other routes" [refers to other truck routes]. The Region is completing a study to examine the feasibility of upgrading Olde Base Line Road to a truck route. It was suggested that it may be helpful to define criteria. CVC suggested adding "natural features" and "natural hazards" to the evaluation criteria; CVC typically prefers that "natural hazards" are either located within the 'natural environment' or water related technical sections (where criteria related to stormwater management, hydraulics, etc. are placed). The Region welcomed feedback on how best to define and evaluate the criteria related to growth management policies. Members were asked to advise of additional criteria that they thought should be considered. 	<p>Region</p> <p>All</p> <p>Region</p> <p>Region</p> <p>All</p> <p>All</p>
<p>"Evaluation of Alternative Solutions" and "Recommended Solution" are updates, comparing the positive and negative impacts of alternative planning solutions and presenting the technically preferred solution (subject to public input). Members were asked to review the evaluation for content and traceability.</p> <ul style="list-style-type: none"> Regional Staff suggested: <ul style="list-style-type: none"> Under "Negative Impacts" for the alternative to "Provide for active transportation", consider the practicality and/or recreational nature of cycling. The large distances between communities may prevent active transportation from being used as a commuter mode choice. Active transportation in the study area appears to be almost strictly used for recreation. 	<p>All</p> <p>Region</p>

Public Works

	<ul style="list-style-type: none"> ➤ Consider replacing “effects” with “impacts” for consistency. • The Town of Caledon suggested that the Region revise the title for “Recommended Solution” as the public may interpret that a decision has been made, while the purpose of the first PIC is to obtain public feedback before selecting a preferred solution. The Region explained that the title reflected Class EA terminology and could be revised to avoid confusion with the use of similar terminology in other planning studies (e.g., consider “preliminary preferred” rather than “recommended”). • The Region plans to meet with Design and Construction Staff to review design criteria and considerations for the next phase of the EA. 	<p>Region</p> <p>Region</p>
3	<p>Critical Areas</p> <p>The Region explained that the remaining slides are interactive, highlighting critical areas and providing the public with an opportunity for early input to design considerations. IBI Group (IBI) provided an overview of the remaining slides.</p>	
	<ul style="list-style-type: none"> • Under “Active Transportation in Caledon East”, Regional Staff suggested: <ul style="list-style-type: none"> ➤ Showing a cross section or graphics that illustrate the concepts on this slide. ➤ Rewording “pedestrians buffered from vehicles by bike lanes” (e.g., “pedestrians separated from vehicles by bike lanes”). • The Town of Caledon was not sure if the recommendations were consistent with the Town’s Transportation Master Plan (TMP). IBI will review the content of this slide with the Town’s TMP 	<p>Region</p> <p>Region</p> <p>IBI</p>
	<ul style="list-style-type: none"> • Under “Parking in Caledon East”, Regional Staff suggested that context could be provided or the second bullet point could be reworded to present the information in a more positive way and highlight potential benefits (e.g., amenities that would be provided in place of the on-street parking, such as an enhanced streetscape and bicycle facilities). • Regional Staff pointed out that it was important to strike the balance for a complete community. 	<p>IBI</p>
	<p>“Signalized Intersection and Roundabout” was a new slide, comparing the advantages and disadvantages of traffic signals and roundabouts.</p> <ul style="list-style-type: none"> • Regional Staff advised that public education is required when implementing roundabouts. The public may not understand how to cross the road at roundabouts and may not be comfortable driving around roundabouts. The Region noted that the need for public education is listed under the disadvantages for roundabouts. • A hardcopy of the slide was circulated during the meeting and written comments suggested that the Region: <ul style="list-style-type: none"> ➤ Provide available pamphlets on roundabouts, pedestrian crossings and pedestrian crossovers (PXOs) at the PIC. ➤ Add PXO considerations. ➤ Note that although roundabouts have a greater implementation cost than signals, they have lower maintenance costs. 	<p>Region</p>
	<ul style="list-style-type: none"> • Under “Airport Road and Old Church Road Intersection”: <ul style="list-style-type: none"> ➤ The Town of Caledon (Town) was asked to provide comments on Option 1; The Town suggested that Option 1 be reviewed with the Town’s Heritage Planner. ➤ Regional Staff pointed out that the picture may not convey exactly how dangerous the intersection currently is. IBI explained that there is not a high collision rate at this intersection, but it is known that there are safety concerns. ➤ It was suggested that a third option could be to convert the LCBO access to right-in/right-out and IBI explained that this option was not reviewed favourably by the Region’s Traffic Team. 	<p>Town</p>
	<ul style="list-style-type: none"> • IBI explained that the Cranston Drive and Airport Road intersection is being considered for a roundabout and a pedestrian crossing is being considered at the driveway exiting the public school. • Discussion ensued on how the timing of the EA relates to land requirements for new 	

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	development planned in this area. It was noted that comments are being provided on the development application to protect the right-of-way.	
4	<p>Next Steps</p> <ul style="list-style-type: none"> • TAC comments on the PIC slides were requested by May 3, 2018. • The Region is planning to meet with the: <ul style="list-style-type: none"> ➤ Community Working Group on May 17, 2018. ➤ Public at Public Information Centre No. 1 on May 31, 2018; Public comments will be requested by June 15, 2018. 	All

Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
 Tel: 905-791-7800 www.peelregion.ca

Technical Advisory Committee Meeting No. 1 Attendance Airport Road from King Street to Huntsmill Drive Environmental Assessment Thursday, April 26, 2018	
Agencies	
Credit Valley Conservation (CVC)	Jakub Kilis
Toronto and Region Conservation Authority (TRCA)	Annette Lister
Town of Caledon (Town)	Kant Chawla
Region of Peel (Region)	
Development Services	Christian Binette
Infrastructure Programming & Studies	Asha Saddi (Technical Analyst) John Nemeth (Stormwater Management) Sonya Bubas (Project Manager)
Public Health	Matthew Aymar Natalie Lapos
Realty Property Acquisitions	Scott Beveridge
Roads Design & Construction	Bob Nieuwenhuysen (Acting Strategist) Olek Garbos
Roads Operations & Maintenance	Karen Levesque
Traffic Engineering	Denise Dang (Traffic Operations) Rani Kol (Traffic Development) Rebecca Caughey (Traffic Signals) Seema Ansari (Traffic Safety)
Transportation Systems Planning	Gordon Hui
Water and Wastewater	Angela Stockman
Technical Consultant	
IBI Group (IBI)	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager)

Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

From: [Bubas, Sonya](#)
To: [Jenkins, Tod](#); [Mohammed, Junior](#); [Koethe, Wayne](#); [Aymar, Matthew](#); [Beveridge, Scott](#); [Levesque, Karen](#); [Gardiner, Len](#); [Garbos, Olek](#); [Nemeth, John](#); [Duque, Erica](#); [Stockman, Angela](#); [Dang, Denise](#); [Hui, Gordon](#); [Kol, Rani](#); [Ansari, Seema](#); [Caughey, Rebecca](#); [Nieuwenhuysen, Bob](#); [Lapos, Natalie](#); [ZYG-Peel Health & Built Environment](#); [Rook, Sally](#); [Binette, Christian](#); [Lotecki, Nancy](#); [Aubin, Louise](#); [Mele, Lorenzo](#); [Fitzpatrick, Sandra](#); [Trent, Elizabeth](#); [Hassan, Nishat](#); [Kant Chawla](#); [Casey Blakely](#); [Bell, Trevor \(MOECC\)](#); [kim.peters@ontario.ca](#); [Kilis, Jakob](#); [Annette Lister](#); [bell.moc@telecon.com](#); [markups@enbridge.com](#); [westcentralzonescheduling@hydroone.com](#); [ian.mitchell@hydroone.com](#); [edgar.henriquez@rci.rogers.com](#); [Damien Edwin](#); [zone2scheduling@hydroone.com](#); [Mark-Ups](#); [McGlade, Kaitlyn](#); [Stewart, Rebecca](#); [Heaton, Mark \(MNR\)](#); [utility.circulations@zayo.com](#); [Info@tnpi.ca](#); [Marcel Mallia](#); [meetpal.chhina@enbridge.com](#)
Cc: [Saddi, Asha](#); [sjohnston@IBIGroup.com](#); [Hailey McWilliam](#); [Zibby Petch](#); [Lee, Arthur](#)
Subject: RE: Airport Rd EA - Technical Advisory Committee - Minutes
Date: Wednesday, May 16, 2018 8:03:41 AM
Attachments: [image001.gif](#)

Good morning everyone,

Please note the **Public Information Centre** for the Airport Road Class EA has been rescheduled to **June 4, 2018**. A notice will be emailed to you shortly.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: Bubas, Sonya

Sent: May 10, 2018 8:30 AM

To: [Jenkins, Tod](#); [Mohammed, Junior](#); [Koethe, Wayne](#); [Aymar, Matthew](#); [Beveridge, Scott](#); [Levesque, Karen](#); [Gardiner, Len](#); [Garbos, Olek](#); [Nemeth, John](#); [Duque, Erica](#); [Stockman, Angela](#); [Dang, Denise](#); [Hui, Gordon](#); [Kol, Rani](#); [Ansari, Seema](#); [Caughey, Rebecca](#); [Nieuwenhuysen, Bob](#); [Lapos, Natalie](#); [ZYG-Peel Health & Built Environment](#); [Rook, Sally](#); [Binette, Christian](#); [Lotecki, Nancy](#); [Aubin, Louise](#); [Mele, Lorenzo](#); [Fitzpatrick, Sandra](#); [Trent, Elizabeth](#); [Hassan, Nishat](#); ['Kant Chawla'](#); ['Casey Blakely'](#); ['Bell, Trevor \(MOECC\)'](#); ['kim.peters@ontario.ca'](#); ['Kilis, Jakob'](#); ['Annette Lister'](#); ['bell.moc@telecon.com'](#); ['markups@enbridge.com'](#); ['westcentralzonescheduling@hydroone.com'](#); ['ian.mitchell@hydroone.com'](#); ['edgar.henriquez@rci.rogers.com'](#); ['Damien Edwin'](#); ['zone2scheduling@hydroone.com'](#); ['Mark-Ups'](#); ['McGlade, Kaitlyn'](#); ['Stewart, Rebecca'](#); ['Heaton, Mark \(MNR\)'](#); ['utility.circulations@zayo.com'](#); ['Info@tnpi.ca'](#); ['Marcel Mallia'](#); ['meetpal.chhina@enbridge.com'](#)

Cc: [Saddi, Asha](#); [sjohnston@IBIGroup.com](#); ['Hailey McWilliam'](#); ['Zibby Petch'](#); [Lee, Arthur](#)

Subject: Airport Rd EA - Technical Advisory Committee - Minutes

Good morning everyone,

Please find attached minutes of the Technical Advisory Committee meeting held on April 26 for the Airport Road Class EA.

Please advise of any errors or omissions.

Thank you,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: Bubas, Sonya

Sent: April 27, 2018 9:12 AM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; 'Kant Chawla'; 'Casey Blakely'; 'Bell, Trevor (MOECC)'; 'kim.peters@ontario.ca'; Kilis, Jakub; 'Annette Lister'; 'bell.moc@telecon.com'; 'markups@enbridge.com'; 'westcentralzonescheduling@hydroone.com'; 'ian.mitchell@hydroone.com'; 'edgar.henriquez@rci.rogers.com'; 'Damien Edwin'; 'zone2scheduling@hydroone.com'; 'Mark-Ups'; 'McGlade, Kaitlyn'; Stewart, Rebecca; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'; Marcel Mallia; 'meetpal.chhina@enbridge.com'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; 'Zibby Petch'; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: Bubas, Sonya

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; 'McGlade, Kaitlyn'; Stewart, Rebecca; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: [Bubas, Sonya](#)
To: [Lavhey, James](#); [Koethe, Wayne](#); [Beveridge, Scott](#); [Levesque, Karen](#); [Gardiner, Len](#); [Garbos, Olek](#); [Banuri, Syeda](#); [Tatla, Manvir](#); [ZZG-PWI](#); [Dang-williams, Denise](#); [Bahrami, Parshan](#); [Kol, Rani](#); [Ansari, Seema](#); [Caughey, Rebecca](#); [ZZG-Peel Health & Built Environment](#); [Rook, Sally](#); [Trent, Elizabeth](#); [Kant Chawla](#); [Bell, Trevor \(MOECC\)](#); [kim.peters@ontario.ca](#); "Kilis, Jakub"; [Annette Lister](#); [bell.moc@telecon.com](#); [markups@enbridge.com](#); [westcentralzonescheduling@hydroone.com](#); [ian.mitchell@hydroone.com](#); [edgar.henriquez@rci.rogers.com](#); [Damien Edwin](#); [zone2scheduling@hydroone.com](#); [Mark-Ups](#); [Aurora.McAllister@ontario.ca](#); [Maria.Jawaid@ontario.ca](#); [utility.circulations@zayo.com](#); [Info@tnpi.ca](#); [Marcel Mallia](#); [meetpal.chhina@enbridge.com](#); [Saddi, Asha](#); [sjohnston@IBIGroup.com](#); [Hailey McWilliam](#); [Zibby Petch](#); [Lee, Arthur](#); [Paul MacLeod](#)
Cc: [Thomsen, Jeanne](#); [Saiyed, Sabbir](#); [Gallagher, Joe](#); [Aymar, Matthew](#); [Svirplys-Howe, Larissa](#); [Crawford, Mark](#); [Hassan, Nishat](#); [Nieuwenhuysen, Bob](#); [Lotecki, Nancy](#); [Bennington, Michael](#); "McGlade, Kaitlyn"; "Stewart, Rebecca"; [Willemse, Merrilees](#); [Eberhardt, Daniel](#); [Sharon Lingertat](#); [Caroline Mugo](#); [Nadeen.Wajdi-Houjeily@HydroOne.com](#); [Ursitti, Franca](#); [Ghai, Kiran](#); [Michelle Gruszecki](#); [Alyssa Rhynold](#); [Abu-Nassar, Maurice](#); [Emilio Labra](#); [Sandrine Exibard-Edgar](#); [Sylvia Kirkwood](#)
Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2
Date: Tuesday, August 18, 2020 5:01:12 PM
Attachments: [16-4360_Draft TAC 2 Presentation \(2020 08 20\).pdf](#)
[image001.png](#)
Sensitivity: Confidential

Dear Technical Advisory Committee,

Please treat this email and attachment as confidential (draft for internal discussion only). This information will be kept confidential until the Region of Peel has consulted with potentially affected property owners.

Please find attached presentation for the TAC meeting on Thursday.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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-----Original Appointment-----

From: Bubas, Sonya

Sent: August 6, 2020 2:58 PM

To: Bubas, Sonya; Lavhey, James; Koethe, Wayne; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Banuri, Syeda; Tatla, Manvir; ZZG-PWI; Dang-williams, Denise; Bahrami, Parshan; Kol, Rani; Ansari, Seema; Caughey, Rebecca; ZZG-Peel Health & Built Environment; Rook, Sally; Trent, Elizabeth; Kant Chawla; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby

Petch; Lee, Arthur; Paul A. MacLeod, P.Eng.

Cc: Thomsen, Jeanne; Saiyed, Sabbir; Gallagher, Joe; Aymar, Matthew; Svirplys-Howe, Larissa; Crawford, Mark; Hassan, Nishat; Nieuwenhuysen, Bob; Lotecki, Nancy; Bennington, Michael; McGlade, Kaitlyn; Stewart, Rebecca; Willemse, Merrilees; Eberhardt, Daniel; Sharon Lingertat; Caroline Mugo; Nadeen.Wajdi-Houjeily@HydroOne.com; Ursitti, Franca; Ghai, Kiran; Michelle Gruszecki; Alyssa Rhynold; Abu-Nassar, Maurice; Emilio Labra; Sandrine Exibard-Edgar; Sylvia Kirkwood

Subject: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

When: August 20, 2020 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Join us for this second meeting of the Technical Advisory Committee for the Airport Road Class EA. The purpose is to review the progress of Phase 3: Alternative Design Concepts for improvements to Airport Road between King Street and Huntmill Drive. An agenda is attached and additional materials for review will be circulated in advance and/or following the meeting. This meeting will be held on Microsoft Teams and details to connect are outlined below.

Please feel free to contact me at sonya.bubas@peelregion.ca if you have any questions.

Regards,

[Join Microsoft Teams Meeting](#)

[Redacted] Canada, Toronto (Toll)
[Redacted] Canada (Toll-free)

Conference [Redacted]

[Redacted]

Environmental Assessment

Airport Road from King Street to Huntsmill Drive

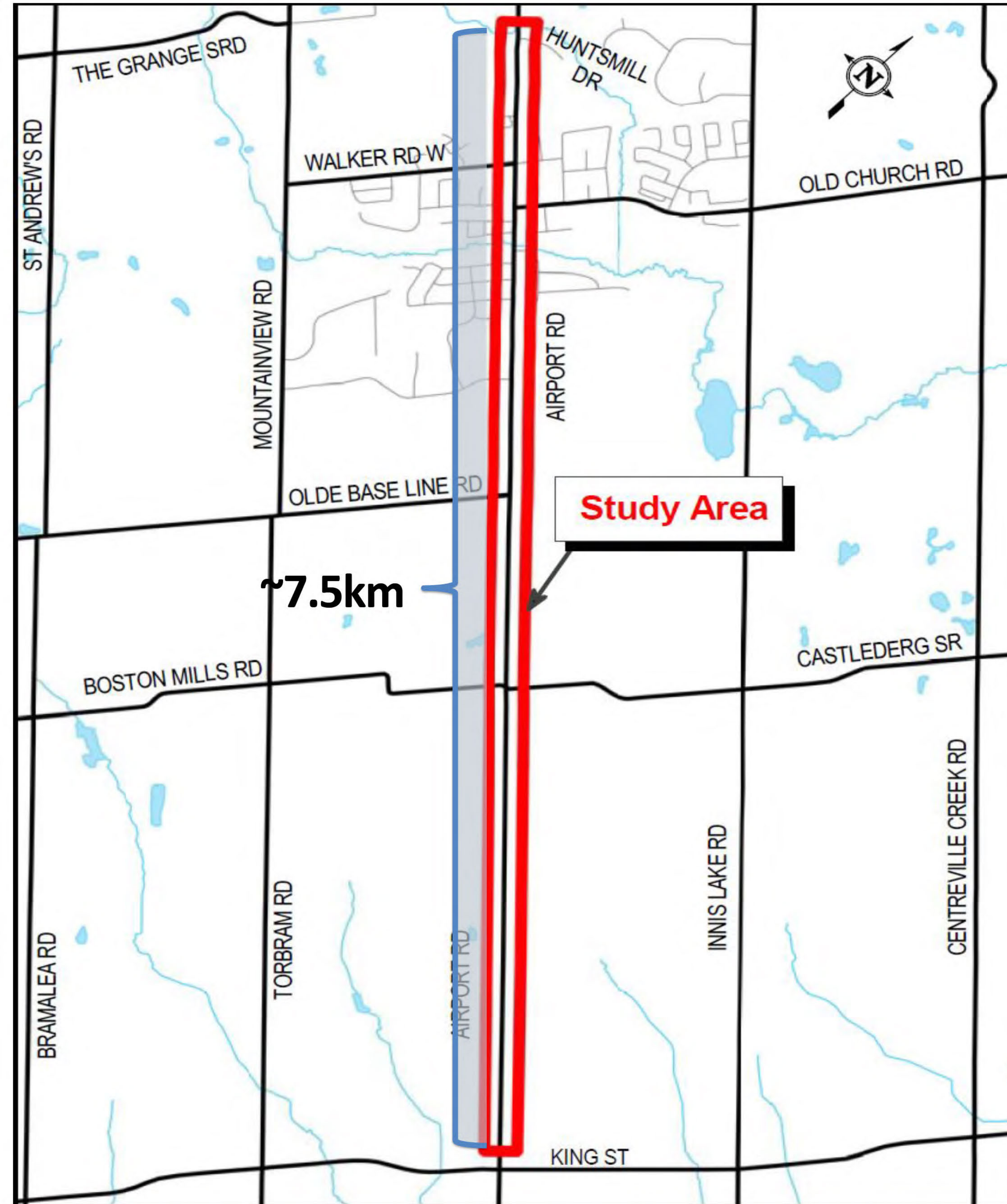


Technical Advisory Committee (TAC) Meeting

Technically Preferred Design Concepts

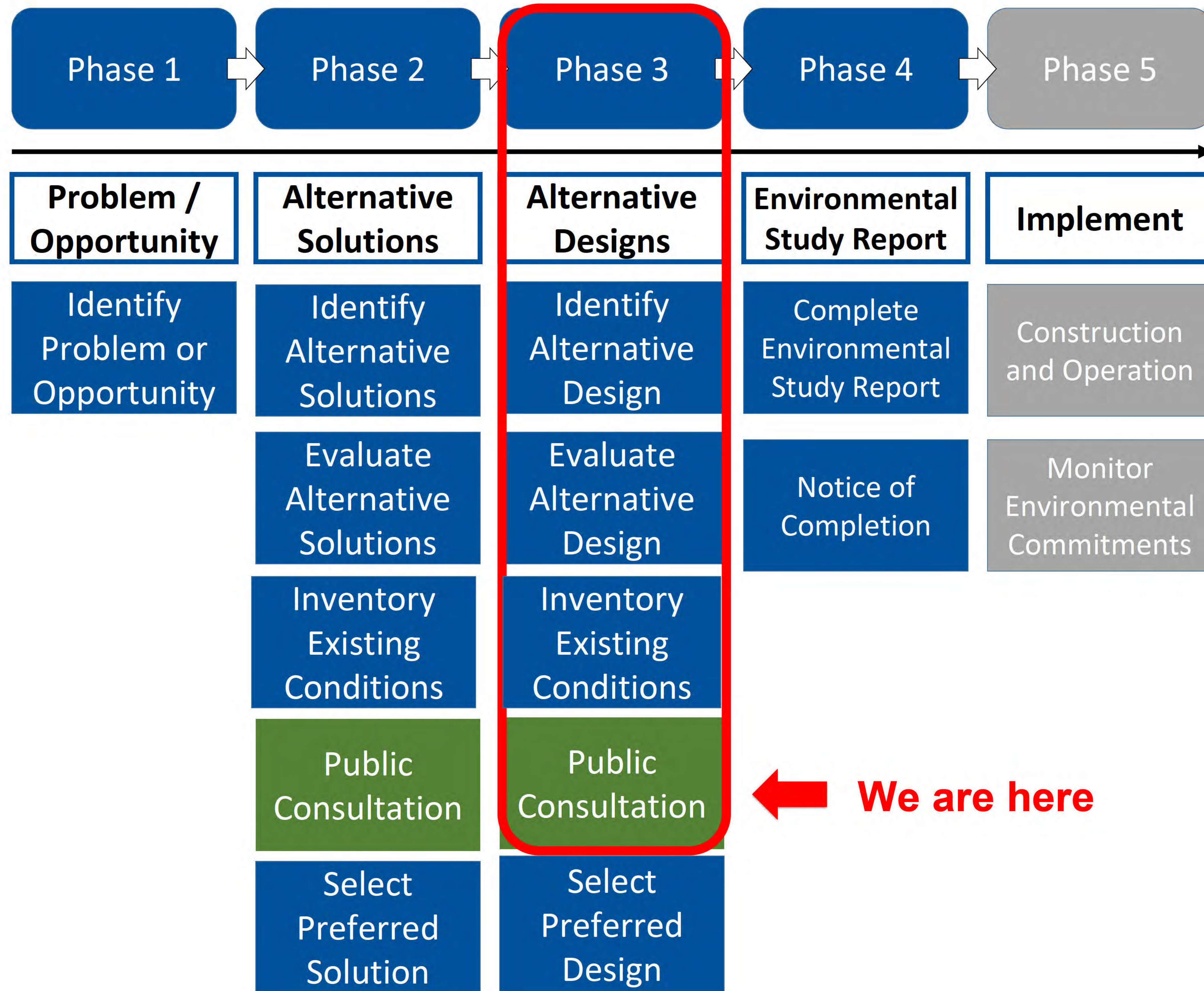
August 20, 2020

Study Area



2-lane Major Regional Road serving local, through and truck traffic

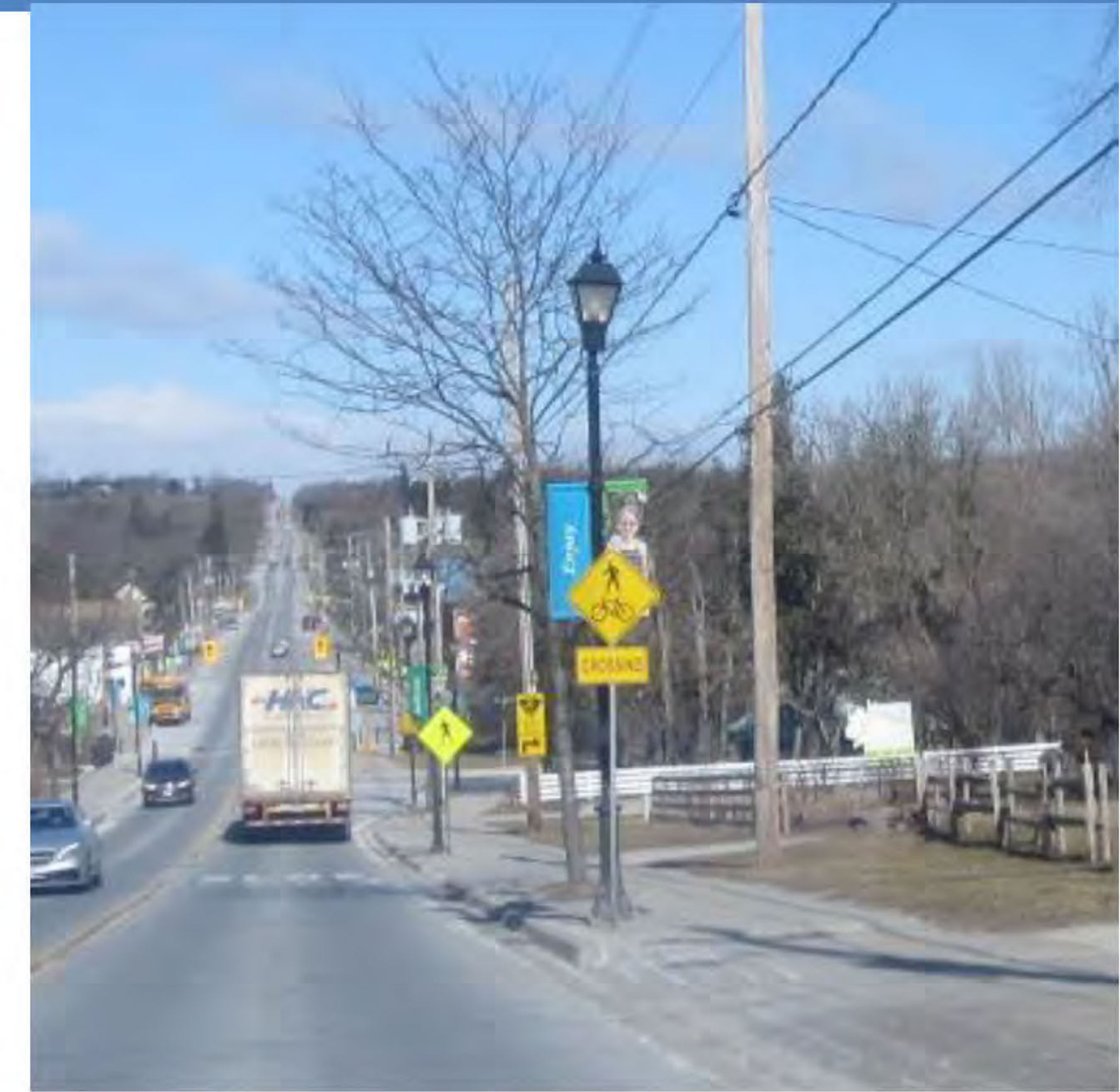
Environmental Assessment



← We are here

Problem and Opportunity:

- Busy arterial road provides access to Caledon East and Mono Road community
- Community concerns with through traffic, heavy trucks and high traffic speeds
- Traffic volumes expected to increase due to growth and local developments
- Limited space available for road widening
- Need to better accommodate all uses in the corridor (traffic, goods movement, walking and cycling) to improve safety and support local communities



Preferred Solution:

- Provide for active transportation by adding or enhancing facilities that accommodate walking and cycling
- Improve traffic operations (e.g., add traffic calming measures, traffic signals or roundabouts, turn lanes; realign intersections; and/or improve road geometrics)
- Encourage goods movement travelling northwest to use alternatives to Airport Road through Caledon East



Concerns:

- Additional Traffic Capacity
- Increased Truck Traffic
- High Speeds
- Difficult Turning to and from Airport Road
- Lack of Parking in Caledon East
- Roundabouts (Space and Access)
- Pedestrian and Cyclist Safety
- Property Impacts
- Flooding Issues
- Noise and Air Pollution

Suggestions:

- Support Economic Development
- Consider Small Town Feel
- Beautify Caledon East
- Consider Wildlife Passage and Wetlands
- Widen from King Street to Olde Base Line Road
- Bypass Mono Road Community
- Improve Sidewalk Conditions

Community Working Group Walking Audit (2018):



- Maintain sidewalks with curb ramps
- Maintain sidewalks on both sides of the street
- Reduce distance between intersections
- Improve sidewalks with uneven pavement
- Separate sidewalks from street traffic
- Clear snow on walkways



What we did...

- ❑ Requested Provincial **Mobile Inspection Unit** to weigh and examine trucks on Airport Road between Olde Base Line and Old Church Road (1 day in February, 2020)
- ❑ Assessed the **feasibility of upgrading Olde Base Line Road** between Highway 10 and Airport Road to accommodate truck traffic
- ❑ Monitored Airport Road in Caledon East as part of an **annual inspection program** to identify and address sidewalk issues
- ❑ Considered public comments in the assessment of Alternative Design Concepts for the Preferred Solution...



Phase 3: Recommendations

- Extension of Old Church Road to Ivan Avenue with sidewalks, and a multi-use path on Old Church Road from Airport Road to Marilyn Street
- Paved shoulders in rural area and multi-use path(s) in urban area with signed bike route on Mountcrest Drive
- Roundabouts at Castleberg / Boston Mills Side Road and Cranston Drive with a pedestrian crossing north of Cranston Drive
- Additional turn lanes at Olde Base Line Road and Walker Road, including turn lanes north of Boston Mills Road and raised centre medians north of Walker Road
- Reduced lane widths throughout corridor
- Improved storm sewers and water crossings throughout

Sightline, safety and operational concerns...



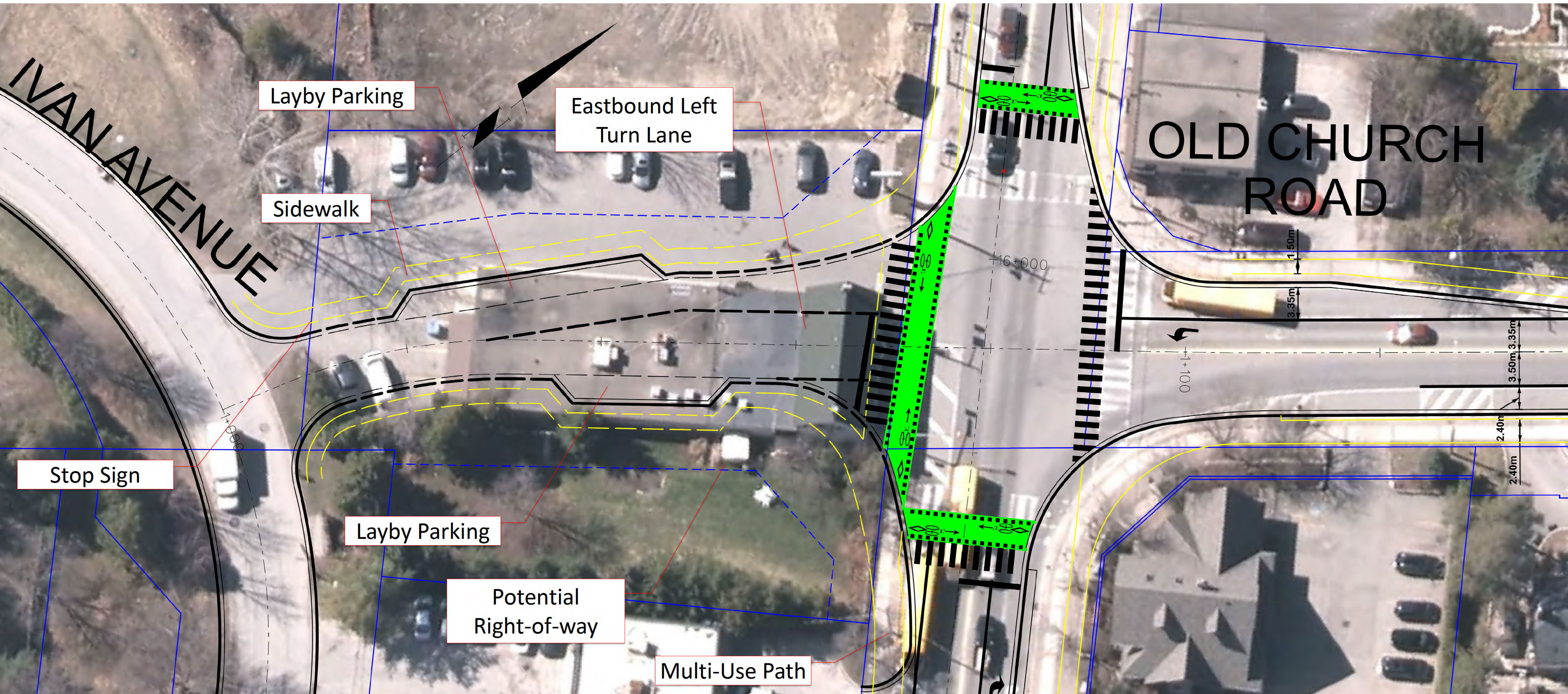
...Opportunity to provide access to Airport Road for West Neighbourhood

Old Church Road Intersection



Alternatives		Evaluation Summary	Recommendation
Do Nothing		Does not address problem & opportunity	Not carried forward
Modify Driveway Access	Restrict Access to Right-In and Right-Out	Not geometrically feasible with raised curb and not effective through signage alone	Not carried forward
	Restrict Access to One-Way	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access	Not preferred due to potential traffic and economic impacts	Not Preferred
	Relocate Access to the North (on adjacent properties)	Not preferred due to potential access restrictions and land development constraints	Not Preferred
Signalize Driveway Access with Split Phasing		Least preferred due to increase in traffic delay / congestion at intersection	Not Preferred
Extend Old Church Road & Relocate/Remove Building at 16000 Airport Road	Extend Old Church Road to Ivan Avenue and Relocate Building	Second Preferred due to transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal	Not Preferred
	Extend Old Church Road to Ivan Avenue and Remove Building	Preferred due to transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation	Preferred

Old Church Road Intersection



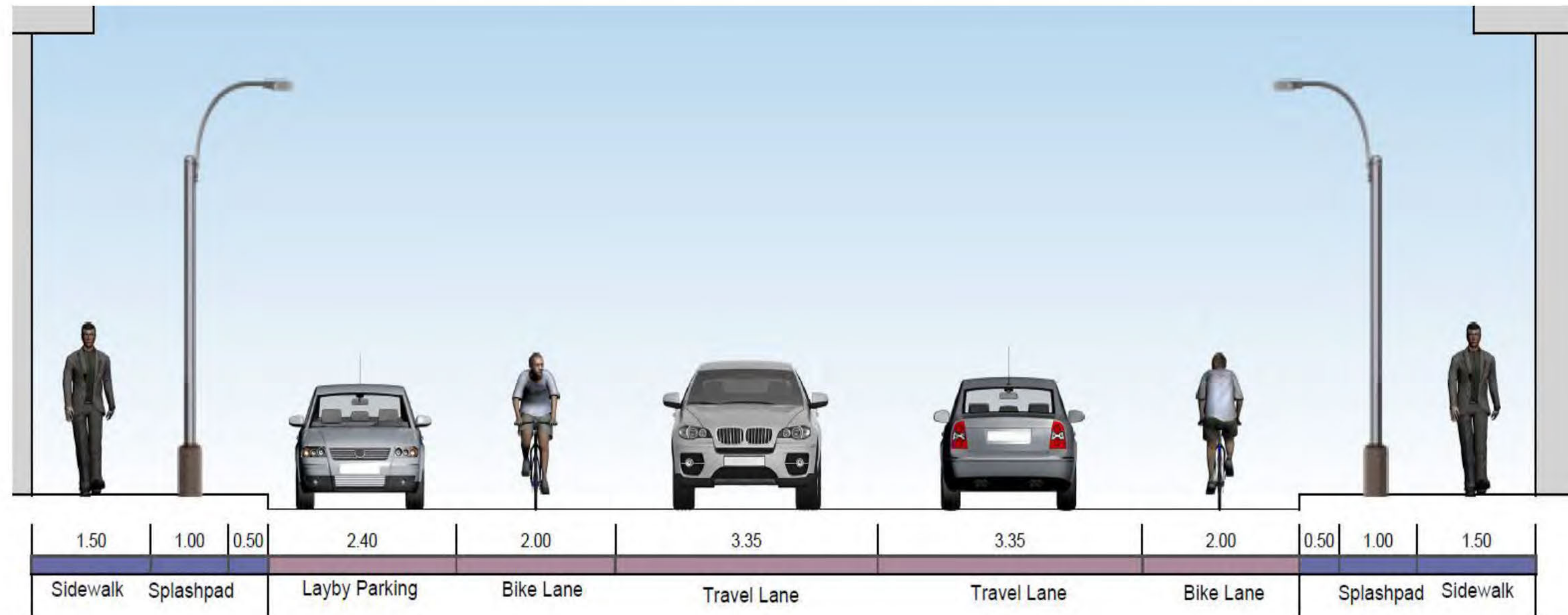


16000 Airport Road

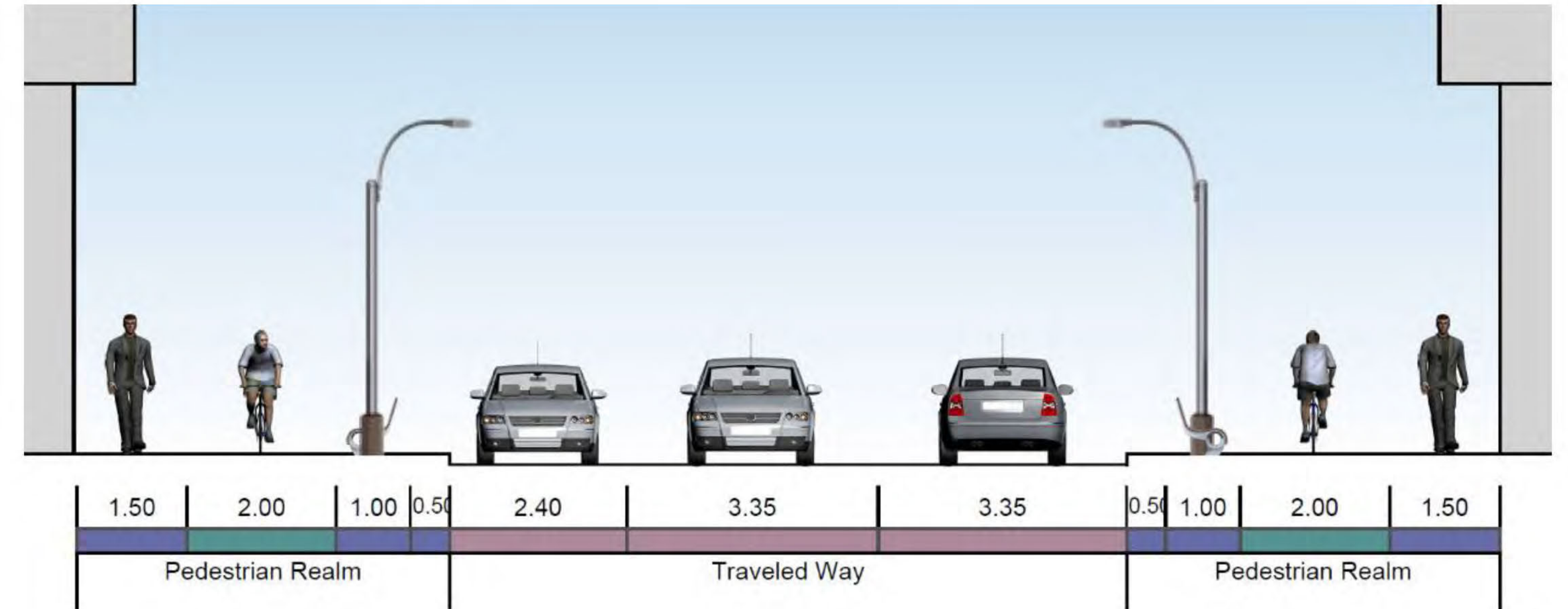
- Retains cultural heritage value (eligible for designation)
 - Realignment of proposed extension to avoid heritage attributes not technically feasible
 - Discussion ongoing with Town of Caledon regarding the potential for relocation of structure and/or salvage and documentation of heritage attributes

Caledon Trailway to Walker Road Active Transportation Alternatives

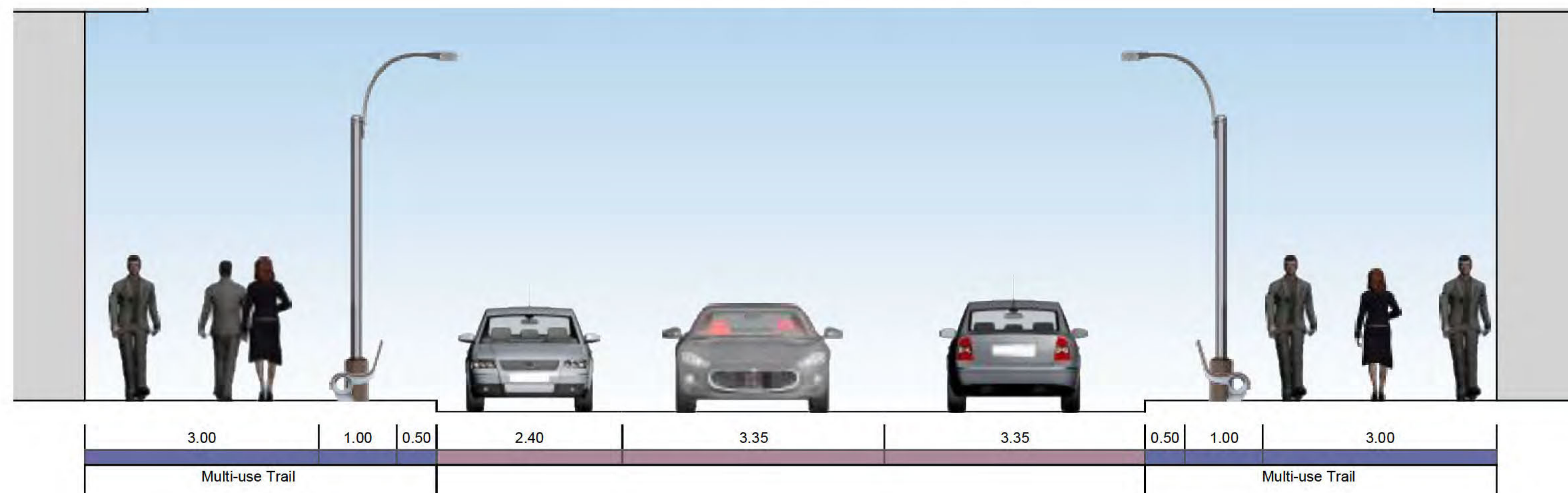
Buffered Bike Lanes and Sidewalks



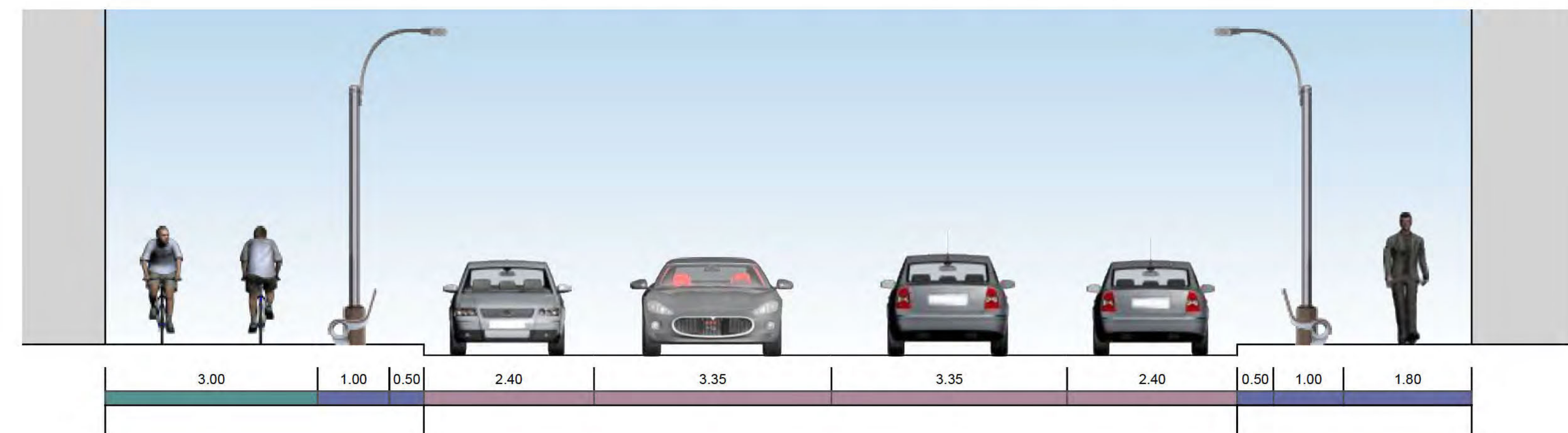
Cycle Tracks and Sidewalks



Multi-use Paths



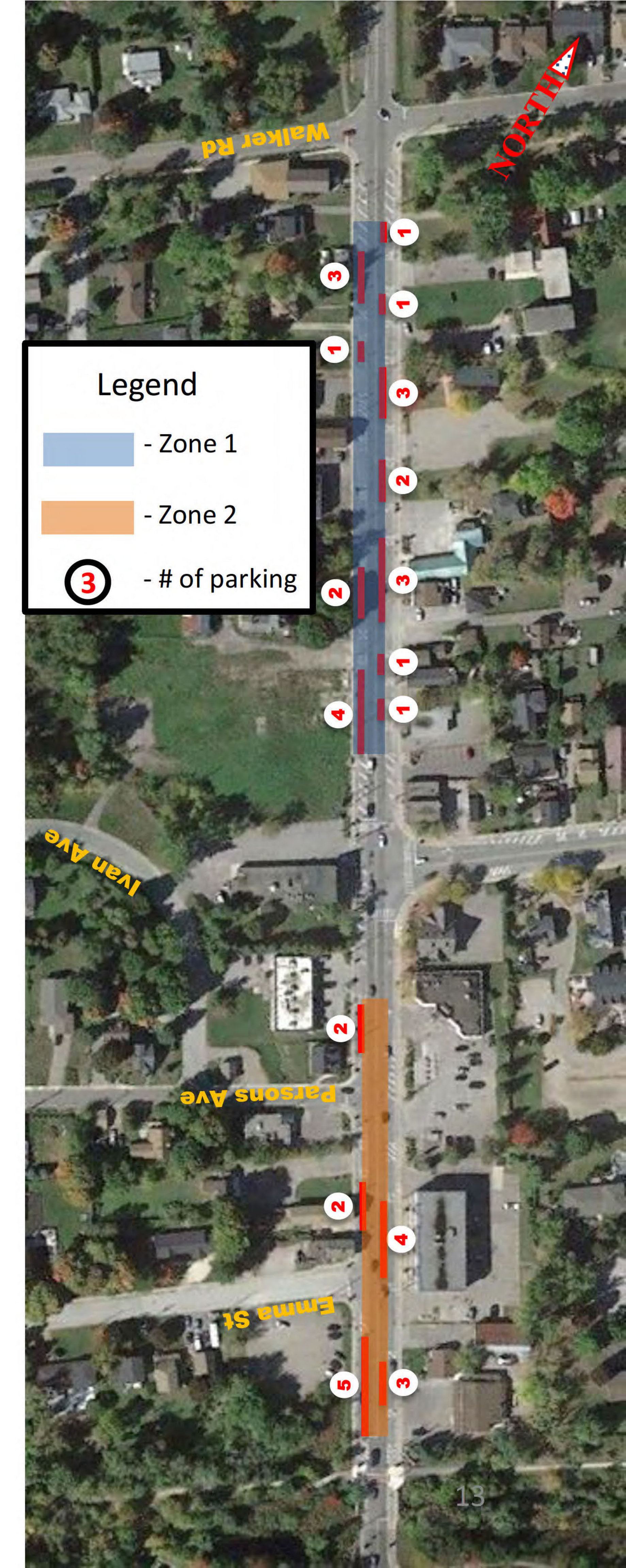
Multi-use Path and Sidewalk



Parking Study

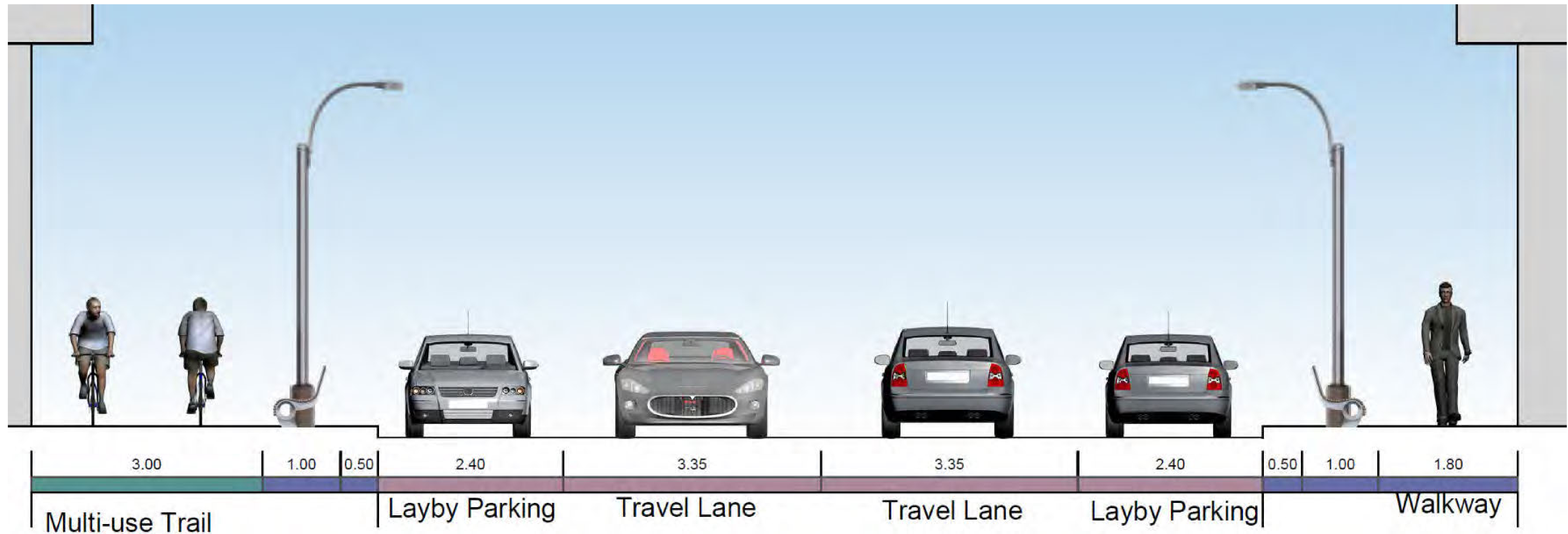
Findings:

- On weekdays, on-street parking on east side is fully used while parking on west side is regularly used with slight oversupply
- On weekends, on-street parking on east and west side is under-used
- On a net basis, on-street parking is under-used
- Most on-street parking is convenience-based:
 - Mapping indicates off-street business-related parking is present (except one business with no off-street parking and one business with one parking space)

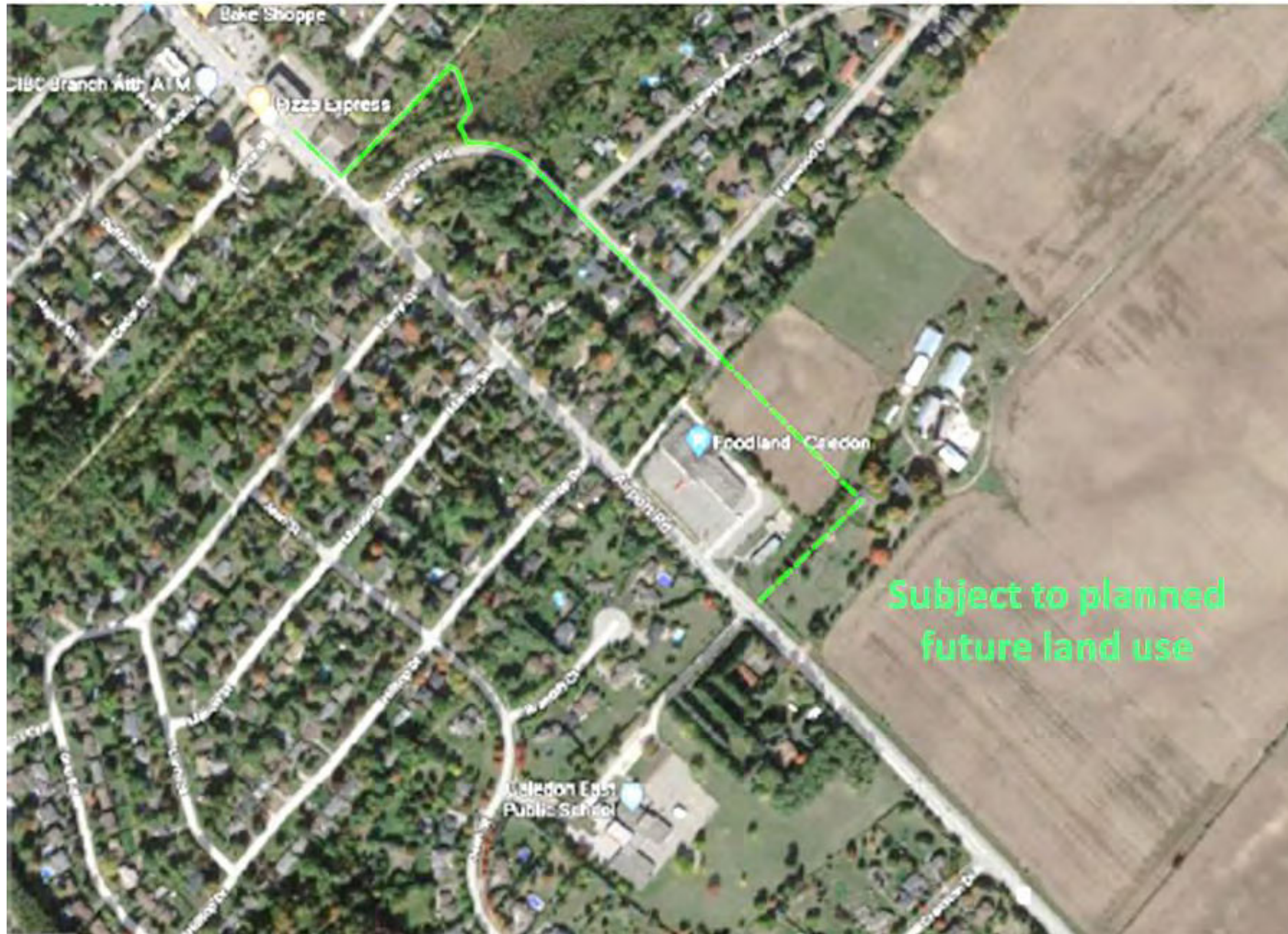


Reduced Lane Widths with Multi-use Path on West Side and Improved Sidewalk on East Side (Streetscaping included)

Designated Right-of-Way: 26m



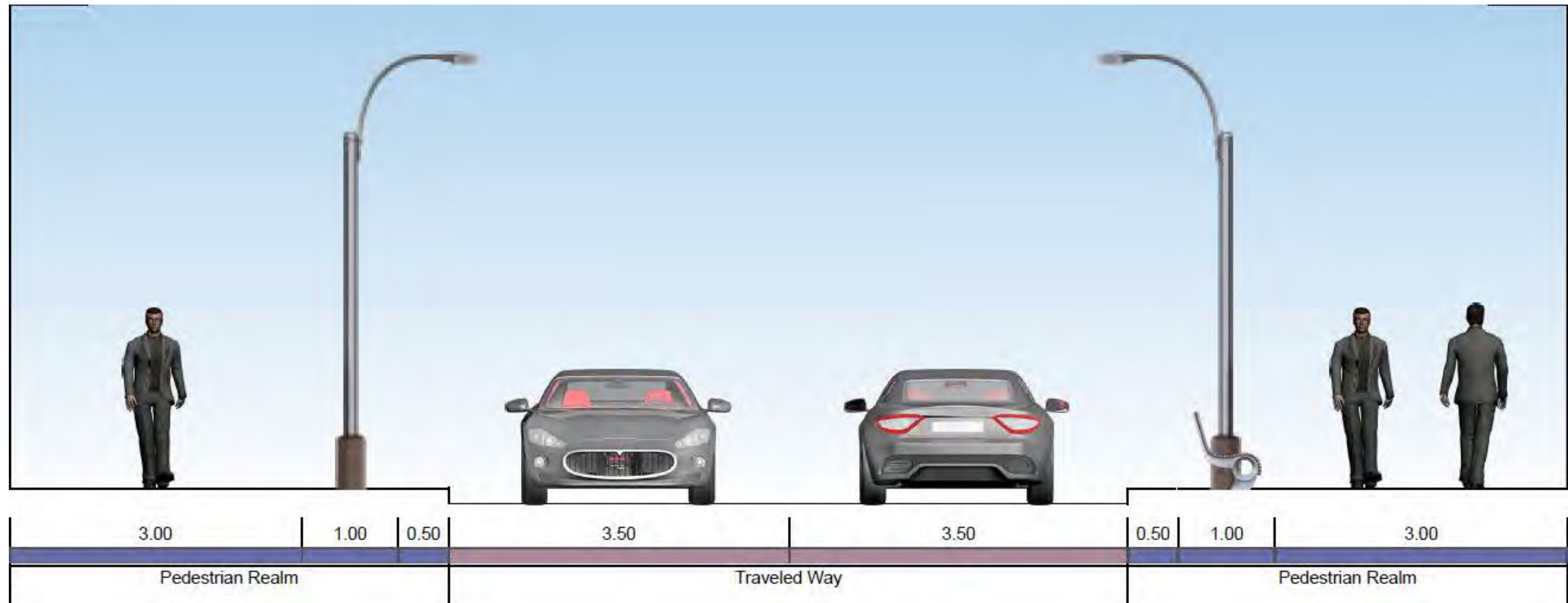
Signed bike route through East Neighbourhood south of Caledon Trailway



Provides connectivity, bypassing narrow portion of corridor

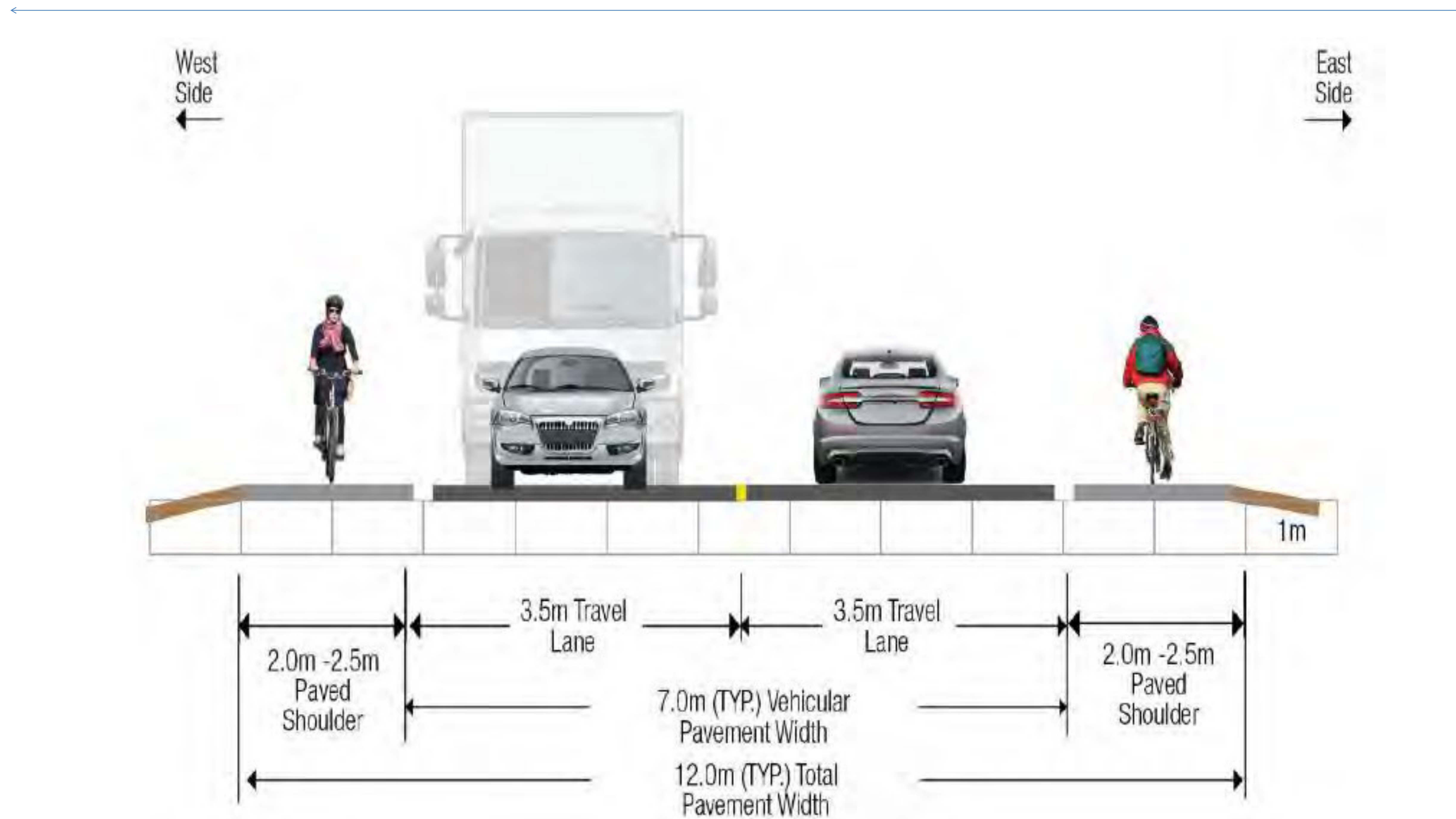
Reduced Lane Widths with Multi-Use Paths

Designated Right-of-Way: 45m

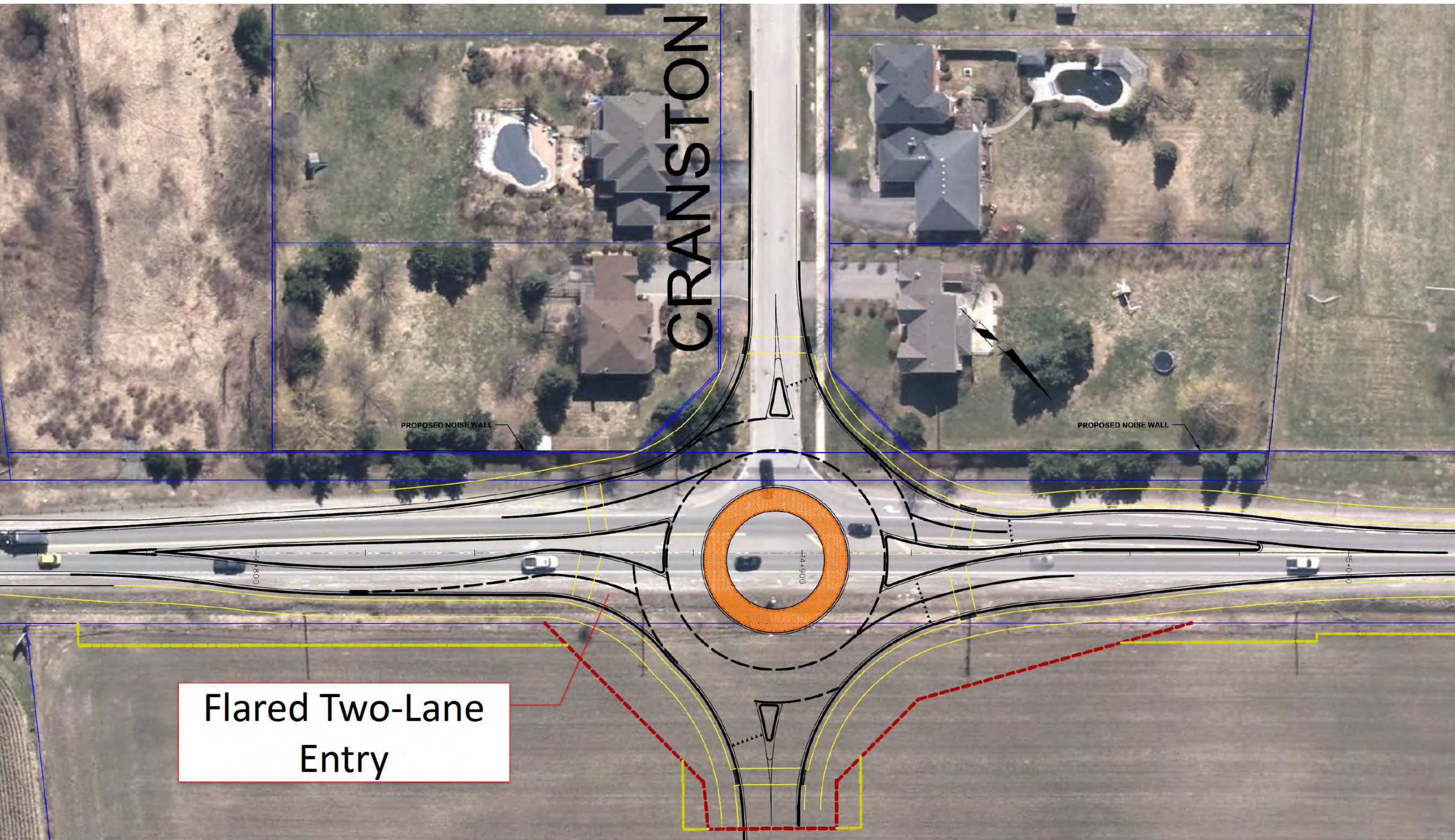


Reduced Lane Widths and Paved Shoulders with Rumble Strips

Designated Right-of-Way: 45m



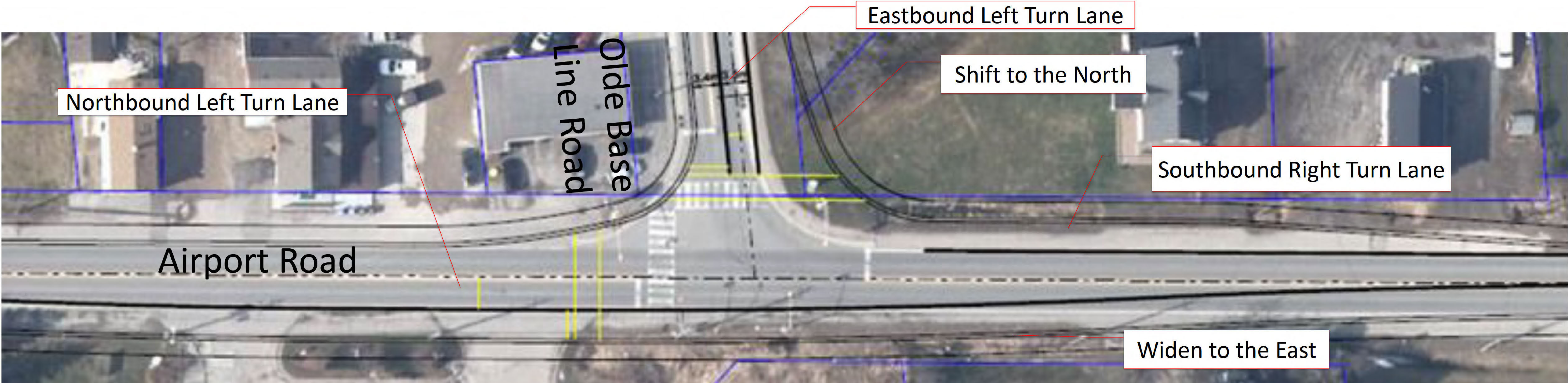
(including Olde Base Line Road to Cranston Drive)

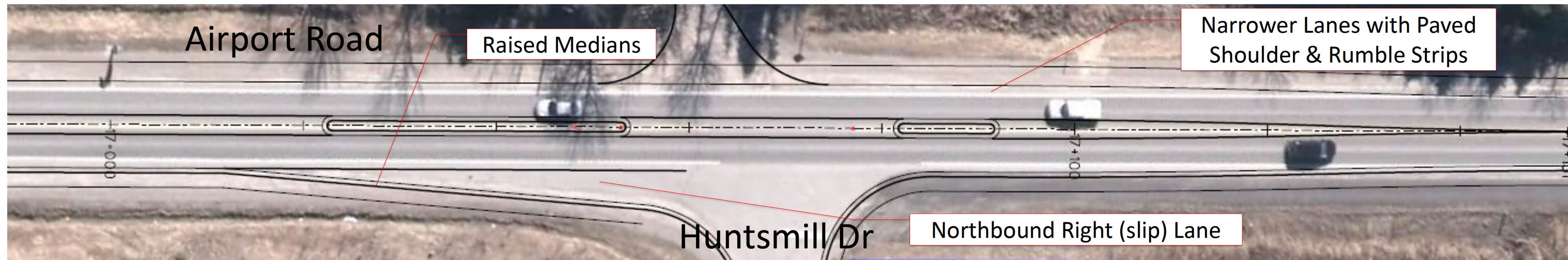
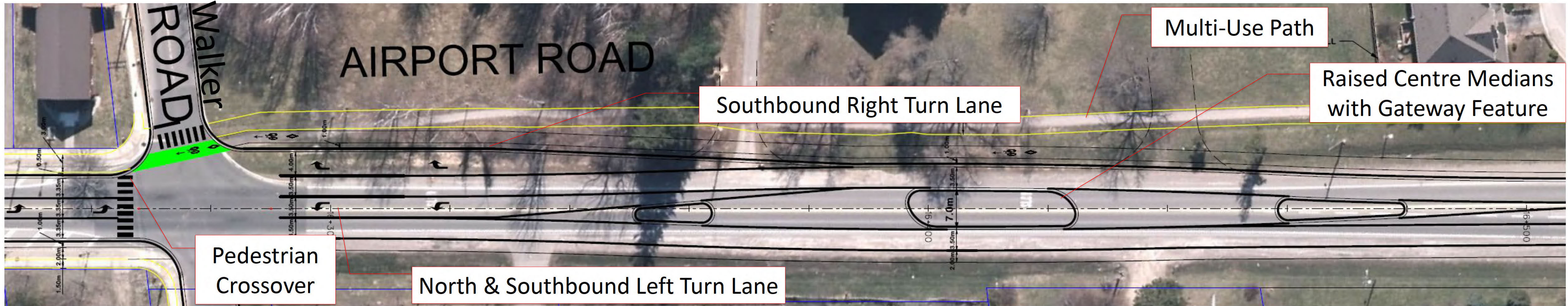


- Opportunity for gateway feature at Cranston Drive
- Eliminates offset intersection at Castlederg / Boston Mills Side Road



- Encourages slower traffic speeds
- Reduces severity of collisions, although may increase non-fatal collisions
- May require roundabout driver education





Objectives:

- Based on recommendations in the 2015 Caledon East Goods Movement Strategic Plan, **assess the feasibility of road improvements required to accommodate some heavy trucks along Olde Base Line Road between Highway 10 (Hurontario Street) and Airport Road in order to support goods movement and divert some of the truck traffic flowing through Caledon East via Airport Road.**
- With some upgrades, Olde Base Line Road is considered generally suitable to accommodate some additional truck traffic (approximately 20% of the existing truck traffic on Airport Road)

Work Included:

- Identification of design options to accommodate truck traffic on Olde Base Line Road
 - Considerations for all road users including cyclists and farm equipment operators
- Determined constraints to be addressed (environmental, property, intersection design, culverts and water crossings, heritage, etc.) with design options
- Consulted with agencies including Regional departments, Town of Caledon, Conservation Authority, Ministry of Transportation
- Make recommendations for next steps and future consultation

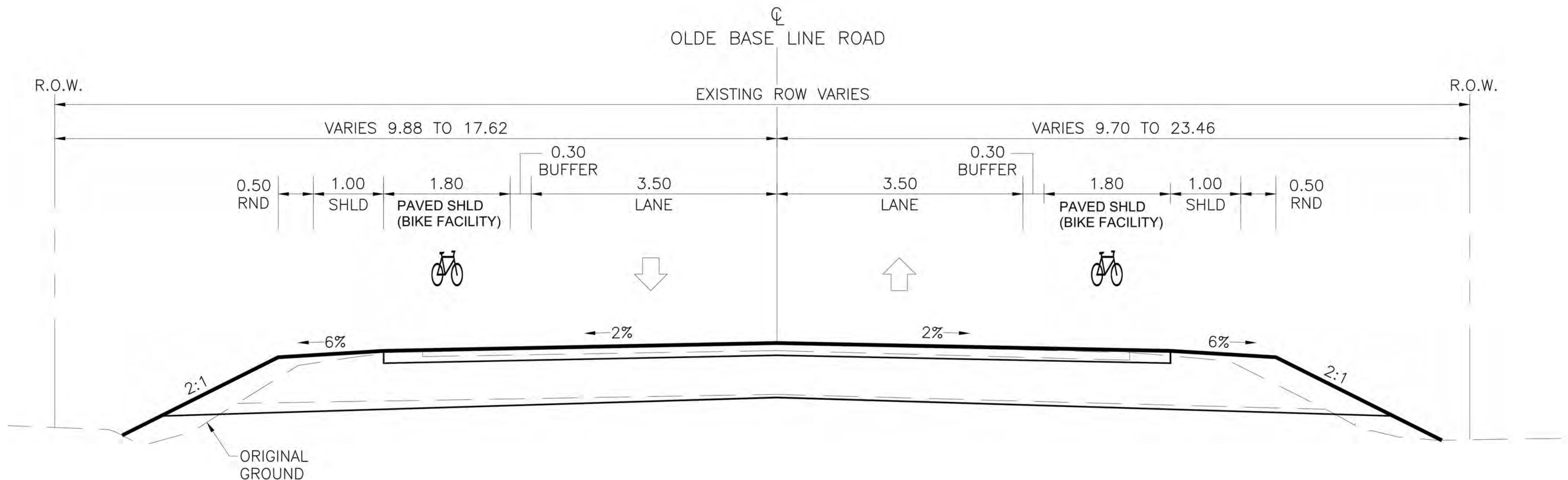
Overview of Issues and Opportunities

- Significant concerns with growing truck traffic through Caledon East along Airport Road. Impacts to pedestrian safety and experience, health, community character.
- Goal is to divert 20% of trucks along Olde Base Line Road to reduce impact on Caledon East.
- Olde Base Line Road provides an important east-west recreational cycling connection in the Region that needs to be protected.
- Ensure that design options do not impact access to existing properties or movement of farm equipment through the area.



Preliminary Recommendation

- Considered multiple design options that ranged from increasing the right of way to provide more space to multiple road users to doing nothing and repaving the road as is to accommodate trucks.
- Recommend repaving the road and increasing the paved shoulder space (staying within the current property limits). Outcome: reduces truck activity through Caledon East, has limited property impacts, maintains cycling connection, maintains farm equipment operation, limits natural environment and heritage impacts.



❑ TAC Review of Draft Public Information Centre Materials (August 27)

- On-line Review Package (September 17 to October 14)
 - Summary of Community Input
 - Summary of Existing Conditions (Technical Study Findings)
 - Summary of Olde Base Line Road Feasibility Study
 - Preliminary Assessment of Alternative Design Concepts
 - Preliminary Preferred Design
 - Survey and Comment Sheet
- Live Presentation (September 23)



❑ Review comments by TAC and Town of Caledon (August 27)

❑ Consult with Community Working Group (August 27 to September 15)

❑ Host Public Information Centre No. 2 (September 23)

...Thank you

Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

Attention: Carey deGorter, Town Clerk

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Re: Notice of Public Information Centre No. 1
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study

The Region of Peel is proceeding with the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the first Public Information Centre (PIC) for this study on June 4, 2018.**

The upcoming PIC will present information on the problems and opportunities identified within the corridor, existing environmental conditions, and preliminary assessment of alternative solutions. The PIC will be held on:

Monday, June 4, 2018

6:00 p.m. - 8:00 p.m.

Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

Additional details are provided in the attached *Notice of Public Information Centre No. 1*. The Project Team welcomes your comments on the study. You may use the attached Comment Sheet and submit your comments to Asha Saddi by mail, fax or email.

If you cannot attend the PIC on June 4, you can view the PIC information on June 5 at <http://www.peelregion.ca/pw/transportation/envIRON-ASSess/airport-road-improvements.htm> and provide your comments online. We request that all comments be received by the Project Team by Tuesday, June 19, 2018.

We look forward to seeing you at the PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP

Project Manager, Infrastructure Programming and Studies

Tel.: 905-791-7800 ext. 7801

Email: sonya.bubas@peelregion.ca

encl: 1) Comment Sheet; 2) Notice of Public Information Centre No. 1

c: Asha Saddi, Technical Analyst, Region of Peel

Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntmill Drive
Town of Caledon**

**Public Information Centre No. 1
Monday, June 4, 2018**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

Please send your comments by Tuesday, June 19, 2018 to:

Asha Saddi, BA(Hons), PMP
Technical Analyst, Region of Peel
10 Peel Centre Drive, Suite B, 4th floor
Brampton, Ontario L6T 4B9
Phone: 905-791-7800 ext. 7794
Fax: 905-791-1442
Email: asha.saddi@peelregion.ca

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

From: [Lee, Arthur](#)
To: [Bubas, Sonya](#); [Lavhey, James](#); [Koethe, Wayne](#); [Beveridge, Scott](#); [Gardiner, Len](#); [Garbos, Olek](#); [Banuri, Syeda](#); [Tatla, Manvir](#); [ZYG-PWI](#); [Dang-williams, Denise](#); [Bahrami, Parshan](#); [Kol, Rani](#); [Ansari, Seema](#); [ZYG-Peel Health & Built Environment](#); [Rook, Sally](#); [Trent, Elizabeth](#); [Saddi, Asha](#); [Levesque, Karen](#); [Caughey, Rebecca](#)
Cc: [Thomsen, Jeanne](#); [Saiyed, Sabbir](#); [Gallagher, Joe](#); [Aymar, Matthew](#); [Svirplys-Howe, Larissa](#); [Crawford, Mark](#); [Hassan, Nishat](#); [Nieuwenhuysen, Bob](#); [Lotecki, Nancy](#); [Bennington, Michael](#); [Eberhardt, Daniel](#); [Ursitti, Franca](#); [Ghai, Kiran](#); [Abu-Nassar, Maurice](#); [Lendvoy, Megan](#)
Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2
Date: Friday, August 21, 2020 11:29:02 AM

Hi all,

Thank you for attending the Airport Road EA TAC meeting yesterday afternoon. I've included the link to the EIM below for you to download and review any of the technical reports and roll plans.

Please do not hesitate to reach out to me if you have any trouble accessing the EIM link.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

-----Original Appointment-----

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: August 6, 2020 2:58 PM

To: Bubas, Sonya; Lavhey, James; Koethe, Wayne; Beveridge, Scott; Gardiner, Len; Garbos, Olek; Banuri, Syeda; Tatla, Manvir; ZYG-PWI; Dang-williams, Denise; Bahrami, Parshan; Kol, Rani; Ansari, Seema; ZYG-Peel Health & Built Environment; Rook, Sally; Trent, Elizabeth; Kant Chawla; Bell, Trevor (MOECC); 'Kilis, Jakub'; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Lee, Arthur; Paul MacLeod; Levesque, Karen; Caughey, Rebecca; kim.peters@ontario.ca; Zibby Petch

Cc: Thomsen, Jeanne; Saiyed, Sabbir; Gallagher, Joe; Aymar, Matthew; Svirplys-Howe, Larissa; Crawford, Mark; Hassan, Nishat; Nieuwenhuysen, Bob; Lotecki, Nancy; Bennington, Michael; 'McGlade, Kaitlyn'; 'Stewart, Rebecca'; Eberhardt, Daniel; Caroline Mugo; Nadeen.Wajdi-Houjeily@HydroOne.com; Ursitti, Franca; Ghai, Kiran; Michelle Gruszecki; Abu-Nassar, Maurice; Emilio Labra; Sylvia Kirkwood; Labrie, Sarah; Lendvoy, Megan; Willemse, Merrilees; Sharon Lingertat; Alyssa Rhynold; Sandrine Exibard-Edgar

Subject: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

When: August 20, 2020 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Join us for this second meeting of the Technical Advisory Committee for the Airport Road Class EA. The purpose is to review the progress of Phase 3: Alternative Design Concepts for improvements to Airport Road between King Street and Huntmill Drive. An agenda is attached and additional

materials for review will be circulated in advance and/or following the meeting. This meeting will be held on Microsoft Teams and details to connect are outlined below.

Please feel free to contact me at sonya.bubas@peelregion.ca if you have any questions.

Regards,

Join Microsoft Teams Meeting

[Redacted] Canada, Toronto (Toll)

[Redacted] Canada (Toll-free)

Conference ID: [Redacted]

[Redacted]

From: [Lee, Arthur](#)
To: [Bubas, Sonya](#); [Lavhey, James](#); [Koethe, Wayne](#); [Beveridge, Scott](#); [Gardiner, Len](#); [Garbos, Olek](#); [Banuri, Syeda](#); [Tatla, Manvir](#); [ZZG-PWI](#); [Dang-williams, Denise](#); [Bahrami, Parshan](#); [Kol, Rani](#); [Ansari, Seema](#); [ZZG-Peel Health & Built Environment](#); [Rook, Sally](#); [Trent, Elizabeth](#); [Saddi, Asha](#); [Levesque, Karen](#); [Caughey, Rebecca](#)
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Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2
Date: Friday, August 21, 2020 3:11:07 PM

Hi all,

I received some comments regarding the link below not working. The recent email automatically sent from Tempo box will now allow access to the EIM.

You **do not need to sign up** for the tempo box but instead following the link here [while connected to the Pulse network](#). It will take you to the Region's EIM.

[REDACTED]
Sorry for any confusion and please let me know if you have any trouble accessing the link.

Regards,
Arthur

From: Lee, Arthur

Sent: August 21, 2020 11:29 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lavhey, James <James.Lavhey@peelregion.ca>; Koethe, Wayne <Wayne.Koethe@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>; Gardiner, Len <Len.Gardiner@peelregion.ca>; Garbos, Olek <Olek.Garbos@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Dang-williams, Denise <Denise.Dang@peelregion.ca>; Bahrami, Parshan <Parshan.Bahrami@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Trent, Elizabeth <Elizabeth.Trent@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; Levesque, Karen <Karen.Levesque@peelregion.ca>; Caughey, Rebecca <Rebecca.Caughey@peelregion.ca>

Cc: Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Gallagher, Joe <Joe.Gallagher@peelregion.ca>; Aymar, Matthew <Matthew.Aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>; Hassan, Nishat <Nishat.Hassan@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <Nancy.Lotecki@peelregion.ca>; Bennington, Michael <Michael.Bennington@peelregion.ca>; Eberhardt, Daniel <Daniel.Eberhardt@peelregion.ca>; Ursitti, Franca <Franca.Ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar, Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <Megan.Lendvoy@peelregion.ca>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

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[REDACTED]
Please do not hesitate to reach out to me if you have any trouble accessing the EIM link.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

-----Original Appointment-----

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: August 6, 2020 2:58 PM

To: Bubas, Sonya; Lavhey, James; Koethe, Wayne; Beveridge, Scott; Gardiner, Len; Garbos, Olek; Banuri, Syeda; Tatla, Manvir; ZYG-PWI; Dang-williams, Denise; Bahrami, Parshan; Kol, Rani; Ansari, Seema; ZYG-Peel Health & Built Environment; Rook, Sally; Trent, Elizabeth; Kant Chawla; Bell, Trevor (MOECC); 'Kilis, Jakub'; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Lee, Arthur; Paul MacLeod; Levesque, Karen; Caughey, Rebecca; kim.peters@ontario.ca; Zibby Petch

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Subject: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

When: August 20, 2020 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

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Please feel free to contact me at sonya.bubas@peelregion.ca if you have any questions.

Regards,

Join Microsoft Teams Meeting

[REDACTED] Canada, Toronto (Toll)

[REDACTED] Canada (Toll-free)

Conference [REDACTED]

[REDACTED]

From: [Lee, Arthur](#)
To: [Bubas, Sonya](#); [Lavhey, James](#); [Koethe, Wayne](#); [Beveridge, Scott](#); [Gardiner, Len](#); [Garbos, Olek](#); [Banuri, Syeda](#); [Tatla, Manvir](#); [ZZG-PWI](#); [Dang-williams, Denise](#); [Bahrami, Parshan](#); [Kol, Rani](#); [Ansari, Seema](#); [ZZG-Peel Health & Built Environment](#); [Rook, Sally](#); [Trent, Elizabeth](#); [Saddi, Asha](#); [Levesque, Karen](#); [Caughey, Rebecca](#)
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Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2
Date: Wednesday, August 26, 2020 11:23:10 AM

Hi all,

This is a kind reminder from the TAC meeting to provide any major comments and/or concerns for Airport Road by tomorrow August 27th 2020. Any minor comments can be provided by September 3rd 2020.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Lee, Arthur

Sent: August 21, 2020 3:11 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lavhey, James <James.Lavhey@peelregion.ca>; Koethe, Wayne <Wayne.Koethe@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>; Gardiner, Len <Len.Gardiner@peelregion.ca>; Garbos, Olek <Olek.Garbos@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Dang-williams, Denise <Denise.Dang@peelregion.ca>; Bahrami, Parshan <Parshan.Bahrami@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Trent, Elizabeth <Elizabeth.Trent@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; Levesque, Karen <Karen.Levesque@peelregion.ca>; Caughey, Rebecca <Rebecca.Caughey@peelregion.ca>

Cc: Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Gallagher, Joe <Joe.Gallagher@peelregion.ca>; Aymar, Matthew <Matthew.Aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>; Hassan, Nishat <Nishat.Hassan@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <Nancy.Lotecki@peelregion.ca>; Bennington, Michael <Michael.Bennington@peelregion.ca>; Eberhardt, Daniel <Daniel.Eberhardt@peelregion.ca>; Ursitti, Franca <Franca.Ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar, Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <Megan.Lendvoy@peelregion.ca>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

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Arthur

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Sent: August 21, 2020 11:29 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lavhey, James <James.Lavhey@peelregion.ca>; Koethe, Wayne <Wayne.Koethe@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>; Gardiner, Len <Len.Gardiner@peelregion.ca>; Garbos, Olek <Olek.Garbos@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Dang-williams, Denise <Denise.Dang@peelregion.ca>; Bahrami, Parshan <Parshan.Bahrami@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Trent, Elizabeth <Elizabeth.Trent@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; Levesque, Karen <Karen.Levesque@peelregion.ca>; Caughey, Rebecca <Rebecca.Caughey@peelregion.ca>

Cc: Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Gallagher, Joe <Joe.Gallagher@peelregion.ca>; Aymar, Matthew <Matthew.Aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>; Hassan, Nishat <Nishat.Hassan@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <Nancy.Lotecki@peelregion.ca>; Bennington, Michael <Michael.Bennington@peelregion.ca>; Eberhardt, Daniel <Daniel.Eberhardt@peelregion.ca>; Ursitti, Franca <Franca.Ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar, Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <Megan.Lendvoy@peelregion.ca>

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Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

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When: August 20, 2020 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

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Regards,

[Join Microsoft Teams Meeting](#)

[Redacted] Canada, Toronto (Toll)
[Redacted] Canada (Toll-free)

Conference ID: [Redacted]

[Redacted]

From: [Lee, Arthur](#)
To: [Bubas, Sonya](#); [Lavhey, James](#); [Koethe, Wayne](#); [Beveridge, Scott](#); [Gardiner, Len](#); [Garbos, Olek](#); [Banuri, Syeda](#); [Tatla, Manvir](#); [ZYG-PWI](#); [Dang-williams, Denise](#); [Bahrami, Parshan](#); [Kol, Rani](#); [Ansari, Seema](#); [ZYG-Peel Health & Built Environment](#); [Rook, Sally](#); [Trent, Elizabeth](#); [Saddi, Asha](#); [Levesque, Karen](#); [Caughey, Rebecca](#)
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Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2
Date: Wednesday, September 2, 2020 2:47:35 PM

Hi All,

This is a kind reminder to provide any minor comments you may have by tomorrow September 3rd 2020.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Lee, Arthur

Sent: August 21, 2020 3:11 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lavhey, James <James.Lavhey@peelregion.ca>; Koethe, Wayne <Wayne.Koethe@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>; Gardiner, Len <Len.Gardiner@peelregion.ca>; Garbos, Olek <Olek.Garbos@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; ZYG-PWI <pwi@peelregion.ca>; Dang-williams, Denise <Denise.Dang@peelregion.ca>; Bahrami, Parshan <Parshan.Bahrami@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; ZYG-Peel Health & Built Environment <ZYG-PeelHealthBuiltEnvironment@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Trent, Elizabeth <Elizabeth.Trent@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; Levesque, Karen <Karen.Levesque@peelregion.ca>; Caughey, Rebecca <Rebecca.Caughey@peelregion.ca>

Cc: Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Gallagher, Joe <Joe.Gallagher@peelregion.ca>; Aymar, Matthew <Matthew.Aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>; Hassan, Nishat <Nishat.Hassan@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <Nancy.Lotecki@peelregion.ca>; Bennington, Michael <Michael.Bennington@peelregion.ca>; Eberhardt, Daniel <Daniel.Eberhardt@peelregion.ca>; Ursitti, Franca <Franca.Ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar, Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <Megan.Lendvoy@peelregion.ca>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi all,

I received some comments regarding the link below not working. The recent email automatically sent from Tempo box will now allow access to the EIM.

You **do not need to sign up** for the tempo box but instead following the link here [while connected to the Pulse network](#). It will take you to the Region's EIM.

[REDACTED]

Sorry for any confusion and please let me know if you have any trouble accessing the link.

Regards,
Arthur

From: Lee, Arthur

Sent: August 21, 2020 11:29 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lavhey, James <James.Lavhey@peelregion.ca>; Koethe, Wayne <Wayne.Koethe@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>; Gardiner, Len <Len.Gardiner@peelregion.ca>; Garbos, Olek <Olek.Garbos@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; ZYG-PWI <pwi@peelregion.ca>; Dang-williams, Denise <Denise.Dang@peelregion.ca>; Bahrami, Parshan <Parshan.Bahrami@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; ZYG-Peel Health & Built Environment <ZYG-PeelHealthBuiltEnvironment@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Trent, Elizabeth <Elizabeth.Trent@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; Levesque, Karen <Karen.Levesque@peelregion.ca>; Caughey, Rebecca <Rebecca.Caughey@peelregion.ca>

Cc: Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Gallagher, Joe <Joe.Gallagher@peelregion.ca>; Aymar, Matthew <Matthew.Aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>; Hassan, Nishat <Nishat.Hassan@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <Nancy.Lotecki@peelregion.ca>; Bennington, Michael <Michael.Bennington@peelregion.ca>; Eberhardt, Daniel <Daniel.Eberhardt@peelregion.ca>; Ursitti, Franca <Franca.Ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar, Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <Megan.Lendvoy@peelregion.ca>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi all,

Thank you for attending the Airport Road EA TAC meeting yesterday afternoon. I've included the link to the EIM below for you to download and review any of the technical reports and roll plans.

[REDACTED]

Please do not hesitate to reach out to me if you have any trouble accessing the EIM link.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

-----Original Appointment-----

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: August 6, 2020 2:58 PM

To: Bubas, Sonya; Lavhey, James; Koethe, Wayne; Beveridge, Scott; Gardiner, Len; Garbos, Olek; Banuri, Syeda; Tatla, Manvir; ZZG-PWI; Dang-williams, Denise; Bahrami, Parshan; Kol, Rani; Ansari, Seema; ZZG-Peel Health & Built Environment; Rook, Sally; Trent, Elizabeth; Kant Chawla; Bell, Trevor (MOECC); 'Kilis, Jakub'; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Lee, Arthur; Paul MacLeod; Levesque, Karen; Caughey, Rebecca; kim.peters@ontario.ca; Zibby Petch

Cc: Thomsen, Jeanne; Saiyed, Sabbir; Gallagher, Joe; Aymar, Matthew; Svirplys-Howe, Larissa; Crawford, Mark; Hassan, Nishat; Nieuwenhuysen, Bob; Lotecki, Nancy; Bennington, Michael; 'McGlade, Kaitlyn'; 'Stewart, Rebecca'; Eberhardt, Daniel; Caroline Mugo; Nadeen.Wajdi-Houjeily@HydroOne.com; Ursitti, Franca; Ghai, Kiran; Michelle Gruszecki; Abu-Nassar, Maurice; Emilio Labra; Sylvia Kirkwood; Labrie, Sarah; Lendvoy, Megan; Willemse, Merrilees; Sharon Lingertat; Alyssa Rhynold; Sandrine Exibard-Edgar

Subject: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

When: August 20, 2020 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Join us for this second meeting of the Technical Advisory Committee for the Airport Road Class EA. The purpose is to review the progress of Phase 3: Alternative Design Concepts for improvements to Airport Road between King Street and Huntmill Drive. An agenda is attached and additional materials for review will be circulated in advance and/or following the meeting. This meeting will be held on Microsoft Teams and details to connect are outlined below.

Please feel free to contact me at sonya.bubas@peelregion.ca if you have any questions.

Regards,

Join Microsoft Teams Meeting

[Redacted] Canada, Toronto (Toll)
[Redacted] Canada (Toll-free)

Conference ID: [Redacted]

[Redacted]

From: [Saddi, Asha](#)
To: [Kant Chawla](#); [Bell, Trevor \(MOECC; "Kilis, Jakub"; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam; Paul MacLeod; kim.peters@ontario.ca; Zibby Petch; Cc: "Stewart, Rebecca"; \[Caroline Mugo\]\(#\); \[Nadeen.Wajdi-Houjelly@HydroOne.com\]\(#\); \[Michelle Gruszecki\]\(#\); \[Emilio Labra\]\(#\); \[Sylvia Kirkwood\]\(#\); \[Labrie, Sarah\]\(#\); \[Willemse, Merrilees\]\(#\); \[Alyssa Rhynold\]\(#\); \[Sandrine Exibard-Edgar\]\(#\); \[Mike.Miller@enbridge.com\]\(#\); \[Meetpal Chhina\]\(#\); \[Lavhey, James\]\(#\); \[Koethe, Wayne\]\(#\); \[Beveridge, Scott\]\(#\); \[Gardiner, Len\]\(#\); \[Garbos, Olek\]\(#\); \[Banuri, Syeda\]\(#\); \[Tatla, Manvir\]\(#\); \[ZYG-PWI\]\(#\); \[Dang-williams, Denise\]\(#\); \[Bahrami, Parshan\]\(#\); \[Kol, Rani\]\(#\); \[Ansari, Seema\]\(#\); \[ZYG-Peel Health & Built Environment\]\(#\); \[Trent, Elizabeth\]\(#\); \[Levesque, Karen\]\(#\); \[Caughey, Rebecca\]\(#\); \[Thomsen, Jeanne\]\(#\); \[Saiyed, Sabbir\]\(#\); \[Gallagher, Joe\]\(#\); \[Aymar, Matthew\]\(#\); \[Svirplys-Howe, Larissa\]\(#\); \[Crawford, Mark\]\(#\); \[Hassan, Nishat\]\(#\); \[Nieuwenhuysen, Bob\]\(#\); \[Lotecki, Nancy\]\(#\); \[Bennington, Michael\]\(#\); \[Eberhardt, Daniel\]\(#\); \[Ursitti, Franca\]\(#\); \[Ghai, Kiran\]\(#\); \[Abu-Nassar, Maurice\]\(#\); \[Lendvoy, Megan\]\(#\)
Cc: \[Bubas, Sonya\]\(#\); \[Lee, Arthur\]\(#\); \[Rook, Sally\]\(#\)
Subject: Airport Road EA - August 20 TAC2 meeting notes
Date: Friday, September 4, 2020 4:32:00 PM
Attachments: \[image001.gif\]\(#\)
\[Airport Road EA TAC 2 Meeting Minutes.doc\]\(#\)](#)

Hi All,

Attached for your review are the meeting notes from our second TAC meeting held on August 20. Please let me know of any comments or revisions by Friday, September 11.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca



This email, including any attachments, is intended for the recipient specified in the message and may contain information which is confidential or privileged. Any unauthorized use or disclosure of this email is prohibited. If you are not the intended recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

Minutes

**Technical Advisory Committee Meeting No. 2
Airport Road from King Street to Huntmill Drive
Environmental Assessment**

**Thursday, August 20, 2020
1 p.m. – 3 p.m.
Microsoft Teams (Online)**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Region, Project Manager) welcomed all TAC members and explained that the purpose of the meeting was to review the technically preferred design concept for improvements to Airport Road and obtain feedback. An agenda and presentation was circulated to the Technical Advisory Committee (TAC) in advance of the meeting. Additional information on the evaluation of alternative design concepts will be circulated to TAC. Comments from this meeting and TAC's review will be considered and incorporated where appropriate into the materials for the second Public Information Centre (PIC) in the Fall. The presentation was marked as "Confidential – Draft for Discussion" to respect property owners directly impacted by the project. Property owners will be consulted after TAC members have indicated their agreement in principle with the technically preferred design being presented today. Roundtable introductions took place. 	
2	<p>Environmental Assessment</p> <ul style="list-style-type: none"> The Region (Project Manager) provided an overview of the Study Area and status of the project in the Municipal Class Environmental Assessment (EA) process. The EA is following the Schedule "C" process and is currently in Phase 3: Alternative Designs. 	
(a)	<p>Summary of Phase 1 and 2</p> <ul style="list-style-type: none"> The problem/opportunity statement and preferred solution were presented to the Public during PIC No.1. Key issues included through traffic, heavy trucks and high traffic speeds. The preferred solution was a combination of active transportation and traffic operational improvements. Traffic calming measures were considered to address safety concerns and encourage some trucks to use alternative truck routes to Airport Road. The Region provided a summary of feedback received from PIC No. 1. Some of the concerns were about increased truck traffic, pedestrian and cyclist safety and how roundabouts would work. Some suggested that the Study should support economic development and consider the small Town feel. The Community Working Group (CWG) completed a walking audit led by the Region of Peel Public Health team. The CWG were interested in sidewalk safety, maintaining sidewalks on both sides of the roadway and with curb ramps, separate sidewalks from the street traffic and ensuring snow clearing on walkways. The Region described actions that were taken in the short term to address concerns on Airport Road, such as working with the Ministry of Transportation to set up a mobile truck inspection unit for one-day in Caledon East, completing a feasibility study to consider upgrading Olde Base Line Road between Highway 10 and Airport Road to accommodate truck traffic, and addressing sidewalk issues as 	

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	part of the Region's annual inspection program.	
(b)	<p>Phase 3: Alternative Design Concepts</p> <ul style="list-style-type: none"> The technically preferred design recommends an extension of Old Church Road to Ivan Avenue with sidewalks, and a multi-use path on Old Church Road from Airport Road to Marilyn Street. To accommodate pedestrians and cyclists, paved shoulders in rural areas and multi-use paths in urban areas are recommended, with a signed bike route on Mountcrest Drive to bypass the narrow section of the corridor. Roundabouts are proposed at Cranston Drive and Boston Mills / Castlederg Side Road. Additional turn lanes at Olde Base Line Road and Walker Road, including turn lanes north of Boston Mills Road, address the difficulties experienced by drivers getting on and off Airport Road. Raised centre medians are also recommended north of Walker Road. Reduced lane widths and improvements to storm sewers and water crossings are recommended throughout the corridor. <p>Discussion:</p> <ul style="list-style-type: none"> The Town of Caledon (Town, Transportation Engineering) asked what recommendations were proposed for traffic calming at Olde Base Line Road as the Mono Road community had concerns related to high traffic. The Region (Project Manager) explained that the reduced lane widths proposed within Mono Road, and the approaching roundabouts proposed at Cranston Drive and Boston Mills / Castlederg Side Road would help slow traffic speeds. The Region (Designer) also noted that measures from the Town's traffic calming toolbox are being considered. 	
(i)	<p>Urban Area - Old Church Road Intersection</p> <ul style="list-style-type: none"> IBI Group (IBI, Project Manager) explained that the intersection at Old Church Road was identified as a safety concern by residents due to the driveway access at the intersection and sightline and operational concerns resulting from driver confusion when the driver had priority. The Town of Caledon and the Region of Peel had also identified this intersection as a safety concern. The following design alternatives were considered: <ul style="list-style-type: none"> Restricting access to the driveway to right-in and right-out. This alternative is not geometrically feasible and does not address the sightline issue. Restricting access to the driveway to one-way. This alternative would cause an inconvenience for customers accessing the business on-site. Closing access to the driveway would address the safety issue, however the owner of the property would likely not find this option desirable. Closing and moving the driveway access to the north. This alternative is not a viable safety option due to proximity to the intersection. Signalizing the driveway access with split phasing. This alternative does not address the geometric concerns associated with the sightline issue at the driveway. Extend Old Church Road to Ivan Avenue and relocate building. This alternative has high economic and cost implications. Extend Old Church Road to Ivan Avenue and remove building. This alternative is the technically preferred option due to its ability to resolve safety concerns at a lower cost for building removal than relocation. IBI presented the proposed design for the Old Church Road extension to Ivan Avenue. Building the road would impact 16000 Airport Road and severe the 	

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	<p>property. IBI shared ideas for potential use of additional land parcels, such as a parkette to the south.</p> <ul style="list-style-type: none"> • A Heritage Impact Assessment was completed for 16000 Airport Road. The assessment determined that the building at 16000 Airport Road had heritage value and recommended heritage preservation. Discussions on the potential for relocating the building and/or salvaging heritage features are presently on-going with the Town of Caledon. 	
	<p>Discussion:</p> <ul style="list-style-type: none"> • The Region (Development Services) advised that there were active development applications along Airport Road but none near Old Church Road. The Region (Project Manager) confirmed that most of the works through the Study corridor would be taking place within the Regional right-of-way. 	
(ii)	<p>Urban Area - Caledon Trailway to Walker Road</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that this section is the most urban stretch of the roadway in Caledon East. The objectives of the EA were to improve pedestrian and cycling facilities, traffic operations and safety. Consideration was given to minimize impact on parking and enhance landscaping. • The alternatives included: <ul style="list-style-type: none"> ○ Buffered bike lanes and sidewalks ○ Cycle tracks and sidewalks ○ Multi-Use Paths <ul style="list-style-type: none"> ○ The above alternatives would require removal of parking on one side of the road ○ Multi-Use Path and Sidewalk, which would require some removal of parking but not all parking on one side of the road. • The Region carried out a parking study, which found that on-street parking was well used on both sides of the road but not used all the time. 	
	<p>Discussion:</p> <ul style="list-style-type: none"> • The Town (Heritage Resource Officer) asked how the technically preferred design maintained the rural feel of the community, as was the policy intent for the Town. IBI explained that the multi-use path would provide a multi-purpose functionality. The Region (Infrastructure Programming & Studies) noted that this section is currently an urban cross-section and suggested that the graphic for the proposed cross-section show a pedestrian on the path. The Region (Project Manager) also noted that parking along this stretch of the roadway was considered as part of streetscaping through Caledon East, based on input from the Town. • The Town (Heritage Resource Officer) asked if additional property was required on both sides of the road for this alternative. The Region (Designer) explained that the proposed work is within the Regional right-of-way. The businesses present are close to the proposed work but are not impacted. 	Region
(iii)	<p>Urban Area - South of Hilltop Drive to Caledon Trailway</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that the right-of-way from the Caledon Trailway to the Foodland plaza was very narrow and it was determined that there was insufficient space for cyclists. The proposed cycling detour will be integrated with the planned future development on Airport Road and is indicated in the presentation slide by the green line. 	
(iv)	<p>Urban Area - Cranston Drive to South of Hilltop Drive</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that Cranston Drive to just past the Foodland Plaza has sufficient space to provide cyclist infrastructure (multi-use paths) and 	

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	maintain two lanes of traffic.	
(g)	Rural Area – King Street to Cranston Drive and Leamster Trail to Huntsmill Drive <ul style="list-style-type: none"> • IBI (Project Manager) explained the technically preferred design recommends a rural cross section with paved shoulders and rumble strips for cyclists. 	
(h)	Intersections <ul style="list-style-type: none"> • The Region (Designer) described the design plans for the two proposed roundabouts at Cranston Drive and Boston Mills / Castlederg Side Road, and the intersections at Olde Base Line Road, Walker Road and Huntsmill Drive (refer to the presentation). • The roundabout at Boston Mills / Castlederg Side Road will eliminate the offset configuration and encourage vehicles to slow down before moving on to Olde Base Line Road. The flared-entry design at Cranston Drive will enable two lanes of traffic to enter the roundabout with slower speeds and provide an opportunity for a gateway feature. • Additional turn lanes are proposed at Olde Base Line Road and Walker Road. In addition, raised centre medians are recommended north of Walker Road to encourage slower traffic speeds and provide an opportunity for a gateway feature. • A combination of raised medians, a northbound right (slip) lane, and paved shoulder with rumble strip are proposed at Huntsmill Drive. The raised medians will help reduce speed approaching Caledon East. The centre median may also provide a refuge area for crossing pedestrians. With the northbound slip lane, vehicles will be made aware of the environment at the T-intersection. 	
	Discussion: <ul style="list-style-type: none"> • The Town of Caledon received resident comments about speeding in the area of Olde Base Line Road and Airport Road. With the northbound left turn lane and the eastbound left turn lane, vehicle movement will be much smoother. The Town (Transportation Engineering) asked if deviation from a straight lane alignment would help with traffic calming. The Region (Designer) explained this concept could help, however the challenge is that existing properties are encroaching into the Regional right-of-way. • The Region (Project Manager) pointed out that there were heritage properties in the area of Olde Base Line Road and the rural cross section avoids direct impacts to those features, however there may be indirect impacts associated with utility setbacks and property requirements. There may also be another need for a Heritage Impact Assessment at detailed design. • The Town (Transportation Planning) pointed out that with Olde Base Line Road and Airport Road, the intent was to divert at least 20% of trucks to Olde Base Line Road. Would the configuration accommodate those trucks? The Region (Designer) explained that a truck turning template was used at this intersection and the results showed that trucks could fully complete the turning movement with the help of a beveled curve and without encroaching into the pedestrian realm. • The Town (Transportation Planning) asked if there were any impacts to the garage at Olde Base Line Road. The Region (Designer) confirmed the garage would only be impacted if the intersection was urbanization. • The Town (Transportation Planning) asked if a roundabout was considered at Olde Base Line Road. The Region (Designer) explained it was considered and would impact the gas station. • The Region (Infrastructure Programming & Studies) pointed out that the main 	Region

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	<p>concern was for traffic calming though the area and suggested that a slide be included summarizing traffic calming measures in the preferred design including gateway features, raised medians and reduced lane widths.</p> <ul style="list-style-type: none"> • In response to a question from the Town, the Region confirmed that the proposed multi-use path at Walker Road was within the Regional right-of-way and no property will be required for this purpose. • The Region (Development Services) requested that the proposed accesses to future development be shown. The Town (Chief Planner) clarified that the accesses may not be approved but may be committed, and requested that a note be added to this effect. The Region (Infrastructure Programming & Studies) suggested that the Region and Town work together to show the appropriate information. The Project Team will check with the Region (Development Services and Traffic Development) to ensure only acceptable information is shown. • The Town (Chief Planner) asked if substantial widening was proposed in front of the [REDACTED] property [on the east side at Cranston Drive]. The Region (Designer) explained the proposed design did not require land for road widening, however the Region is protecting for the ultimate cross-section in accordance with the Region of Peel Official Plan. • The Town (Chief Planner) asked what lands are required at the Foodland Plaza. The Region (Project Manager) noted that a left and right turn lane is proposed within the existing right-of-way to facilitate access to the Plaza. During this discussion: <ul style="list-style-type: none"> ○ The Region (Project Manager) noted there is a pedestrian crossing proposed at the school exit for the roundabout at Cranston Drive, subject to future development on the east side. The Region (Infrastructure Programming & Studies) pointed out that it is assumed the pedestrian walkway will be built by the Town of Caledon or the Developer. ○ The Region (Infrastructure Programming & Studies) noted that construction for the EA is anticipated in 2024 and the highest priority segment is through Caledon East where streetscape enhancements are crucial. Phase 2 of the construction will be from Boston Mills / Castlederg Side Road to King Street. • The Region (Project Manager) noted the full roll plans will be circulated to TAC as the presentation slides do not show the full corridor. • The Region (Development Services) confirmed that their concern about two subdivision development applications had been addressed. 	Region/ Town
3	<p>Olde Base Line Road Feasibility Study</p> <ul style="list-style-type: none"> • Dillon Consulting (Project Manager) presented the Feasibility Study for Olde Base Line Road from Airport Road to Highway 10 (approximately 9 km). The study found that trucks can use this roadway and the road can also be used as a cyclist route. • Property along this route was found to be very tight, affecting the ability to widen the road and the potential for farm equipment to use this road. • Repaving the road and increasing the paved shoulder spacing, within the current property limits, would result in an acceptable route for cyclist and truck usage. A full Class Environmental Assessment would be required with Public consultation. 	
4	<p>Next Steps</p> <ul style="list-style-type: none"> • The Region (Project Manager) requested TAC to advise by August 27 of any major concerns with the Technically Preferred Design so the Region is aware before approaching property owners. 	All

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<ul style="list-style-type: none"> • A detailed information package will be circulated to TAC following this meeting. The Region is planning to show the same information to the Public at the next PIC. Additional comments on the technical material and how it is presented to the Public is requested in two weeks [by September 3]. • A Public review package will be posted online in September, and a live presentation will be hosted online on September 23. The Public will be invited to complete an online survey and comment sheet. • The CWG, which is comprised of 15 people representing various interests in the community, will be consulted over the next month through an online survey and virtual meeting. 	<p>All</p>
<p>Discussion:</p> <ul style="list-style-type: none"> • The Region (Infrastructure Programming & Studies) asked the Town if they had an opportunity to review the materials sent over on the Old Church Road intersection. The Town (Chief Planner) responded that a meeting was held earlier in the week but the Town wanted Staff to attend the TAC meeting before providing the Region with their comments. The Town will provide comments by August 27. • The Region (Infrastructure Programming & Studies) noted that the Heritage Impact Assessment PIC slide had been amended to reflect ongoing discussions with the Town regarding mitigation for the heritage building at 16000 Airport Road. The Region informed the Town that PIC2 must move forward on September 23 and the filing of the EA cannot be delayed due to commitments made to Council and the community. Discussions regarding the property can continue without holding up filing of the EA and moving forward to the detailed design phase. The Region is committed to working with the Town to identify a mitigation solution that balances the need for safety at the intersection and respecting the heritage feature. • Trans-Northern Pipelines confirmed that there was no comment at this time concerning utilities. • The Region (Water and Wastewater) pointed out that there were Regional water and wastewater trunk sewers in the right-of-way and comments on this will be forwarded to the Project Team by August 27. • The Region (Traffic Development) will provide comments after their review and by August 27. • The Region (Infrastructure Programming & Studies) mentioned that the Project Team may have an opportunity to coordinate fibre optic improvements. The Region (Roads Design and Construction) asked how the property at 16000 Airport Road would be addressed if fibre optics were being brought into the area. The Region clarified that the preferred design will be confirmed through consultation during the EA but heritage mitigation will be determined during detailed design. • The Region (Development Services) will be circulating information on site plans next week for Regional (internal) comments. 	<div style="text-align: center;"> <p>Town</p> <p>Region</p> <p>Region</p> </div>

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Attendance	
Agencies	
Credit Valley Conservation	Rebecca Stewart Sarah Labrie
Toronto and Region Conservation	Caroline Mugo (Planner)
Town of Caledon	Arash Olia (Transportation Engineering) Brian Baird (Operations) Kant Chawla (Transportation Planning) Sally Drummond (Heritage Resource Officer) Sylvia Kirkwood (Chief Planner)
Technical Consultants	
Dillon Consulting	Paul MacLeod (Project Manager)
IBI Group	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager)
Region of Peel	
CAD & GIS	James Lavhey (Manager)
Development Services	Elizabeth Trent (Technical Analyst) Larissa Svirplys-Howe (Manager)
Infrastructure Programming & Studies	Arthur Lee (Designer) Asha Saddi (Technical Analyst) Sally Rook (Manager) Sonya Bubas (Project Manager) Syeda Banuri (Stormwater Management)
Public Health	Michael Bennington (Built Environment)
Real Property Acquisitions	Joe Gallagher (Real Estate) Scott Beveridge (Real Estate)
Roads Design & Construction	Olek Garbos (Project Manager)
Roads Operations & Maintenance	Daniel Eberhardt (Technical Analyst)
Traffic Engineering	Denise Dang-Williams (Traffic Operations) Maurice Abu Nassar (Traffic Signals) Nishat Hassan (Traffic Safety) Rani Kol (Traffic Development) Seema Ansari (Traffic Safety)
Traffic Systems Planning	Parshan Bahrami (Principal Planner)
Water and Wastewater	Megan Lendvoy (Infrastructure Planning & Asset Management)
Utilities	
Trans-Northern Pipelines	Michelle Gruszecki
Enbridge	Emilio Labra
Hydro One	Nadeen Wadji-Houjeily

Public Works

From: [Kilis, Jakub](#)
To: [Saddi, Asha](#)
Cc: [Bubas, Sonya](#); [Labrie, Sarah](#); [Stewart, Rebecca](#)
Subject: RE: [External] Airport Road EA - August 20 TAC2 meeting notes
Date: Wednesday, September 9, 2020 8:20:41 AM
Attachments: [image001.gif](#)

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Hi Asha,

CVC staff has reviewed the draft minutes and have no comments.

Regards,
Jakub

Jakub Kilis, RPP

Manager, Infrastructure and Regulations | Credit Valley Conservation
905-670-1615 ext 287 | C: 647-212-6554 | 1-800-668-5557
jakub.kilis@cvc.ca | cvc.ca

From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: Friday, September 4, 2020 4:33 PM

To: Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>; Stewart, Rebecca <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Lavhey, James <james.lavhey@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gardiner, Len <len.gardiner@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>; Bahrami, Parshan <parshan.bahrami@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Ansari, Seema

<seema.ansari@peelregion.ca>; ZZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>; Trent, Elizabeth <elizabeth.trent@peelregion.ca>; Levesque, Karen <karen.levesque@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Aymar, Matthew <matthew.aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <mark.crawford@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <nancy.lotecki@peelregion.ca>; Bennington, Michael <michael.bennington@peelregion.ca>; Eberhardt, Daniel <daniel.eberhardt@peelregion.ca>; Ursitti, Franca <franca.ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar, Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <megan.lendvoy@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Subject: [External] Airport Road EA - August 20 TAC2 meeting notes

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Hi All,

Attached for your review are the meeting notes from our second TAC meeting held on August 20. Please let me know of any comments or revisions by Friday, September 11.

Regards,

*Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca*



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From: [Michelle Gruszecki](#)
To: [Saddi, Asha](#)
Subject: FW: Airport Road EA - August 20 TAC2 meeting notes
Date: Friday, September 11, 2020 11:25:28 AM
Attachments: [image001.gif](#)
[image003.png](#)
[image008.png](#)
[image010.jpg](#)
[image011.png](#)
[image012.png](#)
[image013.jpg](#)
[Airport Road EA TAC 2 Meeting Minutes.doc](#)

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Hi Asha,

TNPI has reviewed this project and while Airport Rd does intersect 25 km South of this project, in the Town of Caledon our line is quite far away. Therefore TNPI has no interest in the development as it is very far from the TNPI line. Please remove the contacts you have on file for TNPI for this project. The ones I see are as follow:

Arhynold@tnpi.ca
seedgar@tnpi.ca
mgruszecki@tnpi.ca

Thank you,

Michelle Gruszecki

Property and Right-of-Way Administrator

Trans -N or Them PiPelines Inc . Operators of the Alberta Products Pipe Line

Office : 403-476-1644 | Cell : 403-827-9035



From: Alyssa Rhynold <Arhynold@tnpi.ca>
Sent: Tuesday, September 8, 2020 5:49 AM
To: Michelle Gruszecki <mgruszecki@tnpi.ca>
Cc: Sandrine Exibard-Edgar <seedgar@tnpi.ca>
Subject: FW: Airport Road EA - August 20 TAC2 meeting notes

Alyssa Rhynold
Land Administrator
Land Affairs- Land & Damage Prevention Department
TRANS-NORTHERN PIPELINES INC.
OFFICE: 289-475-5392



From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: September 4, 2020 4:33 PM

To: Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; info <info@tnpi.ca>; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>; Cc: 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>

>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Lavhey, James <james.lavhey@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gardiner, Len <len.gardiner@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; ZYG-PWI <pwi@peelregion.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>; Bahrami, Parshan <parshan.bahrami@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Ansari, Seema <seema.ansari@peelregion.ca>; ZYG-Peel Health & Built Environment <zzg-peelhealthbuiltinenvironment@peelregion.ca>; Trent, Elizabeth <elizabeth.trent@peelregion.ca>; Levesque, Karen <karen.levesque@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Aymar, Matthew <matthew.aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <mark.crawford@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <nancy.lotecki@peelregion.ca>; Bennington, Michael <michael.bennington@peelregion.ca>; Eberhardt, Daniel <daniel.eberhardt@peelregion.ca>; Ursitti, Franca <franca.ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar,

Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <megan.lendvoy@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Subject: Airport Road EA - August 20 TAC2 meeting notes

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Hi All,

Attached for your review are the meeting notes from our second TAC meeting held on August 20. Please let me know of any comments or revisions by Friday, September 11.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
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Minutes

**Technical Advisory Committee Meeting No. 2
Airport Road from King Street to Huntmill Drive
Environmental Assessment**

**Thursday, August 20, 2020
1 p.m. – 3 p.m.
Microsoft Teams (Online)**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Region, Project Manager) welcomed all TAC members and explained that the purpose of the meeting was to review the technically preferred design concept for improvements to Airport Road and obtain feedback. An agenda and presentation was circulated to the Technical Advisory Committee (TAC) in advance of the meeting. Additional information on the evaluation of alternative design concepts will be circulated to TAC. Comments from this meeting and TAC's review will be considered and incorporated where appropriate into the materials for the second Public Information Centre (PIC) in the Fall. The presentation was marked as “Confidential – Draft for Discussion” to respect property owners directly impacted by the project. Property owners will be consulted after TAC members have indicated their agreement in principle with the technically preferred design being presented today. Roundtable introductions took place. 	
2	<p>Environmental Assessment</p> <ul style="list-style-type: none"> The Region (Project Manager) provided an overview of the Study Area and status of the project in the Municipal Class Environmental Assessment (EA) process. The EA is following the Schedule “C” process and is currently in Phase 3: Alternative Designs. 	
(a)	<p>Summary of Phase 1 and 2</p> <ul style="list-style-type: none"> The problem/opportunity statement and preferred solution were presented to the Public during PIC No.1. Key issues included through traffic, heavy trucks and high traffic speeds. The preferred solution was a combination of active transportation and traffic operational improvements. Traffic calming measures were considered to address safety concerns and encourage some trucks to use alternative truck routes to Airport Road. The Region provided a summary of feedback received from PIC No. 1. Some of the concerns were about increased truck traffic, pedestrian and cyclist safety and how roundabouts would work. Some suggested that the Study should support economic development and consider the small Town feel. The Community Working Group (CWG) completed a walking audit led by the Region of Peel Public Health team. The CWG were interested in sidewalk safety, maintaining sidewalks on both sides of the roadway and with curb ramps, separate sidewalks from the street traffic and ensuring snow clearing on walkways. The Region described actions that were taken in the short term to address concerns on Airport Road, such as working with the Ministry of Transportation to set up a mobile truck inspection unit for one-day in Caledon East, completing a feasibility study to consider upgrading Olde Base Line Road between Highway 10 and Airport Road to accommodate truck traffic, and addressing sidewalk issues as 	

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	part of the Region's annual inspection program.	
(b)	Phase 3: Alternative Design Concepts <ul style="list-style-type: none"> • The technically preferred design recommends an extension of Old Church Road to Ivan Avenue with sidewalks, and a multi-use path on Old Church Road from Airport Road to Marilyn Street. • To accommodate pedestrians and cyclists, paved shoulders in rural areas and multi-use paths in urban areas are recommended, with a signed bike route on Mountcrest Drive to bypass the narrow section of the corridor. • Roundabouts are proposed at Cranston Drive and Boston Mills / Castlederg Side Road. • Additional turn lanes at Olde Base Line Road and Walker Road, including turn lanes north of Boston Mills Road, address the difficulties experienced by drivers getting on and off Airport Road. Raised centre medians are also recommended north of Walker Road. • Reduced lane widths and improvements to storm sewers and water crossings are recommended throughout the corridor. 	
	Discussion: <ul style="list-style-type: none"> • The Town of Caledon (Town, Transportation Engineering) asked what recommendations were proposed for traffic calming at Olde Base Line Road as the Mono Road community had concerns related to high traffic. The Region (Project Manager) explained that the reduced lane widths proposed within Mono Road, and the approaching roundabouts proposed at Cranston Drive and Boston Mills / Castlederg Side Road would help slow traffic speeds. The Region (Designer) also noted that measures from the Town's traffic calming toolbox are being considered. 	
(i)	Urban Area - Old Church Road Intersection <ul style="list-style-type: none"> • IBI Group (IBI, Project Manager) explained that the intersection at Old Church Road was identified as a safety concern by residents due to the driveway access at the intersection and sightline and operational concerns resulting from driver confusion when the driver had priority. The Town of Caledon and the Region of Peel had also identified this intersection as a safety concern. • The following design alternatives were considered: <ul style="list-style-type: none"> ○ Restricting access to the driveway to right-in and right-out. This alternative is not geometrically feasible and does not address the sightline issue. ○ Restricting access to the driveway to one-way. This alternative would cause an inconvenience for customers accessing the business on-site. ○ Closing access to the driveway would address the safety issue, however the owner of the property would likely not find this option desirable. ○ Closing and moving the driveway access to the north. This alternative is not a viable safety option due to proximity to the intersection. ○ Signalizing the driveway access with split phasing. This alternative does not address the geometric concerns associated with the sightline issue at the driveway. ○ Extend Old Church Road to Ivan Avenue and relocate building. This alternative has high economic and cost implications. ○ Extend Old Church Road to Ivan Avenue and remove building. This alternative is the technically preferred option due to its ability to resolve safety concerns at a lower cost for building removal than relocation. • IBI presented the proposed design for the Old Church Road extension to Ivan Avenue. Building the road would impact 16000 Airport Road and severe the 	

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	<p>property. IBI shared ideas for potential use of additional land parcels, such as a parkette to the south.</p> <ul style="list-style-type: none"> • A Heritage Impact Assessment was completed for 16000 Airport Road. The assessment determined that the building at 16000 Airport Road had heritage value and recommended heritage preservation. Discussions on the potential for relocating the building and/or salvaging heritage features are presently on-going with the Town of Caledon. 	
	<p>Discussion:</p> <ul style="list-style-type: none"> • The Region (Development Services) advised that there were active development applications along Airport Road but none near Old Church Road. The Region (Project Manager) confirmed that most of the works through the Study corridor would be taking place within the Regional right-of-way. 	
(ii)	<p>Urban Area - Caledon Trailway to Walker Road</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that this section is the most urban stretch of the roadway in Caledon East. The objectives of the EA were to improve pedestrian and cycling facilities, traffic operations and safety. Consideration was given to minimize impact on parking and enhance landscaping. • The alternatives included: <ul style="list-style-type: none"> ○ Buffered bike lanes and sidewalks ○ Cycle tracks and sidewalks ○ Multi-Use Paths <ul style="list-style-type: none"> ○ The above alternatives would require removal of parking on one side of the road ○ Multi-Use Path and Sidewalk, which would require some removal of parking but not all parking on one side of the road. • The Region carried out a parking study, which found that on-street parking was well used on both sides of the road but not used all the time. 	
	<p>Discussion:</p> <ul style="list-style-type: none"> • The Town (Heritage Resource Officer) asked how the technically preferred design maintained the rural feel of the community, as was the policy intent for the Town. IBI explained that the multi-use path would provide a multi-purpose functionality. The Region (Infrastructure Programming & Studies) noted that this section is currently an urban cross-section and suggested that the graphic for the proposed cross-section show a pedestrian on the path. The Region (Project Manager) also noted that parking along this stretch of the roadway was considered as part of streetscaping through Caledon East, based on input from the Town. • The Town (Heritage Resource Officer) asked if additional property was required on both sides of the road for this alternative. The Region (Designer) explained that the proposed work is within the Regional right-of-way. The businesses present are close to the proposed work but are not impacted. 	Region
(iii)	<p>Urban Area - South of Hilltop Drive to Caledon Trailway</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that the right-of-way from the Caledon Trailway to the Foodland plaza was very narrow and it was determined that there was insufficient space for cyclists. The proposed cycling detour will be integrated with the planned future development on Airport Road and is indicated in the presentation slide by the green line. 	
(iv)	<p>Urban Area - Cranston Drive to South of Hilltop Drive</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that Cranston Drive to just past the Foodland Plaza has sufficient space to provide cyclist infrastructure (multi-use paths) and 	

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	maintain two lanes of traffic.	
(g)	Rural Area – King Street to Cranston Drive and Leamster Trail to Huntsmill Drive <ul style="list-style-type: none"> • IBI (Project Manager) explained the technically preferred design recommends a rural cross section with paved shoulders and rumble strips for cyclists. 	
(h)	Intersections <ul style="list-style-type: none"> • The Region (Designer) described the design plans for the two proposed roundabouts at Cranston Drive and Boston Mills / Castlederg Side Road, and the intersections at Olde Base Line Road, Walker Road and Huntsmill Drive (refer to the presentation). • The roundabout at Boston Mills / Castlederg Side Road will eliminate the offset configuration and encourage vehicles to slow down before moving on to Olde Base Line Road. The flared-entry design at Cranston Drive will enable two lanes of traffic to enter the roundabout with slower speeds and provide an opportunity for a gateway feature. • Additional turn lanes are proposed at Olde Base Line Road and Walker Road. In addition, raised centre medians are recommended north of Walker Road to encourage slower traffic speeds and provide an opportunity for a gateway feature. • A combination of raised medians, a northbound right (slip) lane, and paved shoulder with rumble strip are proposed at Huntsmill Drive. The raised medians will help reduce speed approaching Caledon East. The centre median may also provide a refuge area for crossing pedestrians. With the northbound slip lane, vehicles will be made aware of the environment at the T-intersection. 	
	Discussion: <ul style="list-style-type: none"> • The Town of Caledon received resident comments about speeding in the area of Olde Base Line Road and Airport Road. With the northbound left turn lane and the eastbound left turn lane, vehicle movement will be much smoother. The Town (Transportation Engineering) asked if deviation from a straight lane alignment would help with traffic calming. The Region (Designer) explained this concept could help, however the challenge is that existing properties are encroaching into the Regional right-of-way. • The Region (Project Manager) pointed out that there were heritage properties in the area of Olde Base Line Road and the rural cross section avoids direct impacts to those features, however there may be indirect impacts associated with utility setbacks and property requirements. There may also be another need for a Heritage Impact Assessment at detailed design. • The Town (Transportation Planning) pointed out that with Olde Base Line Road and Airport Road, the intent was to divert at least 20% of trucks to Olde Base Line Road. Would the configuration accommodate those trucks? The Region (Designer) explained that a truck turning template was used at this intersection and the results showed that trucks could fully complete the turning movement with the help of a beveled curve and without encroaching into the pedestrian realm. • The Town (Transportation Planning) asked if there were any impacts to the garage at Olde Base Line Road. The Region (Designer) confirmed the garage would only be impacted if the intersection was urbanization. • The Town (Transportation Planning) asked if a roundabout was considered at Olde Base Line Road. The Region (Designer) explained it was considered and would impact the gas station. • The Region (Infrastructure Programming & Studies) pointed out that the main 	Region

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	<p>concern was for traffic calming though the area and suggested that a slide be included summarizing traffic calming measures in the preferred design including gateway features, raised medians and reduced lane widths.</p> <ul style="list-style-type: none"> • In response to a question from the Town, the Region confirmed that the proposed multi-use path at Walker Road was within the Regional right-of-way and no property will be required for this purpose. • The Region (Development Services) requested that the proposed accesses to future development be shown. The Town (Chief Planner) clarified that the accesses may not be approved but may be committed, and requested that a note be added to this effect. The Region (Infrastructure Programming & Studies) suggested that the Region and Town work together to show the appropriate information. The Project Team will check with the Region (Development Services and Traffic Development) to ensure only acceptable information is shown. • The Town (Chief Planner) asked if substantial widening was proposed in front of the Triple Crown property [on the east side at Cranston Drive]. The Region (Designer) explained the proposed design did not require land for road widening, however the Region is protecting for the ultimate cross-section in accordance with the Region of Peel Official Plan. • The Town (Chief Planner) asked what lands are required at the Foodland Plaza. The Region (Project Manager) noted that a left and right turn lane is proposed within the existing right-of-way to facilitate access to the Plaza. During this discussion: <ul style="list-style-type: none"> ○ The Region (Project Manager) noted there is a pedestrian crossing proposed at the school exit for the roundabout at Cranston Drive, subject to future development on the east side. The Region (Infrastructure Programming & Studies) pointed out that it is assumed the pedestrian walkway will be built by the Town of Caledon or the Developer. ○ The Region (Infrastructure Programming & Studies) noted that construction for the EA is anticipated in 2024 and the highest priority segment is through Caledon East where streetscape enhancements are crucial. Phase 2 of the construction will be from Boston Mills / Castlederg Side Road to King Street. • The Region (Project Manager) noted the full roll plans will be circulated to TAC as the presentation slides do not show the full corridor. • The Region (Development Services) confirmed that their concern about two subdivision development applications had been addressed. 	Region/ Town
3	<p>Olde Base Line Road Feasibility Study</p> <ul style="list-style-type: none"> • Dillon Consulting (Project Manager) presented the Feasibility Study for Olde Base Line Road from Airport Road to Highway 10 (approximately 9 km). The study found that trucks can use this roadway and the road can also be used as a cyclist route. • Property along this route was found to be very tight, affecting the ability to widen the road and the potential for farm equipment to use this road. • Repaving the road and increasing the paved shoulder spacing, within the current property limits, would result in an acceptable route for cyclist and truck usage. A full Class Environmental Assessment would be required with Public consultation. 	
4	<p>Next Steps</p> <ul style="list-style-type: none"> • The Region (Project Manager) requested TAC to advise by August 27 of any major concerns with the Technically Preferred Design so the Region is aware before approaching property owners. 	All

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<ul style="list-style-type: none"> • A detailed information package will be circulated to TAC following this meeting. The Region is planning to show the same information to the Public at the next PIC. Additional comments on the technical material and how it is presented to the Public is requested in two weeks [by September 3]. • A Public review package will be posted online in September, and a live presentation will be hosted online on September 23. The Public will be invited to complete an online survey and comment sheet. • The CWG, which is comprised of 15 people representing various interests in the community, will be consulted over the next month through an online survey and virtual meeting. 	All
<p>Discussion:</p> <ul style="list-style-type: none"> • The Region (Infrastructure Programming & Studies) asked the Town if they had an opportunity to review the materials sent over on the Old Church Road intersection. The Town (Chief Planner) responded that a meeting was held earlier in the week but the Town wanted Staff to attend the TAC meeting before providing the Region with their comments. The Town will provide comments by August 27. • The Region (Infrastructure Programming & Studies) noted that the Heritage Impact Assessment PIC slide had been amended to reflect ongoing discussions with the Town regarding mitigation for the heritage building at 16000 Airport Road. The Region informed the Town that PIC2 must move forward on September 23 and the filing of the EA cannot be delayed due to commitments made to Council and the community. Discussions regarding the property can continue without holding up filing of the EA and moving forward to the detailed design phase. The Region is committed to working with the Town to identify a mitigation solution that balances the need for safety at the intersection and respecting the heritage feature. • Trans-Northern Pipelines confirmed that there was no comment at this time concerning utilities. • The Region (Water and Wastewater) pointed out that there were Regional water and wastewater trunk sewers in the right-of-way and comments on this will be forwarded to the Project Team by August 27. • The Region (Traffic Development) will provide comments after their review and by August 27. • The Region (Infrastructure Programming & Studies) mentioned that the Project Team may have an opportunity to coordinate fibre optic improvements. The Region (Roads Design and Construction) asked how the property at 16000 Airport Road would be addressed if fibre optics were being brought into the area. The Region clarified that the preferred design will be confirmed through consultation during the EA but heritage mitigation will be determined during detailed design. • The Region (Development Services) will be circulating information on site plans next week for Regional (internal) comments. 	Town Region Region

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Attendance	
Agencies	
Credit Valley Conservation	Rebecca Stewart Sarah Labrie
Toronto and Region Conservation	Caroline Mugo (Planner)
Town of Caledon	Arash Olia (Transportation Engineering) Brian Baird (Operations) Kant Chawla (Transportation Planning) Sally Drummond (Heritage Resource Officer) Sylvia Kirkwood (Chief Planner)
Technical Consultants	
Dillon Consulting	Paul MacLeod (Project Manager)
IBI Group	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager)
Region of Peel	
CAD & GIS	James Lavhey (Manager)
Development Services	Elizabeth Trent (Technical Analyst) Larissa Svirplys-Howe (Manager)
Infrastructure Programming & Studies	Arthur Lee (Designer) Asha Saddi (Technical Analyst) Sally Rook (Manager) Sonya Bubas (Project Manager) Syeda Banuri (Stormwater Management)
Public Health	Michael Bennington (Built Environment)
Real Property Acquisitions	Joe Gallagher (Real Estate) Scott Beveridge (Real Estate)
Roads Design & Construction	Olek Garbos (Project Manager)
Roads Operations & Maintenance	Daniel Eberhardt (Technical Analyst)
Traffic Engineering	Denise Dang-Williams (Traffic Operations) Maurice Abu Nassar (Traffic Signals) Nishat Hassan (Traffic Safety) Rani Kol (Traffic Development) Seema Ansari (Traffic Safety)
Traffic Systems Planning	Parshan Bahrami (Principal Planner)
Water and Wastewater	Megan Lendvoy (Infrastructure Planning & Asset Management)
Utilities	
Trans-Northern Pipelines	Michelle Gruszecki
Enbridge	Emilio Labra
Hydro One	Nadeen Wadji-Houjeily

Public Works

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Environmental Assessment
Airport Road from King Street to Huntsmill Drive**

Town of Caledon Meeting

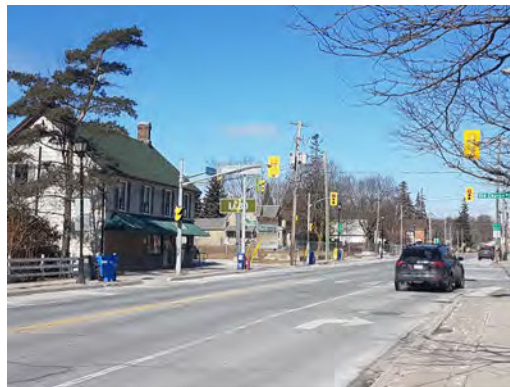
**Thursday, February 8, 2018
Caledon Town Hall, 6311 Old Church Road
Palgrave Room, Lower Level
2:00 p.m. – 4:00 p.m.**

AGENDA

- 1. Welcome and Introductions**
- 2. Study Background and Approach**
- 3. Study Area Overview**
 - Transportation Overview
 - Environmental Conditions
- 4. Preliminary Assessment**
 - Problems and Opportunities
 - Alternative Planning Solutions
- 5. Preliminary Directions**
- 6. Next Steps**

Environmental Assessment Airport Road from King Street to Huntsmill Drive

Town of Caledon Meeting February 8, 2018



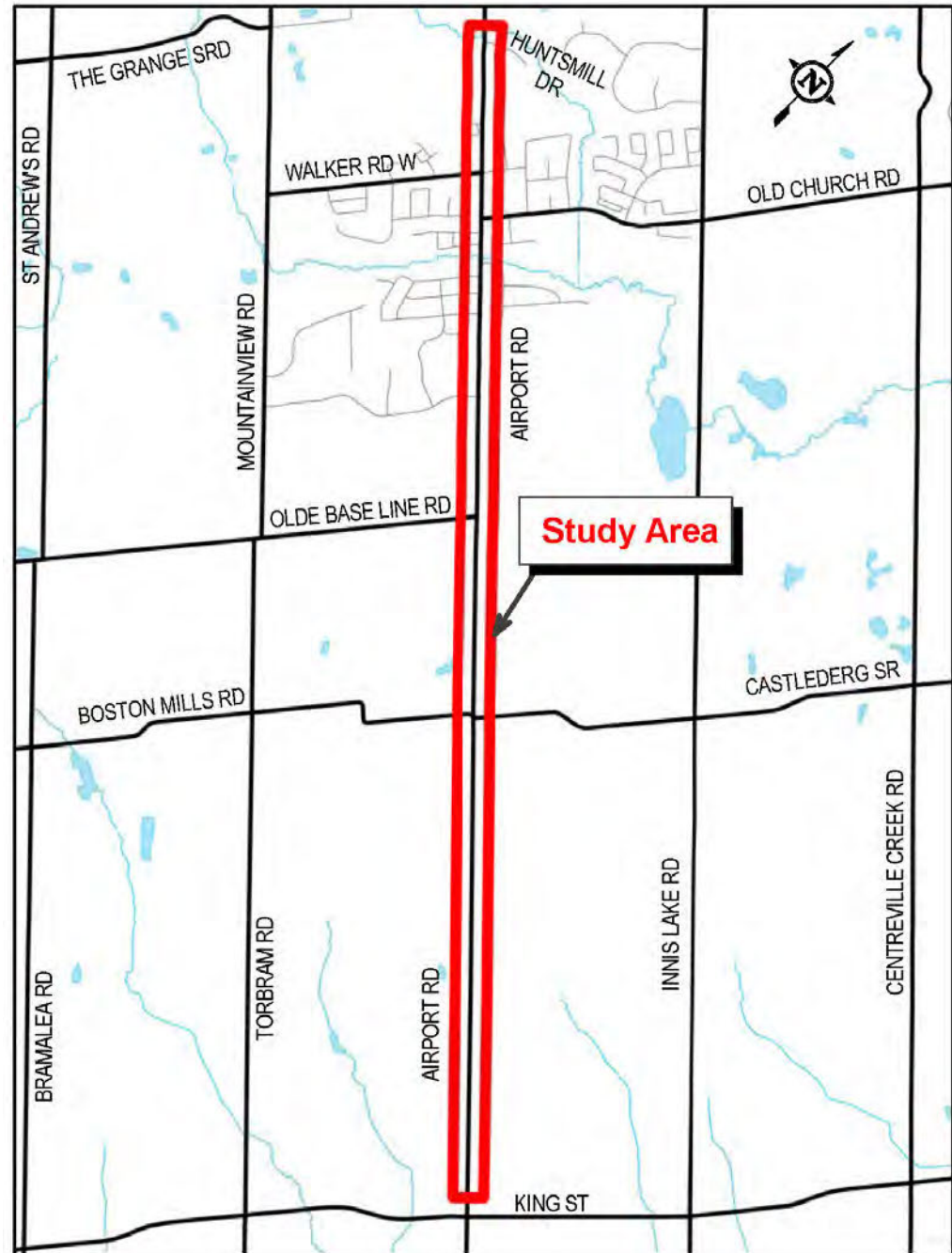
Agenda



1. Welcome and Introductions
2. Study Background and Approach
3. Study Area Overview
 - Transportation Overview
 - Environmental Conditions
4. Preliminary Assessment
 - Problems and Opportunities
 - Alternative Planning Solutions
5. Preliminary Directions
6. Next Steps

Study Area

- Airport Road in Caledon
- 100m north of King St. to 300m north of Huntsmill Dr.
- Approximately 7.5km
- 2-lane Major Arterial



Long Range Transportation Plan Update (2012)

- Widen Airport Road
- Improve Active Transportation

Caledon East Community Improvement Plan (2014)

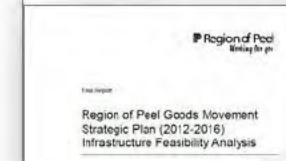
- Encourage revitalization
- Support public realm improvements

Caledon East Feasibility Studies (2015)

- Sufficient Capacity on Airport Road
- Traffic Calming
- Upgrade Olde Base Line Road to Truck Route

Airport Road - Mayfield Road to King Street (2015)

- Road Widening (5 lanes)
- Roundabouts (2 lanes)
- Active Transportation (paved shoulders, bike lanes)



Examine the need for:

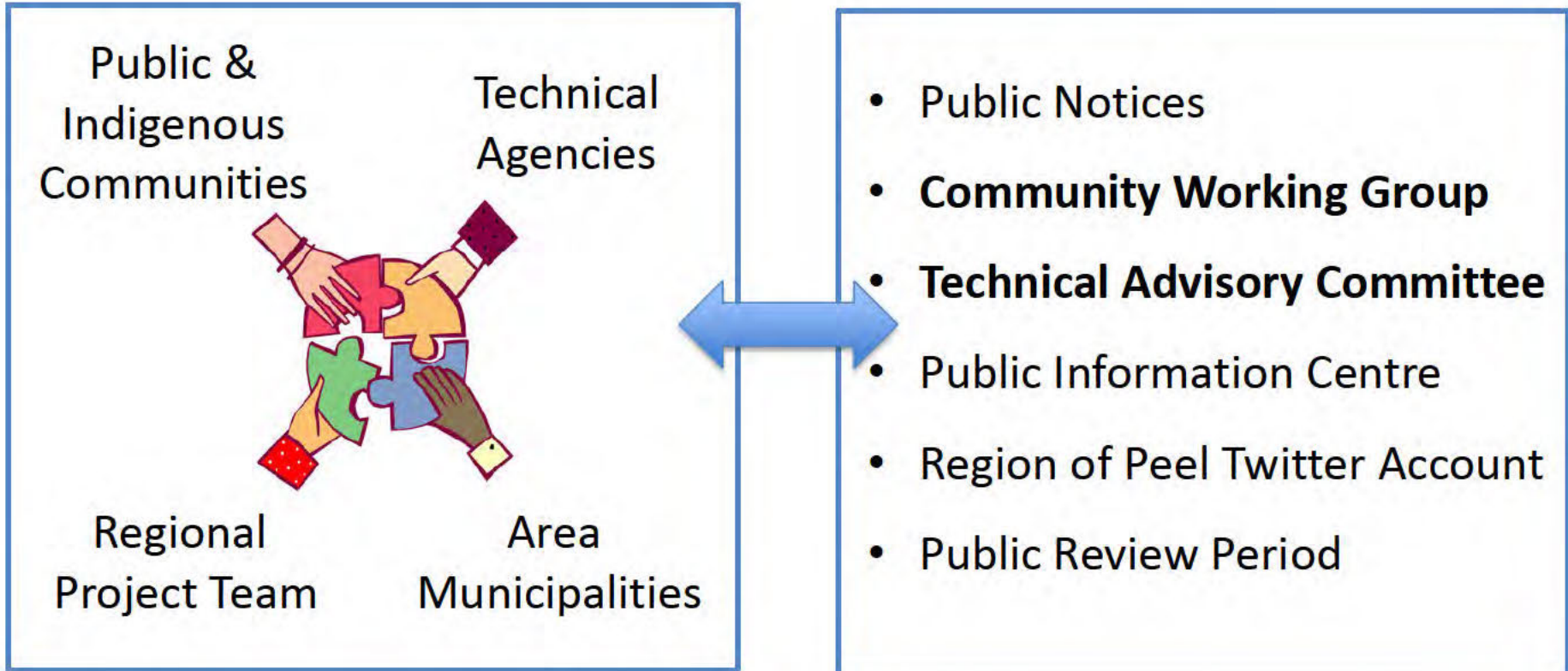
- Long-term improvements related to planned future growth*
- Intersection improvements including roundabouts
- Traffic calming measures for truck and other vehicular traffic through Caledon East
- Infrastructure improvements for walking and cycling
- Streetscaping to support the Caledon East Community Improvement Plan

* *This study will not consider major road widening for additional through lanes along Airport Road.*

Municipal Class EA (Schedule C)

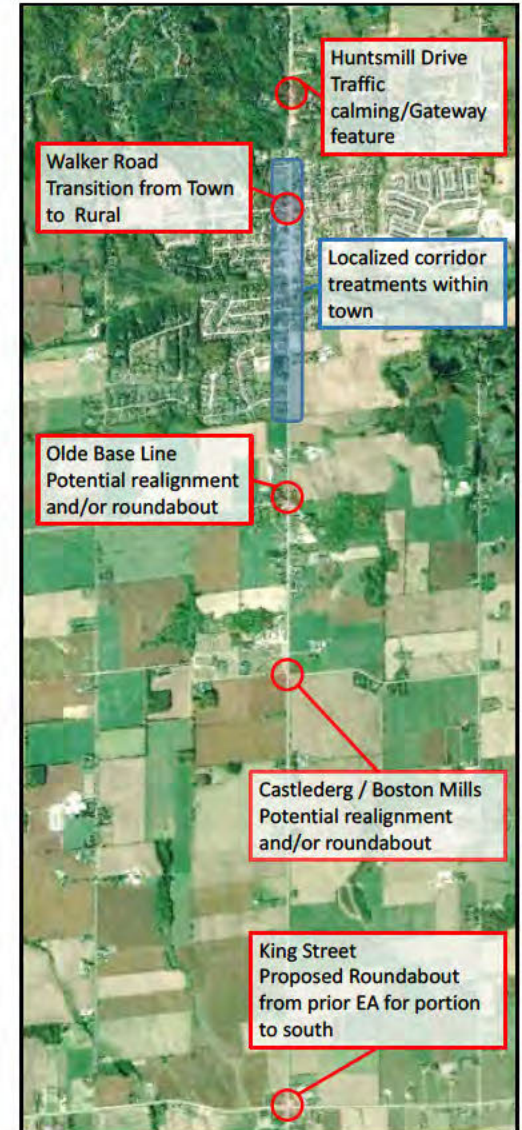


(Municipal Engineers Association, last amended in 2015)



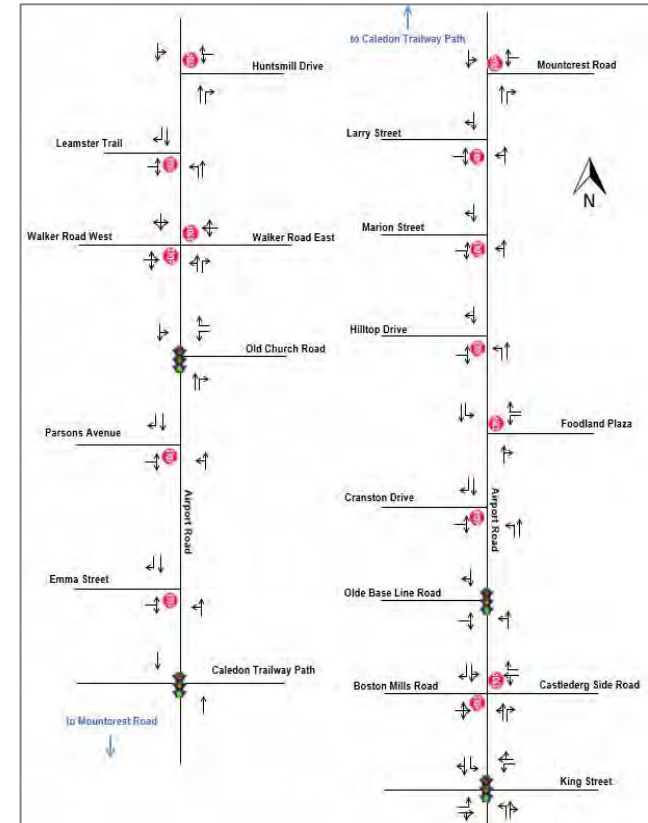
Study Website: <http://peelregion.ca/airport-road-ea>

- Busy Regional Road serving:
 - Local traffic
 - Through traffic
 - Trucks
- Communities of:
 - Caledon East
 - Mono Road
- Corridor has a mix of land-uses
- Several issues and opportunities:
 - Transportation volumes, in particular trucks
 - Development pushing north
 - Limited space within right-of-way
 - Active transportation
 - Traffic calming



Existing Traffic Conditions

- No critical traffic operations at current time
- Some movements starting to experience delays at peak times, e.g. unsignalized turns onto Airport Road
- No locations with collisions that are of high-frequency, of common type
 - Some collision hot-spots (e.g. Old Church Road)
 - Safety remains a concern in the corridor, e.g. Caledon East where traffic speeds can be high, inadequate walking / cycling infrastructure throughout



Study will look at 2021, 2031, and 2041; Planning basis is 2041

- 2041 forecast has significant traffic growth due to background growth plus development growth
- Despite growth, limited space for road widening suggests that Airport Road continues as two-lane cross section
 - Remains an important Regional Road, but encourage through traffic to use other roads
 - Results point towards traffic calming

2041 Conditions

- Many unsignalized side-street accesses will operate at LOS F and v/c greater than 1.0
- Existing signalized intersections are starting to experience congestion
 - Old Church Road, Olde Base Line Road

Intersection Road (w/ Airport Road)	Peak Hour	Overall LOS	Critical Movements				
			Mvmt	LOS	Delay (s)	V/C Ratio	95 th %ile Queue (m)
Walker Road (unsignalized)	AM	n/a	EB	C	22	0.34	11
			WB	D	30	0.21	6
	PM	n/a	EB	F	93	0.85	45
			WB	F	65	0.27	6



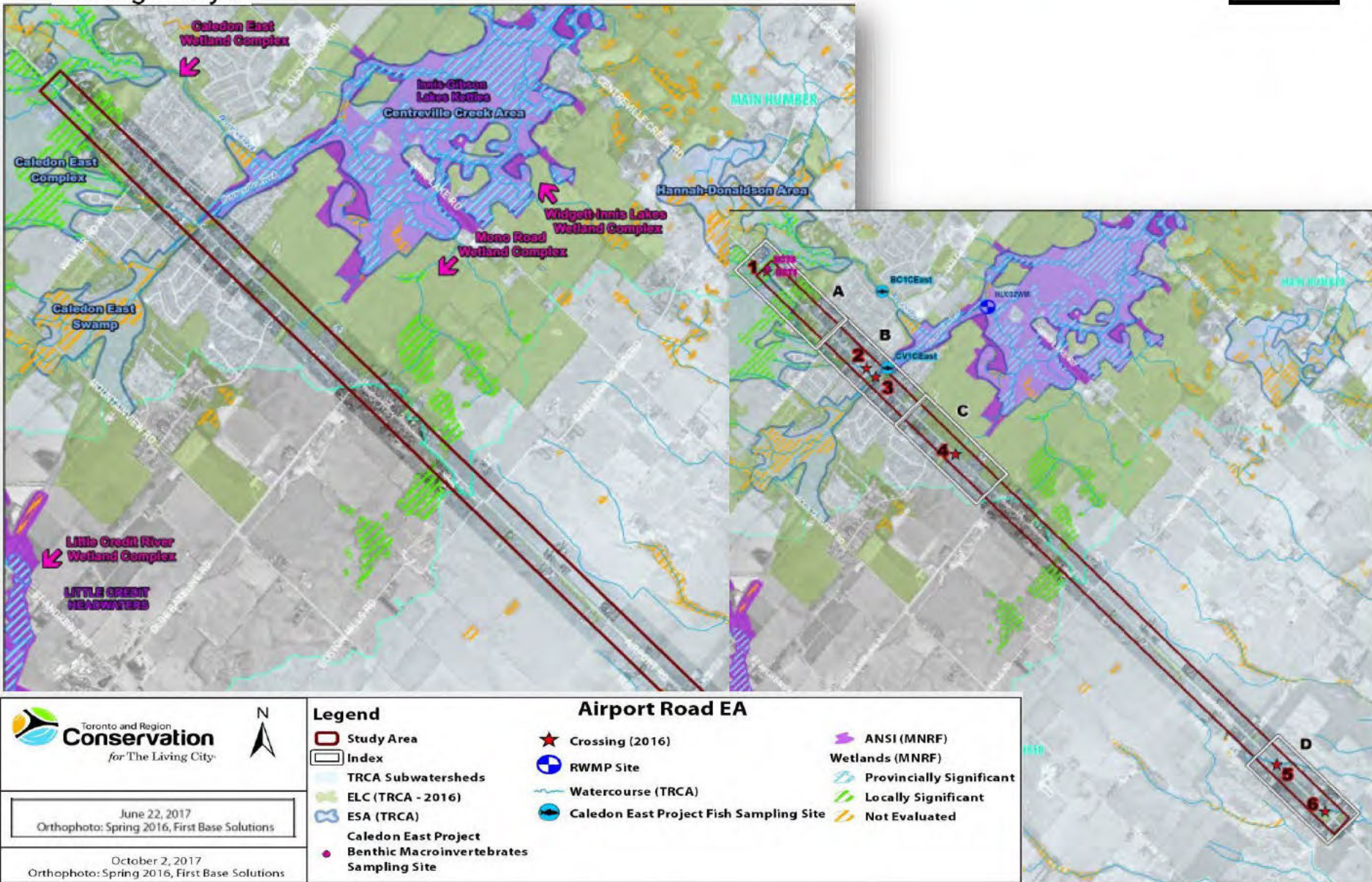
Existing Facilities

- Bike Lane
- Paved Shoulder
- Multi-use Trail
- Off-Road Trail of Regional Significance

Proposed Facilities

- - - Shared Route
- - - Paved Shoulder
- - - Bike Lane or Buffered Bike Lane
- - - Cycle Track
- - - Multi-Use Trail
- - - Off-Road Trail of Regional Significance

—●— Pedestrian Improvement Corridors



- 20 heritage resources within or immediately adjacent to Study Area
 - 10 built heritage resources:
 - 7 residences
 - 2 commercial structures, and
 - 1 church
 - 10 cultural heritage landscapes:
 - 8 farmscapes
 - 1 heritage character area, and
 - 1 tributary of the Humber River, a Canadian Heritage River
- 2 registered archaeological sites within the Study Area
 - Tarbox Site (AlGx-382) retains Cultural Heritage Value or Interest
 - Yeoman Site (AkGw-453) retains Cultural Heritage Value or Interest



Problem and Opportunity

(Draft Statement)

Airport Road between King Street and Huntsmill Drive is a busy Regional arterial serving through traffic and goods movement, while also providing access to the communities of Caledon East and Mono Road. Residents and business owners have expressed concerns with through traffic, heavy trucks and high traffic speeds in the communities. Traffic volumes are expected to increase due to background growth and local developments. Improvements are required to better accommodate all users of the corridor, including traffic, goods, walking, and cycling, to improve safety and support the communities.

1. Do nothing
2. Limit growth
3. Manage travel demand
4. Provide for alternative transportation
5. Improve traffic operations
6. Widen road for additional through traffic lanes
7. Divert traffic to alternative routes

Preliminary Screening Criteria

(Work in Progress)



Criteria	Indicator
Transportation	Ability to address the problem and opportunity
Natural Environment	Potential negative effects on natural features can be avoided or mitigated Provides opportunity to adapt to / mitigate effects of climate change
Social Environment	Consistent with Region of Peel growth management policies Compatible with existing and planned future land uses Consistent with Caledon East Community Improvement Plan Consistent with Region of Peel Active Transportation Plan Promotes healthy, age-friendly, and accessible environments
Economic Environment	Consistent with Region of Peel Goods Movement Strategic Network Anticipated cost within financing capacity of the Region of Peel
Cultural Environment	Potential negative effects on built heritage and cultural landscapes can be avoided or mitigated

Early feedback (needs further development and public input):

- Encourage walking and cycling per Active Transportation Plan;
- Accommodate all road users and support walking between shops and businesses;
- Focus on public health, including walking, cycling, supporting walking to school, and accommodating Ontarians with disabilities;
- Improve or maintain traffic operations where possible, focusing on safety or operational constraints rather than encouraging more traffic to use the corridor;
- Encourage slower traffic speeds and less through traffic

Huntsmill Drive to Walker Road

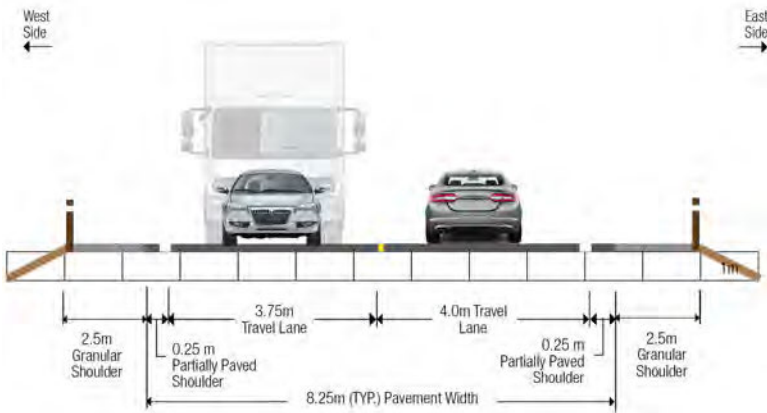
(Work in Progress)

- Traffic Calming
 - Urbanize Airport Road to Leamster Trail
 - Install gateway feature at Leamster Trail
 - Install local feature (e.g. local urbanization or raised median) at Huntsmill Drive
- Active Transportation
 - Bike lanes within curbs to Leamster Trail, shoulder to Huntsmill Drive and beyond
- Intersection Operations
 - Walker Road is a good candidate for a roundabout
 - Alternatively, signalize with turning lanes

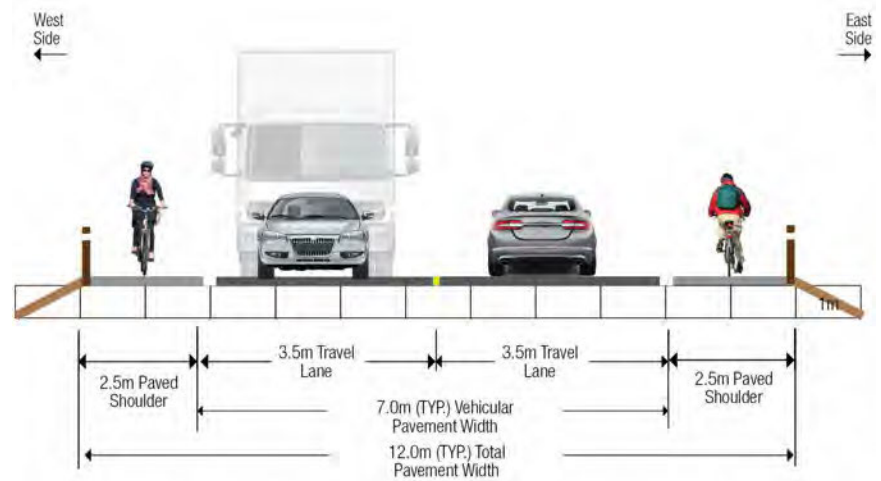


Concept-level cross sections

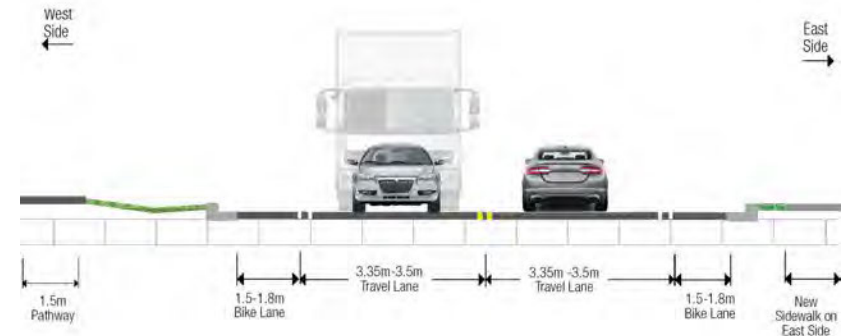
Existing



Concept – Huntsmill Drive to Leamster Trail



Concept – Leamster Trail to Walker Road



Walker Road to Caledon Trailway

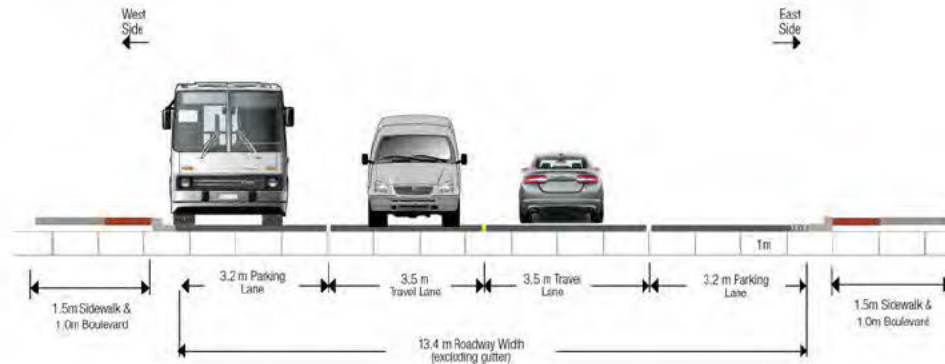
(Work in Progress)

- Traffic Calming
 - Install curb bulb-out to narrow road and protect parking, space for landscaping
- Active Transportation
 - Remove parking on one side to provide space for bike lanes on either side
- Intersection Operations
 - Install SBL at Old Church Road, consult with Town on other opportunities



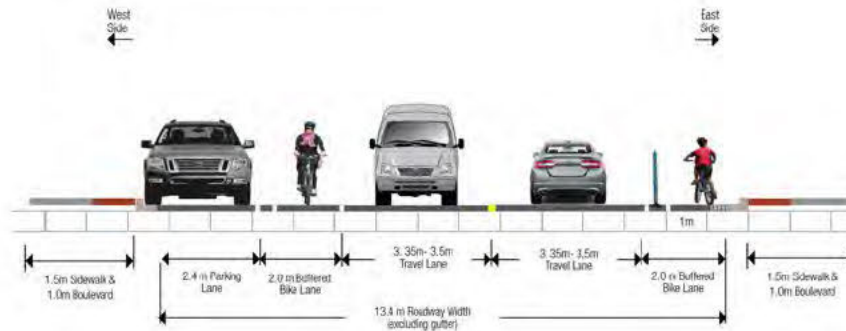
Concept-level cross sections

Existing



Proposed Conditions - Caledon Trailway Path to Walker Road

Concept



- Old Church Road Options, west leg
 - Convert LCBO access to right-in, right-out only – creates issue with exiting left turns
 - Provide more formalized intersection with EB signal heads – may encourage shortcutting, issue with queues in parking lot
 - Remove LCBO building and extend Ivan Avenue to connect
 - Significant cost, unsure of public support
 - Would address local issue as well as some network planning issues
 - Better access to Airport Road
 - Shortcutting / infiltration should not occur

Airport Road and Old Church Road



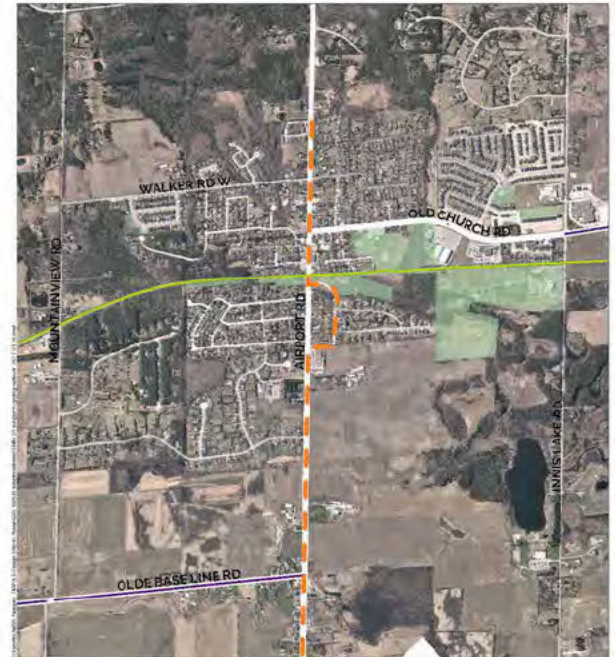
Caledon Trailway to Olde Base Line Road

(Work in Progress)



Caledon Trailway to Cranston Drive

- Traffic Calming
 - Narrow ROW limits opportunities but helps calm traffic speeds
- Active Transportation
 - Narrow ROW precludes full bike lanes. Install edgelines to narrow traffic lanes and sign alternative route
- Intersection Operations
 - West intersections need better access
 - Cranston Drive
 - Consider pedestrian crossing at school

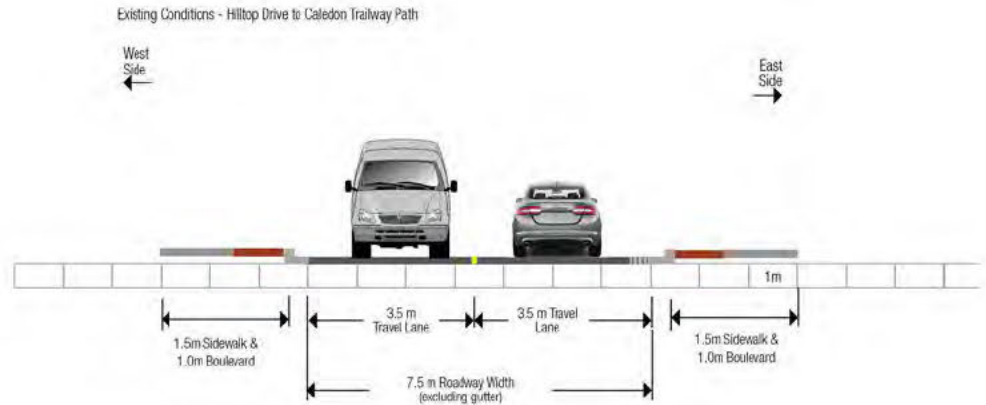


Caledon Trailway to Olde Base Line Road

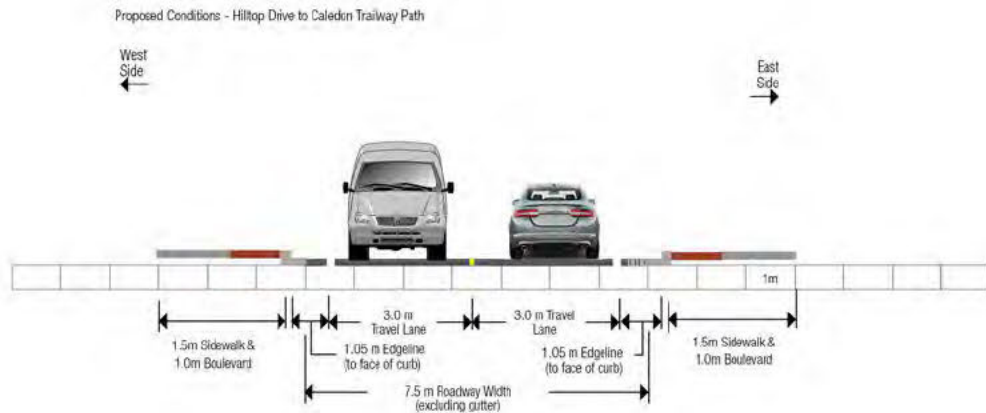
(Work in Progress)

Concept-level cross sections

Existing



Concept

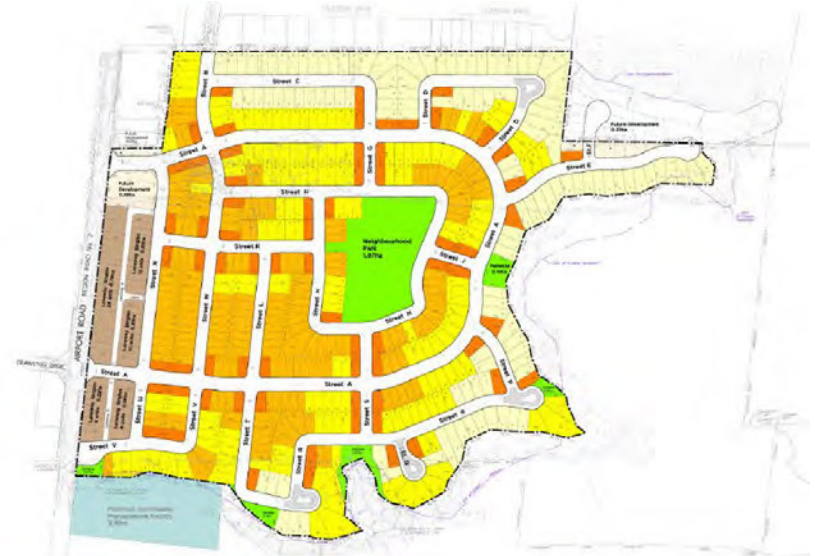


Caledon Trailway to Olde Base Line Road

(Work in Progress)



- Network considerations for access to Airport Road
- Cranston Drive appears to be best candidate for roundabout or signalization, though somewhat out of way
- Developer will likely resist roundabout alternative



Caledon Trailway to Olde Base Line Road

(Work in Progress)



Cranston Drive to Olde Base Line Road

- Traffic Calming
 - Gateway feature and extend urban cross section to south of Cranston Drive
- Active Transportation
 - Bike lanes north of Mountcrest Road (urban and rural)
- Intersection Operations
 - Single lane roundabout has constrained operations at Olde Base Line Road
 - Evaluate impacts of two-way left turn lane in Mono Road

Olde Base Line Road to Castleberg Side Road (Work in Progress)



- Mono Road
 - Numerous driveways suggest two-way left turn lane, though fit to be determined
 - Roundabout has property impacts, conceptual plan for screening to be developed

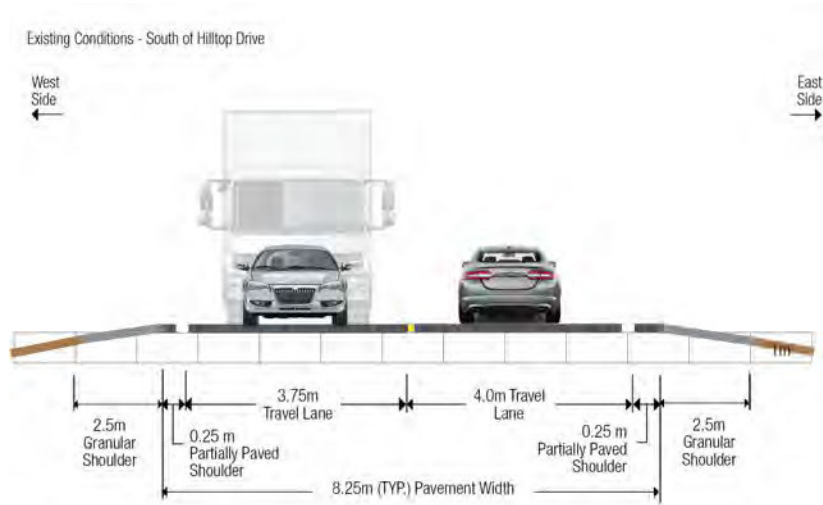


Olde Base Line Road to Castleberg Side Road (Work in Progress)

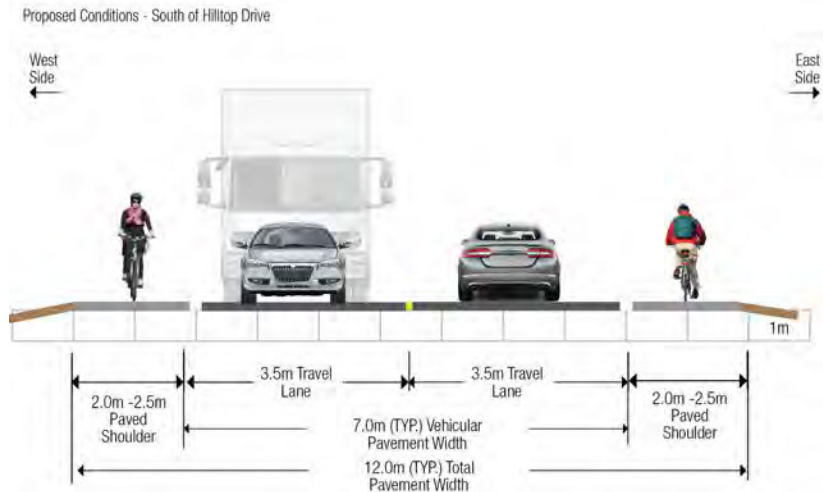


Concept-level cross sections

Existing



Concept

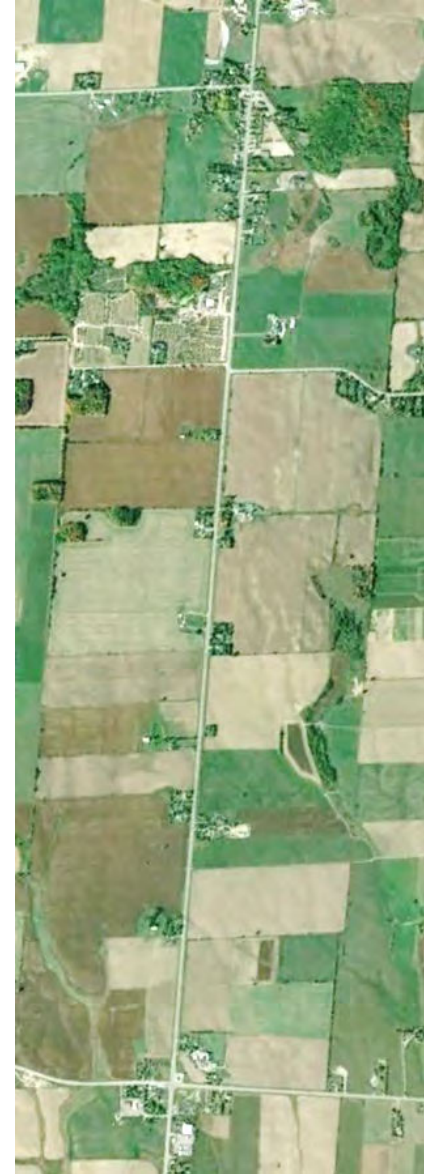


Castleberg Side Road to King Street

(Work in Progress)



- Active Transportation
 - Paved shoulder bike lanes
- Intersection Operations
 - Fix off-set alignment at Castleberg Side Road / Boston Mills Road through realignment or roundabout
 - Two-lane roundabout at King Street (per prior EA)



Broad traffic-related improvements are:

- Walker Road – signalize or roundabout
- Old Church Road – new southbound left turning lane and full signals
- New intersection at 15717 Airport Road – pedestrian crossing
- Cranston Drive – signalize or roundabout
- Olde Base Line Road – signalize or roundabout
- Castleberg Side Road / Boston Mills Road – signalize or roundabout
 - Note: capacity analysis indicates a one-lane roundabout at Cranston Drive, Olde Base Line Road, and Castleberg Side Road does not provide sufficient capacity in 2041

Next Steps



1. Refine Problem and Opportunity Statement
 - Complete Traffic Safety and Roundabout Analyses
 - Describe Existing Environmental Conditions

2. Refine Alternative Planning Solutions
 - Assess Alternative Planning Solutions
 - Meet with:
 - Technical Advisory Committee
 - Community Working Group
 - Public

Minutes

**Meeting with the Town of Caledon
Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**

Thursday, February 8, 2018

2:00 p.m. – 4:00 p.m.

**Caledon Town Hall, Palgrave Room
6311 Old Church Road, Caledon**

Town of Caledon (Town): Kant Chawla, Ohi Izirein, Sally Drummond, Paula Strachan, Rob Hughes, Sylvia Kirkwood, Casey Blakely, Steve Mathew, Ryan Tucker, Eric Chan

Region of Peel (Region): Sally Rook, Sonya Bubas

IBI Group (IBI): Scott Johnston, Hailey McWilliam, Zibby Petch

#	DESCRIPTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region explained the purpose of the meeting: To introduce the Class EA Study for Airport Road from King Street to Huntsmill Drive, and to receive feedback on preliminary findings. Roundtable introductions and an overview of the agenda followed. Agenda items were discussed using the attached PowerPoint presentation.
2	<p>Study Background and Approach</p> <ul style="list-style-type: none"> The Region provided an overview of the: <ul style="list-style-type: none"> Study Area (100m north of King Street to 300m north of Huntsmill Drive), Study Background, Study Purpose and Scope, Municipal Class EA Study Process, and Consultation Plan (emphasizing the Community Working Group (CWG), Technical Advisory Committee (TAC) with the Town represented by Kant Chawla, and Study Website). See attached presentation for additional information. <p>Discussion:</p> <ul style="list-style-type: none"> There are community concerns in response to growing truck traffic. The Region of Peel Official Plan Right-of-Way (ROW) designation is 36m wide; 20m is more realistic in some areas along the corridor. [The Regional Road Mid-Block ROW requirements vary from 36m near the north Study limit to 26m in the vicinity of Old Church Road to 20m in the vicinity of the Centreville Creek crossing to 45m to the south Study limits] The CWG includes representation from local business owners. CWG members are volunteers [CWG was established through a selection process based on individual expressions of interest]. The Town was interested to know who is on the CWG; The Region is in the process of obtaining members' consent to publish their names.
3	<p>Study Area Overview Transportation Overview</p> <ul style="list-style-type: none"> IBI provided an overview of the existing and future transportation conditions in the Study Area. At the time of meeting, forecasting future conditions was considered as work in progress. At the time of meeting, the Region's Sustainable Transportation Strategy was not finalized and therefore considered to be in draft form. See attached presentation for additional information. <p>Discussion:</p> <ul style="list-style-type: none"> The design speed along the corridor varies from 50 to 80 km/hr; The sections of 80 km/hr with a paved shoulder provision can be described for all road users (e.g., emergency vehicles) in addition to active transportation. Residents have indicated that trucks are using Walker Road to Mountainview Road as a bypass. <p>Environmental Conditions</p> <ul style="list-style-type: none"> IBI provided an overview of the existing natural and cultural environmental conditions in the Study Area based on investigations to date.

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<ul style="list-style-type: none"> • The Study Area includes four built heritage resources designated under part IV of the Ontario Heritage Act and three built heritage resources listed on the Town's Built Heritage Resources Inventory. Three cultural heritage landscapes listed on the Town's Built Heritage Resources Inventory are also found within the Study Area. • The front half of the LCBO building is considered historic. The LCBO building is considered as a key heritage anchor building and is currently considered of high significance on the Town's Built Heritage Resources Inventory, to be designated under part IV of the Ontario Heritage Act in the near future. • See attached presentation for additional information.
<p>4 Preliminary Assessment Problems and Opportunities</p> <ul style="list-style-type: none"> • IBI reviewed the Draft Problem and Opportunity Statement for the Class EA, which was developed based on Study findings to date. • See attached presentation for the Draft Problem and Opportunity Statement. <p>Discussion:</p> <ul style="list-style-type: none"> • Consider businesses in the Problem and Opportunity Statement; The business community will have requirements for the ROW; Space for pedestrians and vibrancy to support economic development is important to the Study Area. <p>Alternative Planning Solutions</p> <ul style="list-style-type: none"> • IBI reviewed the Preliminary Alternative Solutions currently under consideration to address the identified problems and opportunities. • See attached presentation for the Preliminary Alternative Solutions: <ul style="list-style-type: none"> • Do Nothing – no improvements to Airport Road • Limit growth – less or no development in the Study Area • Manage travel demand – encourage alternative travel modes to the automobile (e.g., carpooling, transit, cycling, walking, etc.) • Provide for alternative transportation – add or enhance facilities that support alternative travel modes (e.g., cycling and walking) • Improve traffic operations – local operational improvements (e.g., intersection improvements, traffic calming, centre turning lanes, etc.) • Widen road for additional through traffic lanes – currently not a feasible option based on recent studies indicating sufficient capacity on Airport Road and limited ROW. Localized widening may be required for local operational improvements. • Divert traffic to alternative routes – encourage truck traffic to take alternative truck routes (e.g., King Street). The Region is undertaking a feasibility study in conjunction with the Airport Road Class EA to examine whether Olde Base Line Road could accommodate truck traffic. • IBI and the Region summarized the Preliminary Screening Criteria currently under consideration to evaluate the feasibility of alternatives. At the time of meeting, development of the screening criteria was work in progress. • See attached presentation for additional information.
<p>5 Preliminary Directions</p> <ul style="list-style-type: none"> • IBI reviewed the corridor objectives and preliminary directions for segments of the Study Corridor. At the time of meeting, all corridor objectives and preliminary directions were work in progress. • See attached presentation for additional information. <p>Discussion (Huntsmill Drive to Walker Road):</p> <ul style="list-style-type: none"> • The Town is interested in design features that help define the entrance to / exit from Caledon East. • A commercial plaza is proposed on the west side of Airport Road, south of Leamster Trail, to be located close to the property line with frontage on Airport Road and Walker Road. The Town is interested in pedestrian connections to this development, layby parking in this area as part of the road design, and extending the urban streetscape to this area. • Where traffic signals are warranted, the Region has a policy to consider roundabouts before signalized intersections. • Town Council approved signed bike routes in 2017 and Walker Road is presently a signed bike route. • There may be potential interest in a pedestrian crossing at an unofficial trail near Leamster Trail. The Region may contact the Town of Caledon regarding status of the trail. • Although a roundabout is not likely justified at Huntsmill Drive from a traffic perspective, Regional staff indicated

Public Works

an interest in exploring a roundabout and pedestrian crossing at Huntsmill Drive. A roundabout screening will be completed for this Study.

Discussion (Walker Road to Caledon Trailway):

- The Town's Strategy Group has developed signage for Caledon East and this can be considered in the road design.
- Sidewalks are currently planned for both sides of the road.
- Proposed width of buffered bike lanes is currently 2 metres.
- To date, no formal application has been submitted to the Town for potential development near the LCBO site.
- Regional staff indicated that the option to:
 - Convert the LCBO access to right-in/right-out may be least preferred without a centre median on Airport Road. The access may not be wide enough for a driveway median. This option may impact deliveries and encourage traffic infiltration through the neighbourhood behind the property.
 - Formalize the Old Church Road intersection with eastbound signal heads may be preferred, pending possible development north of the property.
- The corridor between the LCBO site and the Caledon Trailway is highly constrained and therefore no road widening is proposed at this location.
- Parallel parking is important for businesses and can be a traffic calming measure.
- Regional staff suggested considering business impacts of removing parking. The Town asked about criteria for removing parking on one side of the road over the other. Trade-offs between parking and other uses such as active transportation and landscaping may be necessary.
- Parking supply and demand appears to be suitable. The Town of Caledon was asked to inform the Region if they are aware of any businesses that do not have enough on-site parking. The Town noted the post office is a possibility.
- The Town Mayor/Councillors and members of the public would like accessibility features included in intersection design. All intersections must be compliant to the Accessibility for Ontarians with Disabilities Act (AODA).
- The Town was interested to know if the Project Team included a Landscape Architect and recommended that Landscape Architects be consulted early on in the project.
- The Town is interested in viewing the streetscape plan, however this stage of the project does not provide this level of detail. The Region will follow streetscaping guidelines and Low Impact Development (LID) principles. The Region will forward their current Streetscaping Toolbox Update to the Town for information.
- The Region is aware that area trees were lost due to ice storms, emerald ash borer, development, etc. Area Councillors would like the replacement of lost trees to be included in the road design. The opportunity to incorporate LID (e.g., rain retention) with tree planting will be considered during development of the stormwater management plan.

Discussion (Caledon Trailway to Olde Base Line Road):

- An entrance feature for the south edge of Caledon East will be considered along with urbanization extended south to Cranston Drive. The residential parcel south of Foodland is the last parcel of land available within the settlement boundary.
- The Region is considering sidewalks to connect Mono Road with Caledon East rather than paved shoulders (e.g., urbanization from the current south limit of Caledon East (Cranston intersection) to the south limit of Mono Road (Boston Mills/Castleberg intersection)).
- The Project Team will explore a pedestrian crossing from the proposed subdivision at Cranston Drive to the school near Airport Road north of Cranston Drive.

Discussion (Olde Base Line Road to King Street):

- The roundabout proposed at King Street and Airport Road was approved as part of an EA study completed for Airport Road between King Street and Mayfield Road, and is not part of the current EA study.

Discussion (general):

- The preliminary design (30% level of detail) for the preferred road improvements is anticipated by Fall 2019.
- The Region will add Casey Blakeley to the study mailing list and Technical Advisory Committee.

5 Next Steps

- TAC, CWG and public meetings are currently scheduled for April/May.

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Minutes

Meeting with the Town of Caledon regarding

Transportation Issues at Cranston Drive and Airport Road

Friday, February 16, 2018, 1:00 p.m.
Caledon Town Hall, Mono Mills Room
6311 Old Church Road, Caledon

Town of Caledon (Town): Peggy Tollett, Rob for Sandra Fitzpatrick, Casey Blakeley, Bailey Loverock, Kyle Munroe
Region of Peel (Region): Andrea Warren, Larissa Svirplys-Howe, Sally Rook, Sonya Bubas

#	DESCRIPTION
1	<p>Right-of-Way (ROW) Dedication</p> <ul style="list-style-type: none"> • [REDACTED] has expressed concern with the Region's required dedication of 25.25m width from the centerline of Airport Road to achieve a 45m ROW plus 5.5m for intersections. • The Town noted that the Region's Official Plan indicates that ROW widths for Caledon East vary from 36m at the north end to 26m around the Old Church Road intersection to 20-45m at the south end (i.e. [REDACTED] lands). The Region clarified that their request is consistent with the Regional Official Plan ROW width. • The Town of Caledon is concerned this road taking would result in a multi-lane roadway inconsistent with the village feel/pedestrian friendly road widths throughout the balance of Caledon East. • The Region clarified that the Class Environmental Assessment (Class EA) for Airport Road (King to Huntmill) will not consider major road widening to accommodate additional through traffic lanes, which will support the village feel.
2	<p>Roundabout</p> <ul style="list-style-type: none"> • Further to a recent meeting regarding the Airport Road EA, the Town understands the Region is evaluating a roundabout at Airport Road and Cranston Drive. • At this time, the Town has concerns this roundabout will conflict with the small town character of Airport Road throughout the balance of Caledon East. • The Region clarified: <ul style="list-style-type: none"> • Roundabouts are considered in part to slow traffic (including truck traffic) as traffic calming through the corridor is one objective of the EA study. • The Region's policy is to screen intersections where traffic signals are warranted for a roundabout. • At this time, full analysis and screening has not been completed, so both roundabouts and signalized intersections are being evaluated to identify 'preferred solutions'. • The Town can provide written comments on the presentation that was given at the recent meeting with Town Staff, for consideration in further evaluation of the roundabout option; An electronic copy of the presentation was provided to Town Staff and a hardcopy was provided at this meeting. Post-meeting note: The presentation is attached and comments are requested by March 7. • The Town and Region agreed to jointly update the Town/Regional Councillors and Mayor on the EA roundabout option in advance of the next Public Information Centre. • The Region noted that Roundabouts are also being evaluated throughout the Airport Road corridor, including at Castleberg/Boston Mills Side Road. • The EA process includes input from residents. Any concerns that the Town has expressed will also be included in the EA process.

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3	<p>ROW Width Reduction</p> <ul style="list-style-type: none"> The Town noted the Region's Official Plan allows for reductions to ROW widths for a specific road section where special circumstances warrant and long term requirements are not compromised (Section 7.7.2.7). The Developer may follow the Region's functional design process to demonstrate if a reduction is achievable while satisfying all of the Region's requirements.
4	<p>Small Town Character</p> <ul style="list-style-type: none"> The Town further noted the Town of Caledon's Official Plan, specifically the Caledon East Secondary Plan identifies the need to balance the regional and inter-regional function of Airport Road with the need to protect Caledon East's small town character, integration of Airport Road into the community fabric and maintenance of a pedestrian oriented scale in keeping with a small town setting (7.7.4.1d). The Town asked if the EA scope could be broadened for urban design/landscape and if it would consider the Region's Road Characterization Study (RCS). The Region explained that the EA would consider its Streetscaping Toolbox Update and the Town-wide Design Guidelines to improve aesthetics and/or landscaping within the existing and proposed ROW. The Region noted that the RCS identifies Airport Road through Caledon East as a Rural Main Street, and provides a general cross-section showing the type of features that could be considered for this road characterization. The Region will provide a copy of the Streetscaping Toolbox Update to the Town for information. Post-meeting note: The Streetscaping Toolbox Update is not currently available on the Region's website. The Region will send two copies (two CDs) of the Update to Casey Blakeley and Peggy Tollett through interoffice mail. The Region noted that: <ul style="list-style-type: none"> Roundabouts can contribute to maintaining town character, place making and pedestrian scale. Comfort level and business/property impacts can be considered as criteria in the evaluation of roundabouts.
5	<p>No Road Widening</p> <ul style="list-style-type: none"> The Town asked the Region to clarify whether a widening of Airport Road for additional lanes is being considered within the south end of Caledon East? Further, in an effort to respond to policies, is it feasible to consider a reduced ROW width along the southern portion of Airport Road up to the Caledon East Settlement Boundary? No major road widening to accommodate additional through lanes is planned at this time. Some localized widening may be necessary for operational improvements, such as at intersections. Post-meeting note: See attached Notice of Study Commencement, including link to project website, which states that this project will not be considering road widening for additional traffic (i.e., through lanes for additional capacity).
5	<p>Technical Advisory Committee</p> <ul style="list-style-type: none"> Kant Chawla is the main point of contact for the Town of Caledon and is a member of the Technical Advisory Committee (TAC) for the EA. Peggy Tollett will advise the Region if additional Town contacts should be added to the EA mailing list or TAC. The Region and Town will continue to work together to ensure land and road planning for the study area is done in conjunction and not in isolation.

Minutes

**Meeting with the Town of Caledon
Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**

**Tuesday, November 20, 2018
9:00 a.m. – 12:00 noon
Caledon East Fire Hall, Sleswick Room
6085 Old Church Road, Caledon**

Town of Caledon (Town): Arash Olia, Casey Blakely, Douglas McGlynn, Kant Chawla, Ohi Izirein

Region of Peel (Region): Bob Nieuwenhuysen, Denise Dang, Gayle Gorman, Sally Rook, Scott Beveridge, Sonya Bubas, Olek Garbos

IBI Group (IBI): Scott Johnston, Hailey McWilliam, Zibby Petch

#	DESCRIPTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region welcomed attendees and initiated roundtable introductions • The Region noted all meeting materials are draft and confidential until potentially affected property owners have been consulted: <ul style="list-style-type: none"> - Meeting agenda was circulated to the Town in advance of the meeting - PowerPoint Slides summarizing the Study to date, alternative design concepts and assessment of advantages/disadvantages. Post-meeting note: PowerPoint Slides were circulated to the Town on November 22. - Aerial Roll Plan and Design Plates showing alternative design concepts • The purpose of the meeting was to review and receive the Town's comments on the alternative design concepts and assessment of advantages/disadvantages for improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive
2	<p>Class EA Study Update</p> <ul style="list-style-type: none"> • The Region provided a Study update (see PowerPoint Slides 5 to 7 for details) • In summary, Phases 1 and 2 of the Class EA concluded: <ul style="list-style-type: none"> - Improvements are required to better accommodate all uses in the corridor (vehicular traffic, goods movement, walking and cycling) to improve safety and support local communities - A combination of solutions: Providing for active transportation, improving traffic operations and encouraging goods movement to use alternatives to Airport Road through Caledon East • The Region and IBI clarified: <ul style="list-style-type: none"> - The study that examines the feasibility of upgrading Olde Base Line Road to a truck route is on-going and will be completed shortly. Preliminary results indicate that upgrading Olde Base Line Road as a truck route is feasible. - Prior studies looked at diverting trucks to other Regional roads or Provincial highways (e.g., Highway 10 or Highway 50). The Region would not require trucks to divert to local roads, including Mountainview Road. - IBI completed a study that examined the feasibility of creating a Caledon East by-pass by using Mountainview Road, and the results showed the by-pass was not feasible. - The Region will not restrict trucks on Airport Road, but will implement traffic calming measures on Airport Road to encourage some trucks to use alternative truck routes.

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3	<p>Alternative Design Concepts</p> <ul style="list-style-type: none"> • The Region introduced the alternative design concepts for improvements to Airport Road, and provided an overview of how the alternatives were developed and assessed (see PowerPoint Slides 8 to 15 for details) • In summary, a set of road design alternatives were developed for: <ul style="list-style-type: none"> A. The rural area outside Caledon East, from north of King Street to south of Cranston Drive and from Walker Road to north of Huntsmill Drive: <ol style="list-style-type: none"> (1) Do Nothing (2) Reduced Two-Lane Rural Cross-Section with Paved Shoulders and Rumble Strips (3) Reduced Two-Lane Urban Cross-Section with Buffered Bike Lanes and Sidewalks (4) Reduced Two-Lane Urban Cross-Section with Multi-Use Paths (5) Reduced Two-Lane Semi-Urban Cross-Section with Multi-Use Path on West Side and Paved Shoulder/Rumble Strip on East Side B. The urban area within Caledon East, from south of Cranston Drive to Walker Road: <ol style="list-style-type: none"> (1) Do Nothing (2) Reduced Two-Lane Urban Cross-Section with Bike Lanes, Improved Sidewalks and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road (3) Reduced Two-Lane Urban Cross-Section with Multi-Use Path on West Side, Improved Sidewalk on East Side and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road (4) Reduced Two-Lane Urban Cross-Section with Multi-Use Paths and Streetscaping between West Side Parking Lay-bys from Caledon Trailway to Walker Road (5) Reduced Two-Lane Urban Cross-Section with Sidewalks, Cycle Tracks and Streetscaping between West Side Parking Lay-bys from Caledon Trailway to Walker Road C. At major Intersections (Castleberg Side Road / Boston Mills Road, Olde Base Line Road, Cranston Drive, Walker Road and Huntsmill Drive): <ol style="list-style-type: none"> (1) Do Nothing (2) Traffic Signals with Turn Lanes (3) Roundabout. The Town asked if there was room for roundabouts. The Region noted there would be property impacts for both roundabouts and intersection improvements. D. At Old Church Road: <ol style="list-style-type: none"> (1) Do Nothing (2) Signalized Driveway and/or Split Phase Signals (3) Old Church Road Extension to Ivan Avenue
4 & 5	<p>Preliminary Assessment and Discussion</p> <p>Airport Road</p> <ul style="list-style-type: none"> • Preliminary assessment suggests a combination of alternatives to address varying needs of the corridor: <ul style="list-style-type: none"> i. A paved shoulder for active transportation from north of King Street to south of Old Base Line Road, and from Leamster Trail to north of Huntsmill Drive. Rumble strips would discourage drivers from encroaching onto the paved shoulder.

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- ii. Reduced Two-Lane Urban Cross-Section with Multi-Use Paths from north of Olde Base Line Road to south of Cranston Drive to link the communities of Mono Road and Caledon East with active transportation. The Region noted insufficient space through Mono Road community for Multi-Use Paths. A Reduced Two-Lane Semi-Urban Cross-Section with Multi-Use Path on West Side and Paved Shoulder/Rumble Strip on East Side may be acceptable; The Region will review if this alternative is feasible.
- iii. Aside from resurfacing, no improvements can be made from Mountcrest Drive to Hilltop Drive due to physical constraints. The Region asked if the Town would consider a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive.
- iv. The Region noted that the most ideal alternatives for cyclists and pedestrians require the loss of parking on one side of the road from Caledon Trailway to Walker Road:
 - Reduced Two-Lane Urban Cross-Section with Sidewalks, Cycle Tracks and Streetscaping between West Side Parking Lay-bys from Caledon Trailway to Walker Road. Although this alternative is preferred from the perspective of active transportation, it requires the loss of parking on one side of the road and would result in a less than ideal cycling crossing at Old Church Road in order to accommodate the road alignment and truck movements to/from Airport Road and Old Church Road.
 - Reduced Two-Lane Urban Cross-Section with Multi-Use Paths and Streetscaping between West Side Parking Lay-bys from Caledon Trailway to Walker Road. Although this alternative provides separation between the active transportation facility and roadway, it requires the loss of parking on one side of the road and the function of a bidirectional, multi-use facility along both sides of the corridor with numerous business frontages and driveways would be less than optimal for cyclists.
 - Reduced Two-Lane Urban Cross-Section with Multi-Use Path on West Side, Improved Sidewalk on East Side and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road. Although this alternative would retain parking on both sides of the road, the function of a bidirectional, multi-use facility along a corridor with numerous business frontages and driveways would be less than optimal for cyclists.
 - During discussion, it was noted that:
 - 2m sidewalks would allow children to cycle through constrained corridor
 - Bike lanes sometimes are interpreted as an extra wide lane, which can speed up traffic
 - When determining the appropriate cycling facility, guidelines indicated that this section of Airport Road does not fully meet criteria for either a designated or separated facility, but falls in a grey area between the two options
 - The Town recommended that street trees be replanted in all of the alternatives, where appropriate. Trees provide a separation between the road and sidewalk for pedestrians, and are beneficial because they help mitigate the urban heat island effect experienced in the summer.
 - A parking study is being undertaken and will help inform decisions. The Town expressed interest in the results.
 - Reduced Two-Lane Semi-Urban Cross-Section with Multi-Use Path on West Side and Paved Shoulder/Rumble Strip on East Side to fill the sidewalk gap between Walker Road and Leamster Trail. Although this section is within the urban area, it transitions between the urban and rural areas, and was therefore assessed along with rural, semi-urban and urban cross-sections.

Airport Road and King Street

- A roundabout will be implemented at Airport Road and King Street as per recommendations of the Class EA Study for Airport Road from Mayfield Road to King Street.

Airport Road and Castleberg Side Road / Boston Mills Road

- The Region noted that roundabouts work best in succession for traffic calming and there would be three

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roundabouts in succession if a roundabout is implemented at Castleberg Side Road / Boston Mills Road. Two roundabouts will be implemented at King Street and Old School Road as per recommendations of the Class EA Study for Airport Road from Mayfield Road to King Street.

- The Town asked if roundabouts would discourage truck traffic on Airport Road. The Region explained that roundabouts could potentially discourage truck traffic because trucks must reduce their speed at roundabouts.
- IBI explained that the intersection has very low side street volumes and does not warrant a signal or roundabout from a traffic volume perspective. If the intersection is realigned, the volumes may increase and then a signal may be warranted.
- IBI explained:
 - The corridor becomes constrained and congested in 2041
 - The Region's Official Plan states that the corridor will accommodate four lanes
 - The roundabout may become a two-lane roundabout for the above reasons and therefore it may be prudent to protect land for this scenario
 - The Town agreed it is beneficial to protect for two lanes
 - The Region's preference is to meet with landowners once rather than twice regarding property impacts
- IBI explained that the traffic volumes at this intersection work well for a roundabout as there are low side street volumes
- The Region and IBI noted that turning lanes are considered to address public concerns regarding access to Glen Echo nurseries, north of the intersection

Airport Road and Olde Base Line Road

- The Region noted that this intersection is currently signalized and a roundabout has significant property impacts
- The Town noted that:
 - Properties to the north and south of the intersection are listed on the Town's Built Heritage Resource Inventory (BHRI). The BHRI will be presented to Council in March / April 2019 to become designated under the *Ontario Heritage Act*.
 - **Action:** The Region will share the Cultural Heritage Resource Assessment for the Class EA with the Town and Region's Realty Staff
- The farm house on the northeast side and adjacent property northwest of the intersection would be negatively impacted and are considered to have the highest cultural significance in the corridor. The farm house on the northeast side is most significant.
- The Region will review whether the design concepts can be modified to reduce impacts. The Town would like to see the alternative version(s).
- The Town noted that urbanizing Mountainview Road, as recommended in the Town's on-going Class EA Study, may make the signalized option with active transportation facilities at Old Base Line Road most beneficial
- The Town asked if the right-turn lane is warranted. IBI confirmed yes and that the right-turn lane length was determined through the traffic analysis. The storage lane length can be reduced if necessary to minimize impacts to heritage.
- The Region and Town agreed that the roundabout option was not feasible given the significant property impacts. The Region will look into optimizing the signalized intersection design option to reduce heritage and property impacts, leaving some room for flexibility in the detailed design.
- During discussion, it was noted that a Multi-use Trail (MUT) that transitions to sidewalk is not ideal

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Airport Road and Cranston Drive

- A roundabout is considered due to traffic needs and as a gateway feature opportunity
- The Region noted that a school is located on the northwest side and development is proposed on the east side
- IBI explained that the development proposal on the east side recommends a signal at the school exit to the north of the intersection for pedestrians
- The Town noted that they asked the Applicant of the development proposal to coordinate cycling facilities with the School Board and improve walkability; The Applicant submitted a revised, second submission and the Town will provide additional comments to the Applicant.
- During discussion, it was noted that the Developer is not in favour of the roundabout option due to property impacts
- During discussion, it was noted that the Foodland Plaza would have to provide for the designated 45 metres right-of-way if any expansion is considered

Airport Road and Old Church Road

- IBI explained that signaling the LCBO driveway requires split-signal phasing. Traffic impacts would result in longer delays and queues in the centre of town.
- The Region asked the Town to consider whether adjacent properties on the west side can be planned as one parcel to minimize access requirements on Airport Road
- The Region clarified that the Town of Caledon would maintain the extension to Ivan Avenue
- The Town noted that a Heritage Impact Assessment would be required on the LCBO frontage, which is listed on the Town's BHRI
- In response to questions, IBI explained that a right-in and right-out entrance at the LCBO is difficult to enforce and makes it difficult for trucks to enter. Right-in/right-out and status quo options are undesirable for pedestrians and cyclists.
- The option of closing access to LCBO from Airport Road was discussed. Ramifications for closing access to LCBO could result in a potential Part II Order request or request for compensation.
 - **Action Item:** The Region will circulate the alternative design concepts and summary of advantages/disadvantages as shown on the PowerPoint Slides for the Town's review and comment
 - **Action Item:** The Town will review the options with Senior Management to provide comment

Airport Road and Walker Road

- Signals are not warranted at this intersection and IBI is reviewing the warrant for left turns
- The roundabout option would impact heritage property/building
- The Region noted that Walker Road is a signed bike route and options to facilitate cyclists crossing Airport Road may need to be considered
- The Town noted that development northwest of the intersection is under discussion

Airport Road and Huntmill Drive

- Signals are not warranted at this intersection and a roundabout would impact environmentally sensitive lands and private driveway
- Options to facilitate the Town's future trail crossing at Huntmill Drive were discussed. It was agreed that the trail network is outside the scope of the Class EA and options to facilitate a trail crossing Airport Road, such as pedestrian signals and/or refuge median, would be considered separate of the Class EA at the time the trail is

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	implemented.
6	<p>Next Steps</p> <ul style="list-style-type: none"> • The Region requested written comments from the Town by December 14. <ul style="list-style-type: none"> - Comments by the Town will be incorporated into the evaluation of alternatives and help determine the preferred solution(s) • The following questions were raised during discussion and/or forwarded to attendees on November 22 for the Town's written response: <ol style="list-style-type: none"> (1) Are there other alternatives that should be considered? (2) Do you support a roundabout at: <ul style="list-style-type: none"> ▪ Castleberg Side Road / Boston Mills Road? If not, please explain why ▪ Cranston Drive? If not, please explain why (3) Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East? (4) Do you support a road extension of Old Church Road to Ivan Avenue? <ul style="list-style-type: none"> ▪ If not, please explain why ▪ If not, would the Town consider a tertiary plan for this area including adjacent lands? (5) Do you support the loss of parking on one side of the road to accommodate active transportation between the Caledon Trailway and Walker Road? If not, please explain why (6) Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and ultimately along future local roads connecting to Airport Road south of Hilltop Drive. • In summary, the Region's next steps are to: <ul style="list-style-type: none"> - Review Comments by the Town - Assess Alternative Design Concepts for Watercourse Crossings - Evaluate Design Concepts for Road Corridor and Crossings - Meet with the Technical Advisory Committee - Meet with the Public

Meeting Notes

**Meeting with the Town of Caledon
Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**

**Friday, August 14, 2020
10:00 a.m. – 11:30 a.m.
Microsoft Teams**

Town of Caledon (Town): Arash Olia, Brian Baird, Fuwing Wong, Ian Todhunter, Kant Chawla, Marisa Williams, Ryan Grodecki, Sally Drummond, Stephanie McVittie, Sylvia Kirkwood

Region of Peel (Region): Arthur Lee, Joe Avsec, Sally Rook, Scott Beveridge, Sonya Bubas

IBI Group (IBI): Scott Johnston

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region welcomed all and initiated roundtable introductions The purpose of the meeting was to present and discuss the proposed improvements for Airport Road (i.e., technically preferred design concept) with key focus on Old Church Road, Caledon East and intersections. The meeting agenda and presentation were circulated to the Town in advance. The presentation was prepared to address all agenda items. The Town was asked to treat the information presented as “Confidential – Draft for Discussion” until affected property owners have been consulted. The Region initiated the meeting with an overview of the Study Area and status of the project in the Municipal Class EA process. The Region previously met with the Town to review the problem/opportunity and alternative planning solutions; and to obtain initial feedback on alternative design concepts. 	All
2	<p>Summary of Phase 1 and 2</p> <ul style="list-style-type: none"> The Region summarized the identified problems/opportunities in the Study corridor (e.g., increased traffic, heavy traffic, high speeds) and the preferred planning solution (i.e., combination of active transportation and traffic operational improvements, including traffic calming to encourage lower speeds and divert some truck traffic to other truck routes). 	
3	<p>Phase 3: Technically Preferred Design Concept</p> <ul style="list-style-type: none"> The EA is examining alternative designs to improve traffic operations and safety for all road users in the Study corridor, including at intersections. Current recommendations include: <ul style="list-style-type: none"> Roundabouts at Castleberg / Boston Mills Side Road and Cranston Drive with a pedestrian crossing north of Cranston Drive Additional turn lanes at Olde Base Line Road and Walker Road, including turn lanes north of Boston Mills Road and raised centre medians north of Walker Road Paved shoulders in rural area and multi-use path(s) in urban area with signed bike route on Mountcrest Drive Extension of Old Church Road to Ivan Avenue with sidewalks, and a multi-use 	

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	<p>path on Old Church Road from Airport Road to Marilyn Street</p> <ul style="list-style-type: none"> ○ Reduced lane widths throughout corridor ○ Improved storm sewers and water crossings throughout. 	
	<p>Old Church Road Intersection</p> <ul style="list-style-type: none"> • Sightline, safety and operational concerns were identified at the Old Church Road / Airport Road intersection. IBI explained the evaluation of alternatives that led to the technically preferred concept to extend Old Church Road to Ivan Avenue. In addition to resolving the identified problems at the intersection, the extension introduced an opportunity to provide an alternative access to Airport Road for the West neighbourhood. • IBI described the proposed design plan, which shows an Eastbound left turn lane, layby parking and sidewalk. The proposed road extension is approximately 70m and meets existing Ivan Avenue at a stop-controlled T-intersection. The plan would directly impact the existing building at 16000 Airport Road and result in additional land parcels adjacent to the proposed road Right-of-Way. IBI shared ideas for potential use of the additional land parcels. • A Heritage Impact Assessment was completed for 16000 Airport Road. The building on this property retains cultural heritage value and is eligible for designation. Three options were assessed to mitigate the heritage impact: <ul style="list-style-type: none"> ○ Realignment of proposed extension to avoid heritage attributes was considered not technically feasible ○ Relocation of structure to ensure retention of heritage attributes was considered not technically preferred based on preliminary environmental assessment ○ The current recommendation is to salvage and document heritage attributes (i.e., prepare a Salvage and Documentation Report and commemorative plaque with historical information and archival photographs). 	
	<p>Discussion</p> <ul style="list-style-type: none"> • Would the extension be under Regional jurisdiction? What will the function/character be for this extension? Who would be taking ownership of the road? The extension would function as a local road. Jurisdiction and ownership is to be determined. The focus in the EA is to find a solution that resolves the current safety issues. The Town suggested the extension could be considered as the west leg of the Old Church Road intersection rather than a road segment given the length of the extension and left turn lane. • What is the length of the extension? Length is approximately 70m. The extension is considered a very short road that will encourage low speeds and a user-friendly atmosphere. The Town commented that 70m extension may not be long enough to be considered a separate road. • Is the left turn lane at Airport Road required? The left turn lane is required to maintain proper alignment with the existing configuration on the East side of the intersection. The proposed left turn lane will provide opportunity for residents and businesses from the west neighbourhood to turn left onto Airport Road through a signalized intersection. • What is the cost estimate to move the existing Heritage building onto the adjacent site? A structural engineering assessment is required to provide a detailed cost estimate. The magnitude of impact was considered based on factors contributing to cost (e.g., anticipated property, business, relocation/removal impacts). • The detailed evaluation and outcome was previously provided to the Town and the Region received feedback indicating general support for the road extension (Post 	<p>Region/ Town</p>

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<p>meeting note: Although the current assessment indicates removal of the heritage building, the Region is open to further exploring mitigation options with the Town, such as relocation if a suitable site was available). The Region will forward the evaluation matrix to the Town (Marisa Williams, Sylvia Kirkwood and Sally Drummond). The Town will review the matrix along with the Town's previous comments and position regarding the proposed extension.</p>	<p>Region/ Town</p>
<ul style="list-style-type: none"> • The affected property is listed on the Town's Heritage register and there is a process to change the register. Are residents aware of this alternative? The option to extend Old Church Road to Ivan Avenue was introduced to the Public at the first Public Information Centre (PIC). The option was also introduced to the Community Working Group in advance of the PIC. • The proposed layby parking potentially affected by a future entrance to commercial property on the North side is confusing. A potential entrance to the property on the North side would likely affect the size of the layby parking. The location of an entrance is subject to review by the Region's Traffic Development and Real Estate teams. Currently, there is no commitment to property on the South side. • Concern regarding volume of cut-through traffic. How does one quantify this? As part of the transportation study, IBI Group performed a desktop exercise using information on the type of destinations along Ivan Avenue and Walker Road. No new generators of traffic are anticipated along Ivan Avenue compared to what there is today. Ivan Avenue does not provide access to other developments. Although there is a new proposed development on Walker Road, the current Regional roads would still be used as part of the preferred travelling route. A forecast for the intersection was completed based on the existing traffic configuration. • Are there any recommendations to discourage drivers from cutting through the West neighborhood on Ivan Avenue? The current alignment introduces a curvature along the road and meets Ivan Avenue at a full stop. This configuration would encourage low speeds and therefore discourage the convenience of this route for cut through traffic. Other improvements proposed on the road extension such as the urbanized narrow travel lanes and streetscaping make it further undesirable for cut-through traffic. 	<p>Region</p>
<ul style="list-style-type: none"> • The Town suggested consultation with property owners on Ivan Avenue and Oliver Lane should be part of the conversation regarding potential cut through traffic and any additional trips. 	<p>Region</p>
<ul style="list-style-type: none"> • Recommendations of the Heritage Impact Assessment do not appear to follow the Town's policy for mitigation. Has the Assessment been updated based on the Town's comments? The Assessment was updated based on comments received and the Region will forward the updated report to the Town (Sally Drummond). 	<p>Region</p>
<ul style="list-style-type: none"> • With a 4-leg intersection, is there appetite to explore options other than signalization, such as a roundabout? A roundabout at this location would cause significant impacts to adjacent commercial properties. 	<p>Town</p>
<ul style="list-style-type: none"> • Is there a potential for through traffic to access property on the North side? Can the Region show a driveway location for the North side property? No development information is available for this property. The Town will consider ideas for potential development or land use that can be shown for this property. 	<p>Region</p>
<ul style="list-style-type: none"> • The Town planning department requested details regarding the ROW requirements for the development east of Airport Road and Cranston Drive. 	<p>Region</p>

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	<p>Caledon East</p> <ul style="list-style-type: none"> • IBI reviewed the alternatives for active transportation in Caledon East: <ul style="list-style-type: none"> ○ Buffered Bike Lanes and Sidewalks ○ Cycle Tracks and Sidewalks ○ Multi-use Path and Sidewalk ○ Multi-use Paths • IBI further reviewed the results of a Parking Study undertaken by the Region to better understand parking utilization and potential impacts of alternatives. • Based on the preliminary assessment, the technically preferred alternative is: <ul style="list-style-type: none"> ○ “Reduced Lane Widths with Multi-use Path on West Side and Improved Sidewalk on East Side (Streetscaping included)”. Upon further review, this alternative was technically preferred over the previously recommended cycle tracks ○ Signed bike route through East Neighborhood from south of Caledon Trailway to south of Hilltop Drive to bypass narrow portion of corridor and maintain connectivity ○ Reduced Lane Widths with Multi-Use Paths from south of Hilltop Drive to Cranston Drive. • Reduced Lane Widths and Paved Shoulders with Rumble Strips are recommended within the Rural Area. Upon further review, this alternative is preferred from Olde Base Line Road to Cranston Drive, which was previously recommended to be urbanized. 	
	<p>Discussion</p> <ul style="list-style-type: none"> • Why is the multi-use path (MUP) proposed on the West side? With a constrained Right-of-Way through Caledon East, a MUP on the West side would effectively connect the community at Leamster Trail to Caledon Trailway. Having the MUP on the West side also mitigates expensive hydro utility relocation. There would be significant engineering cost to bury hydro and telecom lines into a joint use trench with service lines directly to each individual business. A joint use trench close to the culvert and flood zone would add an additional layer of engineering complexity. 	
	<p>Intersections</p> <p>The Region presented recommended designs at intersections:</p> <ul style="list-style-type: none"> • Flared two-lane entry roundabout at Cranston Drive to encourage slower traffic speeds while providing an opportunity for a gateway feature to Caledon East • One-lane roundabout at Boston Mills / Castlederg Side Road to encourage slower traffic speeds and eliminate the existing offset intersection configuration • Northbound and Eastbound left turn lanes, and Southbound right turn lane with widening to the West and a shift to the North at Olde Base Line Road • Northbound and Southbound left turn lanes, and Southbound right turn lane with a pedestrian crossover at Walker Road, including raised centre medians on the North leg to encourage slower traffic speeds and provide an opportunity for a gateway feature to Caledon East • Northbound right (slip) lane, raised medians and narrower lanes with paved shoulder and rumble strip at Huntsmill Drive in part to encourage slower traffic speeds approaching Caledon East. 	
4	<p>Next Steps</p> <p>The Region is scheduled to:</p> <ul style="list-style-type: none"> • Meet with the Technical Advisory Committee on August 20. The Town was invited to attend the TAC meeting, provide feedback and confirm their position on the proposed road extension at Old Church Road 	Town

Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

	<ul style="list-style-type: none">• Consult with the Community Working Group between August 27 and September 15• Host Public Information Centre No. 2 with an on-line presentation on September 23. The Town was invited to attend the PIC to represent the Town's position on the preliminary preferred design concepts.	Town
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Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

From: [Kant Chawla](#)
To: [Bubas, Sonya](#)
Cc: [Rook, Sally](#); [Ganesh, Steve](#); [Peggy Tollett](#); [Sylvia Kirkwood](#); [Casey Blakely](#); [Eric Chan](#); [Douglas McGlynn](#); [Arash Olia](#)
Subject: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE
Date: Friday, December 21, 2018 12:08:10 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
Importance: High
Sensitivity: Confidential

Good Morning Sonya, hope you are well !

Please see below the consolidated Town response to the Region's questions. The Town response to each question is noted in blue .

Please advise if you have any questions or would like to have further discussion. We thank you for keeping the Town engaged on this important EA study. I will continue to coordinate the project and assist in appropriate Town representation for timely response and circulation of materials.

Have a safe and good holiday season !

Regards,
Kant

1. Are there other alternatives that should be considered?

It has been noted that the existing carriage way and the designated right-of-way widths (ROW) vary within the Caledon East section of the Airport Road. Considering , the intended function of the road and the ROW constraints, it is suggested that the on-street parking should be considered/provided north of the Caledon Trail in order to support local businesses. We understand that Region's adoption of context-sensitive design approach would ensure the land use and mobility objectives of the Caledon East community are met. We suggest the following alternative options for your consideration:

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cid:image003.png@01D4871D.7C63E5B0



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- Region should refer to the Traffic Impact Study submitted as a part of Draft Plan approval process.

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Given the fact that Airport Road carries heavy truck traffic, Town staff is in support of the separation of cyclist/pedestrian from the through traffic using segregated facilities such as Multi-Use Trails.

The Town would support a trail link on the west side of Airport Road. There are heritage properties that line both sides of the road at the Olde Baseline /Airport Road junction. The properties to the west have a greater setback from the road line and would allow more space for this trail. The property to the south east of the junction of Olde Baseline and Airport is too close to the road to allow for the slip road and a trail.

Additionally, the Town would **support** the signalized system at the Olde Baseline and Airport Road junction and not a roundabout. There are numerous heritage properties that would be negatively impacted should a roundabout be constructed at this location.

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c. **If not, please explain why**

d. **If not, would the Town consider a tertiary plan for this area including adjacent lands?**

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A Parking Utilization/Justification Study would enable to make more informed decision. Please confirm if the Region would be undertaking this assessment.

6. Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and

ultimately along future local roads connecting to Airport Road south of Hilltop Drive.

The proposed by-pass can be considered if the connection between the Mountcrest Road and the subdivision be available so that Cyclist be encouraged using the proposed signalized intersection at the northern accesses to make a safe left-turn on to the Airport Road.

Additional Comments

- Please confirm if the Region would be undertaking a Parking Utilization/Justification Study as part of the EA process.
- It is our understanding that the improvements proposed as a part of the Region's Olde Base Line Study may potentially encourage truck traffic, to use the improved Olde Base Line Road. We would request that the Town be provided with the detailed analysis reflecting the number of trucks/vehicle volume which are anticipated to be diverted on to the Olde base Line Road. We also wish to ensure trucks do not use the Town's truck restricted roads.
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- The roundabouts should be geometrically designed to accommodate smooth flow of trucks and farming vehicles
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Thanks again !!

Kant Chawla, MPig, MCIP, RPP

Senior Planner, Transportation | Policy & Sustainability Division
Community Services Department

Office: 905.584.2272 x.4293

Email: kant.chawla@caledon.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Thursday, November 22, 2018 4:54 PM

To: Casey Blakely <casey.blakely@caledon.ca>; Eric Chan <Eric.Chan@caledon.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Ohi Izirein <Ohi.Izirein@caledon.ca>; Rob Hughes <Rob.Hughes@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Steve Mathew <Steve.Mathew@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Cc: Zibby Petch <zibby.petch@ibigroup.com>; Rook, Sally <sally.rook@peelregion.ca>; Dang, Denise <denise.dang@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gorman, Gayle <gayle.gorman@peelregion.ca>; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>

Subject: Airport Rd EA - Alternative Designs and Assessment

Importance: High

Sensitivity: Confidential

Good afternoon,

Please treat this email and attachment as confidential (draft for internal discussion only). This information will be kept confidential until the Region of Peel has consulted with potentially affected property owners.

Further to our meeting regarding the Airport Road Class EA, please find attached presentation with the alternative design concepts and summary of advantages/disadvantages for your review and comment by **December 14**.

Kindly, we ask for the Town of Caledon to provide a written response to the following questions:

Are there other alternatives that should be considered?

Do you support a roundabout at:

Castlederg Side Road / Boston Mills Road? If not, please explain why

Cranston Drive? If not, please explain why

Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East?

Do you support a road extension of Old Church Road to Ivan Avenue?

If not, please explain why

If not, would the Town consider a tertiary plan for this area including adjacent lands?

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Thank you in advance for your input. Your comments will be incorporated into the evaluation of alternatives and will help determine the preferred solution(s).

We plan to follow-up with the meeting notes early next week. In the meantime, please feel free to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



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From: [Douglas McGlynn](#)
To: [Bubas, Sonya](#)
Cc: [Sylvia Kirkwood](#)
Subject: RE: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE
Date: Friday, December 21, 2018 12:38:01 PM
Attachments: [image001.gif](#)
[image002.jpg](#)
[image003.jpg](#)
Sensitivity: Confidential

Hi Sonya,

Just an FYI on question 5.

The property that is designated is actually [REDACTED].

Merry Christmas.

Cheers

Douglas

Douglas McGlynn BSc(Arch) BA Hons MA CAHP

Heritage | Urban Design Planner

Office: 905.584.2272 x.4232

Email: douglas.mcglynn@caledon.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Friday, December 21, 2018 12:30 PM
To: Kant Chawla <Kant.Chawla@caledon.ca>
Cc: Rook, Sally <sally.rook@peelregion.ca>; Ganesh, Steve <steve.ganesh@peelregion.ca>; Peggy Tollett <Peggy.Tollett@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Eric Chan <Eric.Chan@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE
Sensitivity: Confidential

Hi Kant,

Thank you for providing the Town's response to our questions. I will review your response with the Project Team and let you know if we have questions or would like to discuss further.

Wishing you and all who are copied on this email a safe and happy holiday!

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email



From: Kant Chawla [<mailto:Kant.Chawla@caledon.ca>]

Sent: December 21, 2018 12:08 PM

To: Bubas, Sonya

Cc: Rook, Sally; Ganesh, Steve; Peggy Tollett; Sylvia Kirkwood; Casey Blakely; Eric Chan; Douglas McGlynn; Arash Olia

Subject: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE

Importance: High

Sensitivity: Confidential

Good Morning Sonya, hope you are well !

Please see below the consolidated Town response to the Region's questions. The Town response to each question is noted in blue .

Please advise if you have any questions or would like to have further discussion. We thank you for keeping the Town engaged on this important EA study. I will continue to coordinate the project and assist in appropriate Town representation for timely response and circulation of materials.

Have a safe and good holiday season !

Regards,
Kant

1. Are there other alternatives that should be considered?

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Thanks again !!

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Senior Planner, Transportation | Policy & Sustainability Division
Community Services Department

Office: 905.584.2272 x.4293

Email: kant.chawla@caledon.ca

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Thursday, November 22, 2018 4:54 PM

To: Casey Blakely <casey.blakely@caledon.ca>; Eric Chan <Eric.Chan@caledon.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Ohi Izirein <Ohi.Izirein@caledon.ca>; Rob Hughes <Rob.Hughes@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Steve Mathew <Steve.Mathew@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Cc: Zibby Petch <zibby.petch@ibigroup.com>; Rook, Sally <sally.rook@peelregion.ca>; Dang, Denise <denise.dang@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gorman, Gayle <gayle.gorman@peelregion.ca>; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>

Subject: Airport Rd EA - Alternative Designs and Assessment

Importance: High

Sensitivity: Confidential

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Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



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and recorded and the content may be required to be disclosed by the Town to a third party in certain circumstances). Thank you.”

From: [Peggy Tollett](#)
To: [Bubas, Sonya](#)
Cc: [Rook, Sally](#); [Beveridge, Scott](#); [Sylvia Kirkwood](#)
Subject: RE: Airport Rd - EA and ROW
Attachments: [image001.gif](#)
[REDACTED] [REDACTED]

Hi Sonya,

I apologize for the delay but, I needed to understand what is required from staff to move forward. The property is listed at this time but, not designated. In order to assess it properly the following steps would need to be taken:

- The building is on the BHRI, Various reports will be required to evaluate the proposal and its impacts: Heritage Impact Assessment, Cultural Heritage Evaluation Report to determine next steps
- A study to establish if Caledon East should be considered a Cultural Heritage Landscape along Airport Road and intersecting streets.

As part of the Region's EA process it would be helpful to have residents comments on the building, changes to the intersection and whether the removal would be supported. Staff would need a feasibility study that measures the impacts of how changing access to the site in conjunction with the lighted intersection would be required which I am assuming would be part of your EA process or outcomes.

Then staff can determine whether a designation is required or removal is supported.

Peggy Tollett, CPA, CGA

General Manager
Community Services

Office: 905.584.2272 x.4112
Cell: 416.524.2332
Email: peggy.tollett@caledon.ca

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Friday, February 22, 2019 7:31 AM
To: Peggy Tollett <Peggy.Tollett@caledon.ca>
Cc: Rook, Sally <sally.rook@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>

Subject: RE: Airport Rd - EA and ROW

[REDACTED]

Hi Peggy,

My understanding from your message is that [REDACTED] is on the Town's inventory but not being recommended for listing as a designated heritage property under the Ontario Heritage Act at this time. Can you clarify the mitigation options for this property? Would the Town permit the structure on this property to be demolished if the option to extend Old Church Road through to Ivan Avenue is selected through the Class EA process?

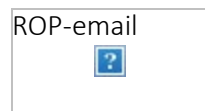
Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



From: Peggy Tollett <Peggy.Tollett@caledon.ca>

Sent: February 8, 2019 5:02 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Rook, Sally <sally.rook@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>;
Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>

Subject: RE: Airport Rd - EA and ROW

[REDACTED]

We have it on the inventory but, it won't get listed at this point. We will wait to see what options come forward.

Peggy Tollett, CPA, CGA
General Manager
Community Services

Office: 905.584.2272 x.4112

Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Friday, February 8, 2019 4:06 PM
To: Peggy Tollett <Peggy.Tollett@caledon.ca>
Cc: Rook, Sally <sally.rook@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>
Subject: RE: Airport Rd - EA and ROW
[REDACTED]

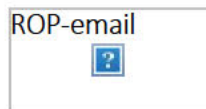
Hi Peggy,

Regarding the Airport Rd EA, have you had a chance to discuss options to mitigate heritage impacts at [REDACTED]?

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]

- [Redacted]
- [Redacted]

[Redacted]

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[Redacted]

From: [Bubas, Sonya](#)
To: [Kant Chawla](#)
Cc: [Rook, Sally](#); [Ganesh, Steve](#); [Peggy Tollett](#); [Sylvia Kirkwood](#); [Casey Blakely](#); [Eric Chan](#); [Douglas McGlynn](#); [Arash Olia](#); [Lee, Arthur](#)
Subject: RE: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE
Date: Friday, December 21, 2018 12:30:28 PM
Attachments: [image003.gif](#)
[image004.jpg](#)
[image005.jpg](#)
Sensitivity: Confidential

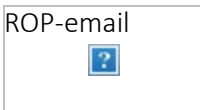
Hi Kant,

Thank you for providing the Town's response to our questions. I will review your response with the Project Team and let you know if we have questions or would like to discuss further.

Wishing you and all who are copied on this email a safe and happy holiday!

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Kant Chawla [<mailto:Kant.Chawla@caledon.ca>]
Sent: December 21, 2018 12:08 PM
To: Bubas, Sonya
Cc: Rook, Sally; Ganesh, Steve; Peggy Tollett; Sylvia Kirkwood; Casey Blakely; Eric Chan; Douglas McGlynn; Arash Olia
Subject: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE
Importance: High
Sensitivity: Confidential

Good Morning Sonya, hope you are well !

Please see below the consolidated Town response to the Region's questions. The Town response to each question is noted in blue .

Please advise if you have any questions or would like to have further discussion. We thank you for keeping the Town engaged on this important EA study. I will continue to coordinate the project and assist in appropriate Town representation for timely response and circulation of materials.

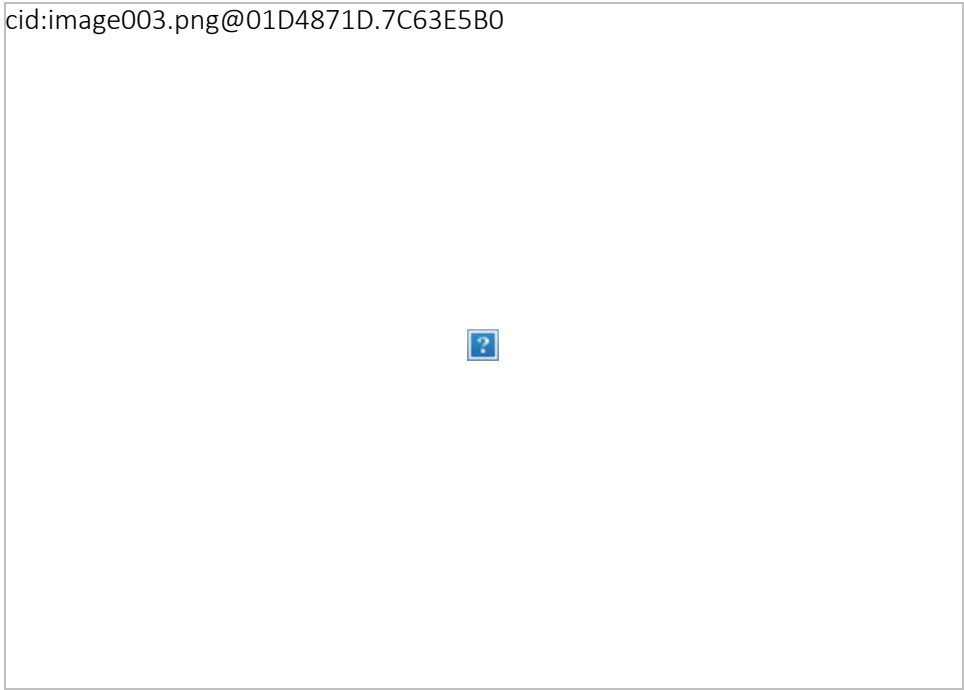
Have a safe and good holiday season !

Regards,
Kant

1. Are there other alternatives that should be considered?

It has been noted that the existing carriage way and the designated right-of-way widths (ROW) vary within the Caledon East section of the Airport Road. Considering , the intended function of the road and the ROW constraints, it is suggested that the on-street parking should be considered/provided north of the Caledon Trail in order to support local businesses. We understand that Region’s adoption of context-sensitive design approach would ensure the land use and mobility objectives of the Caledon East community are met. We suggest the following alternative options for your consideration:

- The option for the placement of the bike lane between the sidewalk and the on-street parking should be examined. We believe this option would lend additional safety and potentially minimize the likelihood of door accident by creating a buffer separating the cycling lane and moving traffic. This option is illustrated in Figure 1 from the Niagara Region Complete Streets Design Guidelines ([Link](#), p11)
- The existing right-of-way from Hilltop Drive to Caledon Trail way is 20m with the prevailing speed limit of 50 km/h. Town staff suggests that a reduced speed limit from 50 to 40 km/h be considered for enhanced safety. Based on further review as a part of the EA work, decreased lane widths within this section can be considered to accommodate all the road users within the 20m Right-of-Way. As an example, this option is illustrated in Figure 2 from the Niagara Region Complete Streets Design Guidelines ([Link](#), p16)



2. Do you support a roundabout at:

- **Castleberg Side Road / Boston Mills Road? If not, please explain why**

Town staff **supports** the provision of the roundabout. It will help to slow down the traffic

heading north and would enhance the safety of the intersection by removing the offset and realigning the Castleberg Side Road / Boston Mills Road with Airport Road.

- **Cranston Drive? If not, please explain why**

A roundabout at Cranston Drive is **not supported** from a functional and Urban Design perspective. The Region is likely aware, there is a large [REDACTED] to the east of Airport Road which is proposed to have 600 units with a diverse range of housing options. There is also discussion for a potential senior's development to the west side of Airport Road. In order to maintain the urban design intent for the provision of pedestrian and cyclist friendly community, a two-lane cross-section would be supported. We believe, the 45m ROW with 4-lane widening would be contrary to this vision. Additionally, it is believed:

- A roundabout can be uneasy for a pedestrian, especially for persons with accessible or special needs.
- Allowance of inside lane turn-outs maneuvers, creates a dangerous situation for cyclists, owing to the blind spots.
- Region should refer to the Traffic Impact Study submitted as a part of Draft Plan approval process.

3. Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East?

Given the fact that Airport Road carries heavy truck traffic, Town staff is in support of the separation of cyclist/pedestrian from the through traffic using segregated facilities such as Multi-Use Trails.

The Town would support a trail link on the west side of Airport Road. There are heritage properties that line both sides of the road at the Olde Baseline /Airport Road junction. The properties to the west have a greater setback from the road line and would allow more space for this trail. The property to the south east of the junction of Olde Baseline and Airport is too close to the road to allow for the slip road and a trail.

Additionally, the Town would **support** the signalized system at the Olde Baseline and Airport Road junction and not a roundabout. There are numerous heritage properties that would be negatively impacted should a roundabout be constructed at this location.

4. Do you support a road extension of Old Church Road to Ivan Avenue?

- c. **If not, please explain why**
- d. **If not, would the Town consider a tertiary plan for this area including adjacent lands?**

The road extension cannot be supported by the Town at this time. The extension of Old Church Road would result in the demolition of 16000 Airport Road which is the LCBO. The LCBO building is a heritage property and although the lower level has been altered, the mass, proportion and window openings of the second floor are still intact. The building is a landmark on the street and provides a definitive street frontage to the intersection of Airport and Old Church.

There needs to be a further discussion regarding this intersection and the redevelopment of the lands to the north. The TRCA should also be involved, as a portion of these lands are subject to flooding.

5. Do you support the loss of parking on one side of the road to accommodate active transportation between the Caledon Railway and Walker Road? If not, please explain why

The on-street parking between the railway and Walker Road is an integral part of the streetscape. On street parking is part of the Caledon East experience and without a further proposal for accommodating local shopping or community parking within Caledon East, the removal of parking on one side of the street cannot be supported. It also appears that there is the proposal to remove on street parking on both sides of the street as Airport Road heads north past Old Church Road. Airport Road is also treelined which gives a balance between the hard-urban street and the built form. To remove the trees along the street line would be detrimental to the street form and its function.

The proposal to provide a roundabout at Airport and Walkers Road would also prove to be problematic as 16078 Walker Road at the south west corner of the junction is a designated property . In addition, the Town is concerned with the impact a roundabout would have on the residential and commercial planning application proposed at the north west corner of Airport Road and Walker Road.

A Parking Utilization/Justification Study would enable to make more informed decision. Please confirm if the Region would be undertaking this assessment.

6. Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and ultimately along future local roads connecting to Airport Road south of Hilltop Drive.

The proposed by-pass can be considered if the connection between the Mountcrest Road and the subdivision be available so that Cyclist be encouraged using the proposed signalized intersection at the northern accesses to make a safe left-turn on to the Airport Road.

Additional Comments

- Please confirm if the Region would be undertaking a Parking Utilization/Justification Study as part of the EA process.
- It is our understanding that the improvements proposed as a part of the Region's Olde Base Line Study may potentially encourage truck traffic, to use the improved Olde Base Line Road. We would request that the Town be provided with the detailed analysis reflecting the number of trucks/vehicle volume which are anticipated to be diverted on to the Olde base Line Road. We also wish to ensure trucks do not use the Town's truck restricted roads.
- The servicing (hydro, etc.) should be buried to allow for a better cross section and the opportunity for promoting broad band by laying fibre optics, etc.
- A school zone should be implemented along Airport Road, in the vicinity of the Caledon East Public School to assist with traffic calming and safe crossing of children
- The Town is not supportive of the Region acquiring the full extent of the right-of-way width for the purposes of implementing 4 lanes through the section north of Cranston. Airport Road through the length of the village needs to promote the village feel.
- Traffic calming through implementing a school zone (flashing light, safe signaled crossing adjacent to school – similar to Palgrave) will also divert some truck traffic from Airport Road along Old base Line Road
- Please highlight any traffic safety features/improvements as a result of the Regional

Council-approved Traffic Safety Operational and Strategy Plan (a.k.a Vision Zero).

- The roundabouts should be geometrically designed to accommodate smooth flow of trucks and farming vehicles
- It is noted that Active Transportation users are mainly local residents/visitors with low-medium cycling skills (i.e. children going to elementary/high schools, local residents going to restaurants/shops, and visitors from the Caledon Trailway exploring the village). The design elements be consistent with needs of the community. It is suggested that multi-use trail with appropriate crossing treatments at driveways and intersections should be considered

Thanks again !!

Kant Chawla, MPig, MCIP, RPP

Senior Planner, Transportation | Policy & Sustainability Division
Community Services Department

Office: 905.584.2272 x.4293

Email: kant.chawla@caledon.ca

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Thursday, November 22, 2018 4:54 PM

To: Casey Blakely <casey.blakely@caledon.ca>; Eric Chan <Eric.Chan@caledon.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Ohi Izirein <Ohi.Izirein@caledon.ca>; Rob Hughes <Rob.Hughes@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Steve Mathew <Steve.Mathew@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Cc: Zibby Petch <zibby.petch@ibigroup.com>; Rook, Sally <sally.rook@peelregion.ca>; Dang, Denise <denise.dang@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gorman, Gayle <gayle.gorman@peelregion.ca>; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>

Subject: Airport Rd EA - Alternative Designs and Assessment

Importance: High

Sensitivity: Confidential

Good afternoon,

Please treat this email and attachment as confidential (draft for internal discussion only). This information will be kept confidential until the Region of Peel has consulted with potentially affected property owners.

Further to our meeting regarding the Airport Road Class EA, please find attached presentation with the alternative design concepts and summary of advantages/disadvantages for your review and comment by **December 14**.

Kindly, we ask for the Town of Caledon to provide a written response to the following questions:

Are there other alternatives that should be considered?

Do you support a roundabout at:

Castleberg Side Road / Boston Mills Road? If not, please explain why

Cranston Drive? If not, please explain why

Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East?

Do you support a road extension of Old Church Road to Ivan Avenue?

If not, please explain why

If not, would the Town consider a tertiary plan for this area including adjacent lands?

Do you support the loss of parking on one side of the road to accommodate active transportation between the Caledon Trailway and Walker Road? If not, please explain why

Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and ultimately along future local roads connecting to Airport Road south of Hilltop Drive.

Thank you in advance for your input. Your comments will be incorporated into the evaluation of alternatives and will help determine the preferred solution(s).

We plan to follow-up with the meeting notes early next week. In the meantime, please feel free to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

From: [Saddi, Asha](#)
To: [Kant Chawla](#)
Cc: [Bubas, Sonya](#)
Subject: RE: Airport Road EA - PIC 2 Resident Response Letter
Date: Thursday, January 14, 2021 8:07:00 AM
Attachments: [image001.gif](#)

Good Morning Kant,

I've attached the resident's previous question below which will help in providing context. Sorry for any confusion.

If roundabouts and traffic calming measures are put into place, what measures can be put into place so that trucks and vehicles don't bypass Airport Road and move to the adjacent north/south town roads that cannot handle the increased traffic and more importantly the increased weight that is already degrading these roads? The proposed improvements on Airport Road are not expected to increase traffic on north-south roads that are owned and maintained by the Town of Caledon. With the exception of Horseshoe Hill Road, these local roads do not accommodate for truck movements and generally have truck restriction signs at the intersections.

Currently as they are not scheduled for replacement/repaving for several more years, will their improvements be rescheduled by the Town of Caledon to be completed sooner using materials more suited to high traffic? This comment will be forwarded to the Town of Caledon for information. As explained above, the proposed improvements on Airport Road are not expected to increase traffic on north-south roads that are owned and maintained by the Town.

Regards,

*Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Asha.Saddi@peelregion.ca*



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From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: January 13, 2021 3:02 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Airport Road EA - PIC 2 Resident Response Letter

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hello Asha , I am well ! hope you are keeping safe.

I am a bit confused, Airport Road is a regional road and believe Region is responsible for paving and maintaining it. How will the Town commit/respond to such question. My apologies, I have not been able to understand the context.

I will forward this to our engineering folks once I understand.

Please clarify,

Regards,

Kant

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Wednesday, January 13, 2021 2:37 PM
To: Kant Chawla <Kant.Chawla@caledon.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road EA - PIC 2 Resident Response Letter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi Kant,

I hope you are well.

For your information, I'm forwarding a comment that was received as part of PIC 2 for the Airport Road EA. The resident's comment is shown below in bold and our response comment is followed immediately beneath:

Currently as they are not scheduled for replacement/repaving for several more years, will their improvements be rescheduled by the Town of Caledon to be completed sooner using materials more suited to high traffic?

This comment will be forwarded to the Town of Caledon for information. As explained above, the proposed improvements on Airport Road are not expected to increase traffic on north-south roads that are owned and maintained by the Town.

If you have any questions on the comment please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Asha.Saddi@peelregion.ca



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**Environmental Assessment
Airport Road from King Street to Huntsmill Drive**

**Site Meeting with
Toronto and Region Conservation Authority (TRCA) and
Credit Valley Conservation (CVC)**

**Friday, February 9, 2018
Foodland Parking Lot, 15771 Airport Road
1:30 p.m. – 3:30 p.m.**

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

PURPOSE

- To review existing environmental conditions in the study area

OBJECTIVES

- To confirm TRCA and CVC comments to date
- To discuss environmental constraints and regulatory requirements

AGENDA

- 1. Welcome and Introductions**
- 2. Site Walk under CVC Jurisdiction**
 - a. Watercourse Feature (West of Airport Rd, south of Olde Base Line Rd)
- 3. Site Walk under TRCA Jurisdiction**
 - a. Watercourse Crossing 1 (75 meters north of Huntsmill Dr)
 - b. Watercourse Crossing 2 (Between Parsons Ave and Caledon Trailway)
 - c. Watercourse Crossing 3 (35 meters north of Mountcrest Rd)
 - d. Watercourse Crossing 4 (175 meters south of Cranston Dr)
 - e. Watercourse Crossing 5 (725 meters north of King St)
 - f. Watercourse Crossing 6 (100 meters north of King St)
- 4. Other Locations of Interest**
- 5. Adjournment**

**Airport Road from King Street to Huntsmill Drive
Transportation Overview**



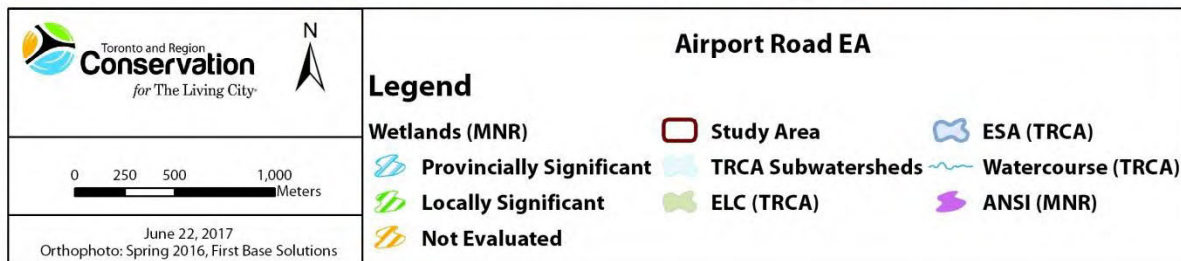
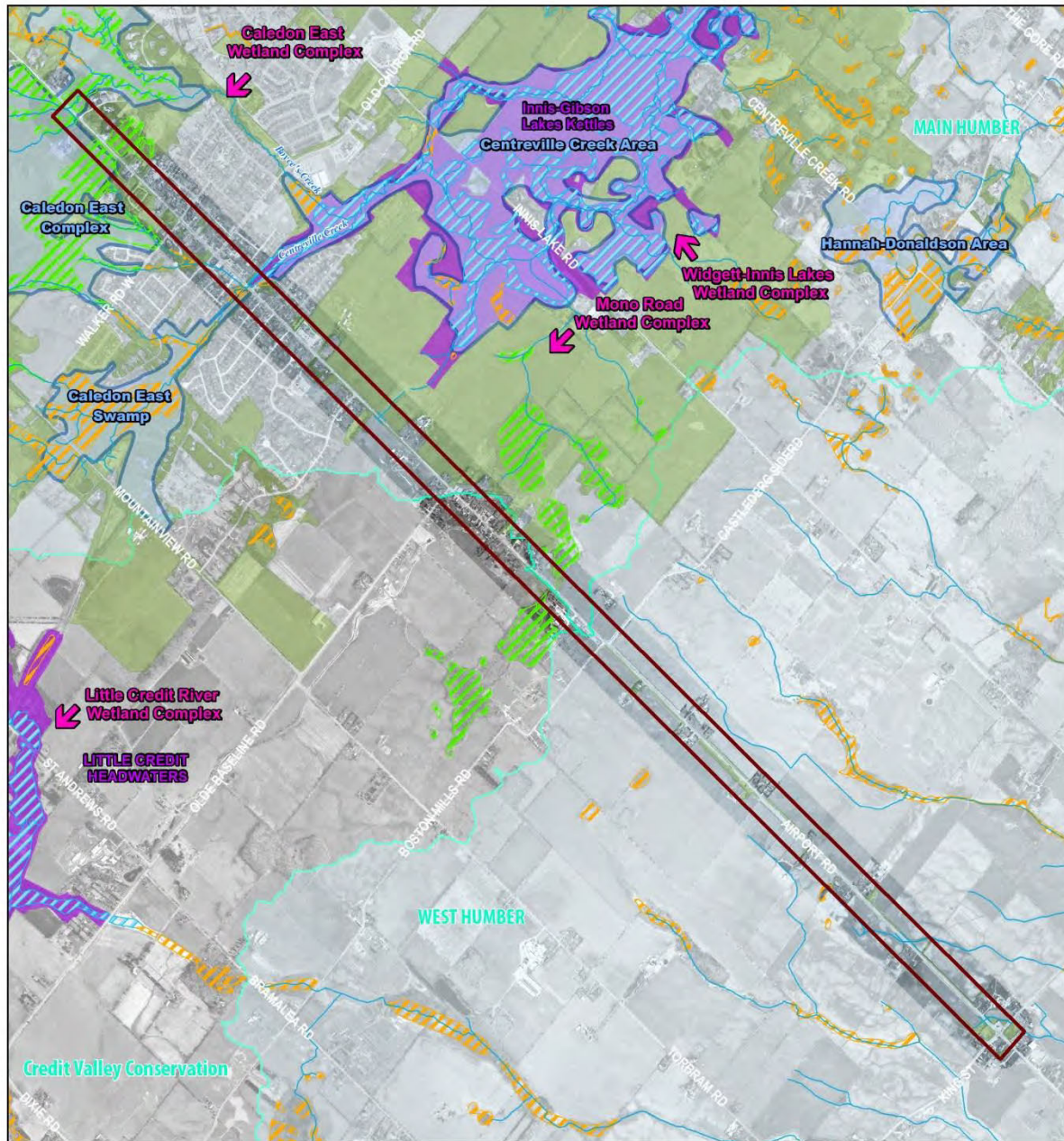


Figure 3. Designated natural areas overlapping with and in proximity to the Study Area.

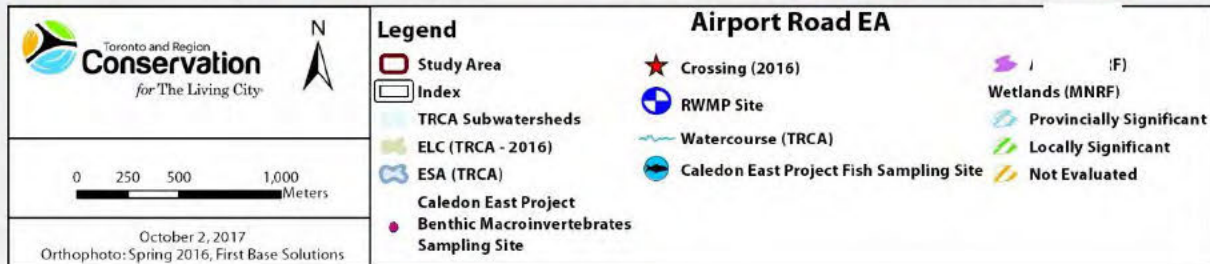
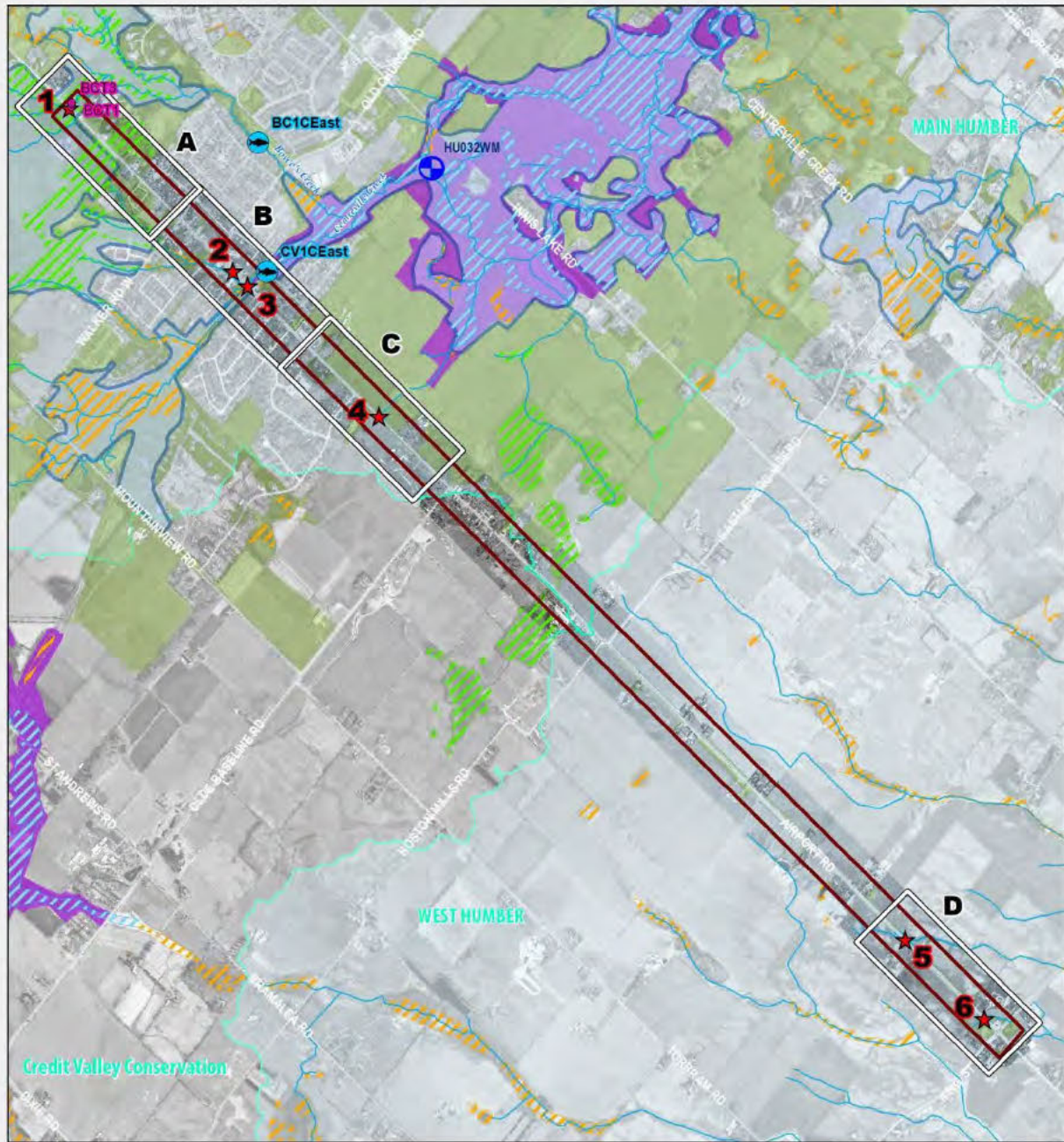


Figure 16. Project Study Area and crossing locations.

Minutes

**Site Meeting with
Toronto and Region Conservation Authority (TRCA) and
Credit Valley Conservation (CVC)**

**Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**

Friday, March 9, 2018

1:30 p.m. – 3:30 p.m.

15771 Airport Road (Foodland Parking Lot)

TRCA: Scott Jarvie, Sue Hayes, Jan Moryk, Annette Lister, Katherine
CVC: Kaitlyn McGlade

Region of Peel (Region): Arthur Lee, Sonya Bubas

IBI Group (IBI): Hailey McWilliam

Riverstone Environmental Solutions Inc. (Riverstone):
Tristan Knight

#	DESCRIPTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region: <ul style="list-style-type: none"> • Welcomed all present and facilitated introductions • Provided an overview of the Class EA Study for Airport Road from King Street to Huntsmill Drive • Described the propose and objectives of the site meeting, and • Reviewed the site meeting agenda • The purpose of the site meeting was to review existing environmental conditions in the study area • The objectives of the site meeting were to: <ul style="list-style-type: none"> • Confirm TRCA and CVC comments to date • Discuss environmental constraints and regulatory requirements • The following materials were circulated in advance: <ul style="list-style-type: none"> • Site meeting agenda • Transportation overview (aerial map) • Natural environment conditions (2 maps) • Aerial map of watercourse under CVC jurisdiction • The Region noted that the Project Team will consult with the Ministry of Natural Resources and Forestry (MNR) regarding the Provincially Significant Wetlands on both sides of the study area and the potential for Species at Risk (e.g., Redside Dace)
2	<p>Site Walk under CVC Jurisdiction</p> <p>a. Watercourse Features (West of Airport Road, south of Olde Base Line Road)</p> <ul style="list-style-type: none"> • CVC will confirm whether the watercourse is a watercourse or headwater drainage feature • The watercourse is a CVC regulated watercourse and CVC advised to maintain hydrology • CVC previously provided the Region with high-level comments and will forward a map of the watercourse • CVC noted the following for consideration: <ul style="list-style-type: none"> • Region of Peel core greenlands • Species at Risk (SARs) and bats • Wetlands further removed from the road • Requested assessment of Significant Wildlife Habitat • Wildlife crossing guideline for mitigation • The TRCA natural environment team will prepare an Addendum to the Natural Environment Existing Conditions Report to address this watercourse • The Region will respond to CVC comments
2	<p>Site Walk under TRCA Jurisdiction</p> <p>a. Watercourse Crossing 1 (75 metres north of Huntsmill Drive)</p> <ul style="list-style-type: none"> • The potential for wildlife crossings was noted <p>b. Watercourse Crossing 2 (Between Parsons Avenue and Caledon Trailway)</p> <ul style="list-style-type: none"> • TRCA noted the following for consideration:

Public Works

	<ul style="list-style-type: none"> • Underground concrete pipe crossing is a barrier to fish • TRCA previously provided the Region with comments regarding crossing/stormwater management guidelines <p>c. Watercourse Crossing 3 (35 metres north of Mountcrest Road)</p> <ul style="list-style-type: none"> • TRCA noted the following for consideration: <ul style="list-style-type: none"> • TRCA received public comments regarding sediment buildup at the Centreville Creek crossing • TRCA would be interested in the hydraulic assessment of any potential replacement culverts <p>d. Watercourse Crossing 4 (175 metres south of Cranston Drive), and Watercourse Crossing 5 (725 metres north of King Street), and Watercourse Crossing 6 (100 metres north of King Street)</p> <ul style="list-style-type: none"> • Not visited as potential site issues were discussed at other sites or as part of previous EA study
4	<p>Other Locations of Interest</p> <ul style="list-style-type: none"> • No other locations noted or visited
5	<p>Adjournment</p>

From: [McGlade, Kaitlyn](#)
To: [Bubas, Sonya](#)
Cc: [Kilis, Jakub](#)
Subject: Follow up to Airport Rd Site Visit
Date: Monday, March 12, 2018 3:56:16 PM
Attachments: [IMG_4952.JPG](#)
[IMG_4950.JPG](#)
[AirportRd.png](#)

Hi Sonya,

As per the site visit discussion please see an attached map of the regulated watercourse within CVC's jurisdiction. The feature is on the west side of Airport Rd ~250m south of Olde Base Line. As was mentioned at the site visit and in our formal comments, this watercourse is likely intermittent and contributes to downstream features and habitats (fish habitat, wetlands and other tributaries). The watercourse eventually drains to the East Credit River. Given the proposed scope of works (i.e. no road widening), CVC does not feel any extensive survey work is required for the feature. The only concern is that it be documented and identified within the ESR as a regulated feature in order to ensure impacts are avoided and existing drainage to the watercourse is maintained at the detailed design stage.

I have also attached some quick photos I took of the feature as I was heading back to the office for your reference. It runs between two residential dwellings adjacent to the road and then enters an agricultural field.

As mentioned on Friday- Jakub will remain the point of contact from CVC for the project. Please don't hesitate to contact us if you have any additional questions.

Regards,

Kaitlyn McGlade

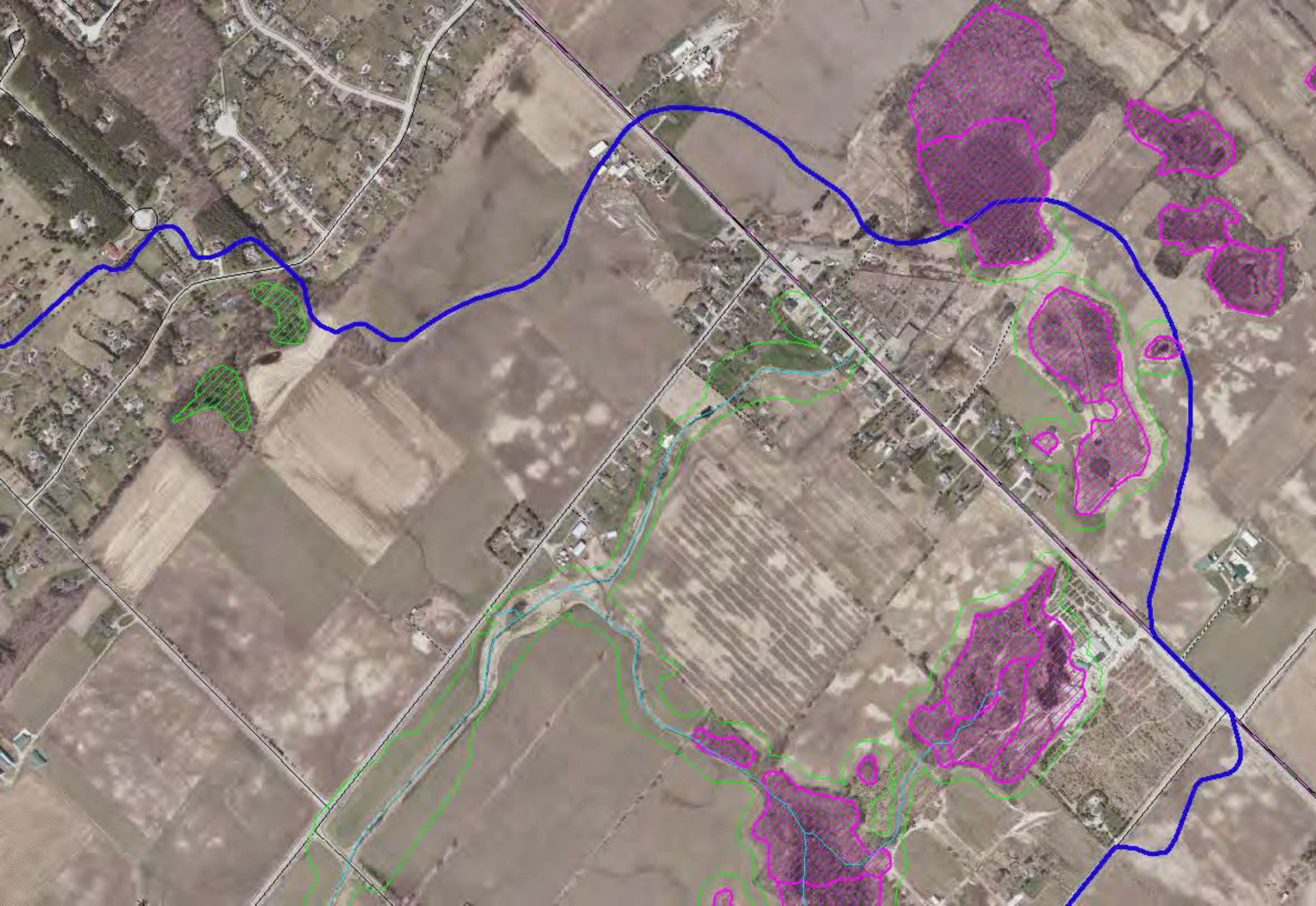
Technician, Planning Ecology | Planning & Development Services | Credit Valley
Conservation

905.670.1615 ext 562 | 1-800-668-5557

kaitlyn.mcglade@cvc.ca | www.cvc.ca

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Airport Rd



- NHS Aquatic Habitat Watercourses
 - High Functioning
 - Supporting
- Wetlands (MNR)
 - Evaluated-Provincial
 - Evaluated-Other
 - Not evaluated per OWES
- Subwatershed Boundaries
- Regulated Features
- Transportation Network
 - Abandoned railroad
 - Access way
 - Existing railroad
 - Highway
 - Street

0 100 200 Meters

1:7000



Information presented on this map is property of Credit Valley Conservation. Responsibility for appropriate use of the information lies with the user.



15324

15324

Agency Correspondence

From: [Kilis, Jakub](#)
To: [Bubas, Sonya](#)
Cc: [Saddi, Asha](#)
Subject: CVC Preliminary and Natural Environment Existing Conditions Report comments - Airport Road EA (CVC File No. EA 17/006)
Date: Friday, November 24, 2017 3:16:38 PM
Attachments: [EA 17 006 - CAL - ROP - CVC prelim comments - signed letter copy.pdf](#)

Hi Sonya,

Please find attached CVC preliminary comments and comments on the Natural Environment Existing Conditions Report. An original is in the mail to your attention through interoffice mail.

Regards,
Jakub

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November 24, 2017

Sonya Bubas
Project Manager, Transportation Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B
Brampton, ON L6T 4B9

Dear Ms. Bubas,

**Re: Municipal Class Environmental Assessment Study
Airport Road from 100 m north of King Street to 300 m north of Huntsmill
Drive, Town of Caledon
CVC File No: EA 17/006**

It is the understanding of CVC staff that the Region of Peel has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100 m north of King Street to 300 m north of Huntsmill Drive, in the Town of Caledon. CVC staff has completed a preliminary review of the project area and the Natural Environment Existing Conditions Report, prepared by TRCA and dated September 2017.

Preliminary Review Comments

Site Characteristics

REGULATED AREA

The study area is located partially within the Regulated Area. A permit may be required from CVC for any grading or construction works within this area.

WATERCOURSE

The study area is adjacent to a tributary of the East Credit River. Any alteration to a watercourse (i.e: culverts, bridges, ponds etc.) requires a permit issued by CVC. Our concerns for new construction would include maintaining setbacks to address channel bank erosion, sediment control during construction, and to ensure no degradation to water quality.

FLOODPLAIN

The study area may be located partially within the Regulatory Storm Floodplain. A permit may be required from CVC for any construction activity in this area. Our primary concern is the protection of life and property from the flood hazard. We have specific criteria and requirements for construction in the floodplain.

CREDIT RIVER WATERSHED NATURAL HERITAGE SYSTEM

A portion of the study area is located within the Credit River Watershed Natural Heritage System (CRWNHS). The CRWNHS consists of High Functioning and Supporting terrestrial and aquatic natural heritage features, buffers, and complementary natural heritage areas (Centres for Biodiversity). Based on a watershed scale, the CRWNHS is intended to support Provincial, Regional and local municipal natural heritage systems as identified in their respective Strategies or Plans. As a watershed based management agency and landowner

CVC intends to implement the CRWNHS by using it as a strategic program guidance tool; to inform further development of CVC projects and policies; to assist CVC staff in providing technical advice to landowners and stakeholders at a watershed scale; and to promote a more consistent approach to natural heritage system planning across CVC's jurisdiction. For more detailed information or questions please contact the undersigned to discuss further.

WETLAND

The study area is adjacent to the Mono Road Wetland Complex. Wetlands are diverse and productive ecosystems that are hydrologically significant to a watershed. They store water during flood events and provide low flow augmentation during dry periods. The vegetation and organic soils of wetlands aid in the filtration of nutrients and sediments that enhances water quality and assists in the maintenance of cool water temperatures. Wetlands also provide habitat for diverse and uncommon species of flora and fauna. CVC does not typically support new development in wetlands.

OAK RIDGES MORaine (ORM)

The study area is partially within the Oak Ridges Moraine and is subject to the Oak Ridges Moraine Conservation Plan (ORMCP). Given that municipalities are the designated approval authority under the Oak Ridges Moraine Conservation Act, we recommend that you consult with your local municipality for further information.

CALEDON EPA

Portions of the study area have been designated by the Town of Caledon as Environmental Policy Area (EPA). It is the policy of the Town of Caledon to protect and maintain these important natural areas. Credit Valley Conservation provides technical support with respect to the review of development within and adjacent to lands that have been designated EPA. We suggest you contact the Town of Caledon if you have questions on this matter.

PROVINCIAL GREENBELT

According to Schedule 1 of the Province of Ontario's Greenbelt Plan 2005, a portion of the study area falls within the Protected Countryside of the Greenbelt Plan Area. We recommend that you contact the Town of Caledon for further information with respect to these designations as certain polices of the Greenbelt Plan apply to the future use of the property.

JURISDICTION

The study area is located within the jurisdiction of two Conservation Authorities. In addition to falling within the CVC's Watershed, the study area also falls within the jurisdiction of Toronto and Region Conservation Authority (TRCA). Please contact TRCA for requirements within their jurisdiction.

EA Study Objectives

The EA Study must clearly identify and quantify the environmental constraints and enhancement opportunities within the study area, including the following:

AQUATIC HABITAT AND VALLEYLANDS

The project needs to evaluate alternatives that minimize impacts to the form and function of the East Credit River tributary and if possible include opportunities for enhancement. The EA should list and describe the natural features (fish habitat, etc.) and site characteristics (e.g. Rolling topography, high water table, buffering vegetation, etc.) in the study area that may pose constraints to the project.

STORMWATER MANAGEMENT

The project should include quality and quantity control measures to treat stormwater runoff in accordance with Ministry of Environment and Climate Change and CVC guidelines. Typically we request that the proponent provide treatment for all new proposed impervious areas and where possible existing road surfaces.

HYDRAULICS AND MEANDER BELT

Any alterations to any watercourse may require a hydraulic analysis to ensure that there are no negative impacts. In addition, the road improvements or reconstruction should ensure that the road is flood free under Regional Storm conditions.

SUBWATERSHED STUDY

The EA should ensure that the subwatershed study environmental targets and objectives are identified and identify proposed measures that implement these targets and objectives.

EROSION AND SEDIMENT CONTROLS

During the detailed design phase of this project, all proposed methods to control sedimentation during construction and potential erosion following the completion of the project must be detailed. Furthermore, as means of minimizing impacts to aquatic habitat all works must be completed in the dry.

RESTORATION

All disturbed areas will need to be stabilized and restored with native/non-invasive seed mixes and woody species.

Comments on Existing Conditions Report

1. Page 33 - Aquatic Habitat and Communities: This section of the report indicates that there are no watercourses or headwater drainage features within the section of the project in the Credit River watershed. CVC notes that a regulated watercourse (as per CVC mapping) does exist within the project scope in CVC's jurisdiction. While this feature likely doesn't provide direct habitat for fish in the area adjacent to the study site, it likely contributes to downstream habitat including other tributaries and wetlands. Please revise the report to include this feature. This feature is located on the west side of Airport Road south of Olde Base Line. The final EA, including proposed SWM and detailed design, should ensure existing drainage is maintained to retain hydrology to downstream features.
2. The report does not include municipal land use designations (Peel Greenlands, Caledon Environmental Protection Areas) as defined within municipal official plan policies. CVC recommends inclusion of all relevant environmental designations within the report.
3. A significant wildlife habitat evaluation does not appear to have been completed for the study area. While some candidate SWH designations are covered in other sections of the report, CVC recommends the completion of a comprehensive SWH assessment including confirmed and candidate SWH criteria within the project limits. Mitigation measures for SWH with potential to be impacted by the proposed works are to be included in the final ESR.

4. The report identifies several areas in which future road works may impact wildlife migration/movement corridors. The area within CVC jurisdiction (point C on Figure 15) is indicated to have high potential for amphibian movement between the two wetlands. CVC acknowledges that the existing conditions report is not intended to discuss proposed mitigation strategies of the overall EA but notes that wildlife crossing systems and improvements should be evaluated and considered within the ESR in order to be carried forward into detailed design. Please refer to CVC Fish and Wildlife Crossing Guidelines for more information on best management practices and mitigation strategies for improving fish and wildlife passage.
5. CVC notes the presence of forest/woodland communities within the study limits; however the report does not discuss these communities as potential habitat for Species at Risk bats. Please contact MNRF for further direction

Given CVC's interest staff would like to be kept informed of future meetings and proceedings through the Environmental Assessment process. Please forward any information or reports when available to ensure that this Authority's policy and program interest are reflected in the planning and design components for this project. Please also forward an invitation to attend the Technical Advisory Committee (TAC) meetings.

Should you have any further questions please contact the undersigned at (905) 670-1615 extension 287 or jkilis@creditvalleyca.ca.

Regards,



Jakub Kilis
Senior Planner, Environmental Assessment

cc: Asha Saddi, Technical Analyst, Region of Peel (by email only)

From: [Kilis, Jakub](#)
To: [Bubas, Sonya](#)
Cc: [Saddi, Asha](#)
Subject: CVC Preliminary and Natural Environment Existing Conditions Report comments - Airport Road EA (CVC File No. EA 17/006)
Date: Friday, November 24, 2017 3:16:38 PM
Attachments: [EA 17 006 - CAL - ROP - CVC prelim comments - signed letter copy.pdf](#)

Hi Sonya,

Please find attached CVC preliminary comments and comments on the Natural Environment Existing Conditions Report. An original is in the mail to your attention through interoffice mail.

Regards,
Jakub

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Should you have any further questions please contact the undersigned at (905) 670-1615 extension 287 or jkilis@creditvalleyca.ca.

Regards,



Jakub Kilis
Senior Planner, Environmental Assessment

cc: Asha Saddi, Technical Analyst, Region of Peel (by email only)

From: [Wu, Vanessa \(IO\)](#)
To: [Bubas, Sonya](#); [Saddi, Asha](#)
Subject: IO EA Notice Letter - Airport road from 100m north of King Street to 300m north of Huntsmill Drive
Date: Tuesday, October 31, 2017 2:26:04 PM
Attachments: [IO EA Notice Letter - Oct 31, 2017.pdf](#)
[Airport Road from 100m north of King Street to 300m north of Huntsmill Drive - Notice of Study Commencement.pdf](#)

Good afternoon,

Please review the attached IO EA Notice Letter on behalf of Lisa Myslicki.

Thank you,

Vanessa Wu
Environmental Management Co-op
[Infrastructure Ontario](#)
1 Dundas Street West, Suite 2000, 22nd Floor
Toronto, ON M5G 2L5
E-mail: vanessa.wu@infrastructureontario.ca
Phone: 416-212-6975

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October 31, 2017

Response to EA Notice

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Ministry of Infrastructure (MOI lands) to support your proposed project.

Prior to MOI consenting to the use of MOI lands, the applicable environmental assessment, duty to consult Indigenous peoples (if triggered) and heritage obligations will need to be met. In order for MOI to allow you access to MOI lands and to carry out proposed activities, MOI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MOI's obligations. All costs associated with meeting MOI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MOI to ensure that its obligations have been met and to secure any internal government approvals required to allow for the use of the MOI lands for your proposed project.

In order for MOI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MOI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Indigenous Duty to Consult obligations – *see Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – *see Instruction Note 2*
- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists – *see Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties Consultant Archaeologists – *see Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MOI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MOI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project schedule and budgets. If your project requires you to study MOI lands, then an agreement is

required and all studies undertaken on MOI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MOI lands that you undertake.

We strongly encourage you to work with IO as early as possible in your process to identify if any MOI lands would be required for your proposed project. Please note that on title MOI control may be identified under the name of MOI or one of its predecessor ministries or agencies which may include but is not limited to variations of the following: Her Majesty the Queen/King, Hydro One, MBS, MEI, MEDEI, MGS, MOI, OLC, ORC, PIR or Ministry of Public Works¹.

Please provide Rita Kelly with a confirmation in writing of any MOI lands that you propose to use for your proposed project and why the lands are required along with a copy of a title search for the MOI lands.

For more information concerning the identification of MOI lands in your study area or the process for acquiring access to or an interest in MOI lands, please contact:

Rita Kelly
Project Manager
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON
M5G 2L5
Tel: (416) 212-4934
Email: rita.kelly@infrastructureontario.ca

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MOI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki
Environmental Specialist
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON
M5G 2L5

¹ MBS - Management Board Secretariat; MEI - Ministry of Energy and Infrastructure; MEDEI – Ministry of Economic Development, Employment and Infrastructure; MGS - Ministry of Government Services; MOI - Ministry of Infrastructure; OLC - Ontario Lands Corporation; ORC - Ontario Realty Corporation; PIR - Ministry of Public Infrastructure Renewal



One Dundas Street West, Suite 2000, Toronto, ON M5G 2L5
1, rue Dundas Ouest, bureau 2000, Toronto, ON M5G 2L5

Tel: (416) 557-3116
Email: lisa.myslicki@infrastructureontario.ca

If MOI lands are not to be impacted by the proposed project, please provide a confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

Patrick Grace
Director
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON, M5G 2L5

INSTRUCTION NOTE 1

Provincial Crown's Indigenous Duty to Consult obligations

The Crown has a constitutional Duty to Consult (DTC) in certain circumstances and Indigenous consultation may be required prior to MOI granting access to MOI lands or undertaking other activities. The requirement for Indigenous consultation may be triggered given Indigenous or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Indigenous consultation will be assessed by MOI.

Prior to the use of MOI lands, MOI must first meet any duty to consult obligations that may be triggered by the proposed use of MOI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MOI lands would be involved.

MOI will evaluate the potential impact of your proposed project on Indigenous and treaty rights. MOI may assess that the Crown's Duty to Consult (DTC) requires consultation of Indigenous communities. Proponents should discuss with IO whether MOI will require consultation to occur and if so, which communities should be consulted.

Where MOI determines that Indigenous consultation is required, MOI will formally ask you to consult or continue to consult with Indigenous peoples at the direction of MOI.

On behalf of MOI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry updates on these activities as requested; and
3. Notify the Ministry of any issues raised by Indigenous communities.

If consultation has already occurred, IO strongly encourages you to provide complete Indigenous consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any duty to consult obligations must be met prior to IO completing their Class Environmental Assessments (EA) for realty rights and activities.

INSTRUCTION NOTE 2

Requirements of the MOI Public Work Class Environmental Assessment

MOI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assess undertakings that affect MOI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at:

<http://www.infrastructureontario.ca/Public-Work-Class-Environmental-Assessment/>

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MOI lands. This may include the completion of IO's Consultation and Documentation Report and publicly posting on the IO website for 30 days. IO Environmental Management will provide direction and guidance on how to complete the MOI Class EA process.

The MOI Class EA process **must be completed as a separate process** from the proponent's EA process. Studies and consultation may be undertaken during the proponent's EA process but the MOI Class EA process must be completed and undertaken separately.

Examples of studies that can be undertaken during a proponents Class EA process and use for MOI's Class EA process include:

- Phase One Environmental Site Assessment and follow up
- Stage 1 Archaeological Assessment and follow up
- Survey
- Title Search
- Natural Heritage / Species at Risk Survey(s)

INSTRUCTION NOTE 3 – ARCHAEOLOGY - (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the 2011 Ministry of Culture Standards and Guidelines for Consulting Archaeologists.

Archaeological due diligence is required for any proposed project on MOI land that could cause significant below ground disturbance such as, new building construction, installation/modification of site services, and installation/maintenance of new pipelines or transmission lines.

You, as the proponent, must engage IO prior to undertaking any archaeological work on MOI lands.

IO has three in-house licensed archaeologists who should be consulted early in the preparatory stages of a proposed project when geographic and site locations are being considered so that the potential for archaeological resources including historic and Indigenous material (including Indigenous villages and burials sites) can be assessed.

To support both the Public Work Class EA and MOI's duty to consult analysis, archaeological assessments are required to determine if there are any significant findings that may be of cultural value or interest to Indigenous people (e.g., archaeological or burial sites).

Archaeological work can begin before the assessment under the Public Works Class EA begins but the Class EA cannot be completed until the duty to consult that may be triggered regarding archaeological resources are fulfilled.

Depending upon the number or significance of resources found, the duty to consult may be triggered during any of the 4 phases of archaeological work (see below) or anytime during project construction.

The discovery of Indigenous resources can impact on activities, including project and site plans, timelines and all costs. As the proponent, you are expected to ensure that your project timelines include adequate time and resources to address MOI due diligence obligations, including internal government approvals. All costs associated with meeting MOI's archaeological obligations will be the responsibility of the proponent.

For Archaeological Assessments (Stages 1 through 4), proponents must adhere to the four stage archaeological fieldwork process prescribed by the Ontario Ministry of Tourism, Culture and Sport (MTCS) as per the 2011 Standards and Guidelines for Consultant Archeologists. Not all noted Stages will be necessary for all work. Respondents must follow industry procedures and practices as per the MTCS Standards and Guidelines for Consultant Archeologists 2011 for each Stage of archaeological assessment, all reporting criteria and formatting, and any other license

requirements and/or obligations.

- Stage 1 Background Study - Evaluation of Archaeological Potential
 - Archival research and non-intrusive site visit
- Stage 2 Property Assessment
 - In-field systematic pedestrian survey or test pitting and reporting
 -
- Stage 3 Site-specific Assessment
 - Limited excavation to determine site significance and size
 - Field works and reporting
- Stage 4 Site mitigation
 - Through either avoidance/protection or excavation Field work 4 to 8 weeks
 - Develop summary report
 - MTCS review – expedited review of summary report 6 weeks
 - Final report
 - Time to develop and implement mitigation measures – negotiation, legal protections, avoidance

INSTRUCTION NOTE 4 – HERITAGE REQUIREMENTS

Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the Ontario Heritage Act, the regulations to that Act and the 2010 Ministry of Culture Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs) Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. The S&Gs set out a process for identifying properties of cultural heritage value, and the standards for protection, maintenance, use and disposal of these properties.

Cultural heritage due diligence will be required for any proposed project on MOI land with the potential to impact cultural heritage resources, such as new building construction, installation/modification of site services, landscape modifications and installation/maintenance of new pipelines, transmission lines.

To support MOI's heritage and MOI PW Class EA obligations, proponents will be required to undertake cultural heritage assessments for all projects that require MOI lands. This will help to determine if the MOI lands are of cultural value or interest to the Province and the level of heritage significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged engage IO heritage staff as early in your project planning process as possible and in advance of beginning any cultural heritage assessment work. IO staff will be able to provide advice on the S&Gs and will provide any available heritage information for the MOI lands.

Proponents must also follow industry procedures and practices for all components of cultural heritage assessment work, all reporting criteria and formatting, and any other requirements and/or obligations. IO heritage staff can help identify any required reports.

Should MOI lands be identified under the S&Gs as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance, IO must be engaged to determine next steps.

Please note that if a Provincial Heritage Property of Provincial Significance is to be impacted, it is likely that consent from the Minister, Ontario Minister, Tourism, Culture and Sport (MTCS) will be required prior to access being granted to MOI lands. Minister's consent requires a detailed application and approvals should land dispositions or building demolitions be applied for as part of the proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time

and resources to address MOI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MOI's heritage obligations are the responsibility of the proponent.

September 6, 2017
Project No. 16-4360

Infrastructure Ontario
1 Dundas St W, Suite 2000, Toronto, ON M5G 2L5

Attention: Lisa Myslicki, Environmental Specialist, Realty Services, Environmental
Services

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Re: Notice of Study Commencement and Technical Advisory Committee
Participation
Municipal Class Environmental Assessment Study for Airport Road from
100m north of King Street to 300m north of Huntsmill Drive, Town of Caledon**

The Region of Peel has initiated a Schedule C Municipal Class Environmental Assessment for improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, in the Town of Caledon. A copy of the Notice of Study Commencement is enclosed for your reference.

A key component of this study is to form a Technical Advisory Committee (TAC). This group will meet before the scheduled dates of the Public Information Centres for the study and will review areas of interest as well as the evaluation of alternative solutions and designs.

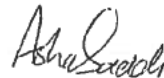
The purpose of this letter is to notify your organization of the study commencement and to invite you to complete the attached Contact Information Form indicating your areas of interest in this study and the details of the contact person who will be attending the TAC meetings. Please forward your completed form to Asha Saddi by mail, fax or email by Friday, September 29, 2017.

In the meantime please do not hesitate to contact Asha Saddi or myself if you have any questions or comments regarding this study.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager, Transportation
Infrastructure Programming & Studies
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca



Asha Saddi
Technical Analyst
Infrastructure Programming & Studies
Tel: 905-791-7800 ext. 7794
Email: asha.saddi@peelregion.ca

encls: Contact Information Form
Notice of Study Commencement

**Environmental Assessment - Airport Road from 100m
north of King Street to 300m north of Huntmill Drive
Town of Caledon**

Contact Information Form

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Name of Organization: _____

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Email: _____

Do you wish to attend the TAC meetings? _____

What are your areas of interest in this study?

**Please submit your completed form by Friday, September 29, 2017 to Asha Saddi
(contact information on reverse).**

NOTICE OF STUDY COMMENCEMENT

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR AIRPORT ROAD FROM 100M NORTH OF KING STREET TO 300M NORTH OF HUNTSMILL DRIVE, TOWN OF CALEDON

The Study

The Region has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, Town of Caledon (see map).

The study will examine the need for improvements on Airport Road to:

- address the long term issues related to planned future growth;
- enhance the safety of Airport Road by examining intersection improvements, potential for roundabouts, and traffic calming measures for truck and other vehicular traffic through Caledon East; and
- promote healthy living through infrastructure improvements for walking and cycling

This study will not be considering road widening for additional traffic along Airport Road and will support the Caledon East Community Improvement Plan, including streetscaping.

The Process

The study is being conducted in compliance with Schedule 'C' of the Municipal Class EA, which is approved under the Ontario Environmental Assessment Act.

Public Consultation

Public consultation is an integral part of the Municipal Class EA process and opportunities to comment are welcomed throughout the study. We also invite you to participate as a member of our Community Working Group (CWG) which will consist of members from a cross-section of the community within the study area. Contact Asha Saddi if you wish to be involved as a CWG member.

Contact

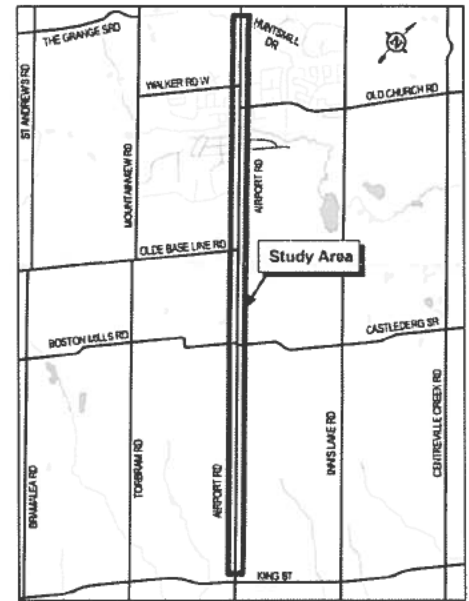
Please visit our website at <http://peelregion.ca/airport-road-ea> for updates on this project and information on CWG membership. If you wish to provide comments or request additional information about this project please contact the Project Manager:

Sonya Bubas, MCIP, RPP

Project Manager
Region of Peel
Transportation Division, Public Works
10 Peel Centre Drive, 4th Floor,
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Asha Saddi

Technical Analyst
Region of Peel
Transportation Division, Public Works
10 Peel Centre Drive, 4th Floor,
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Fax: 905-791-1442
Email: asha.saddi@peelregion.ca



This Notice first issued on September 7, 2017

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

From: [Bubas, Sonya](#)
To: [Wu, Vanessa \(IO\)](#)
Cc: [Saddi, Asha](#)
Subject: RE: IO EA Notice Letter - Airport road from 100m north of King Street to 300m north of Huntsmill Drive
Date: Friday, November 3, 2017 12:46:00 PM
Attachments: [image001.gif](#)

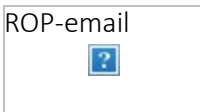
Hi Vanessa,

Thank you for the IO EA Notice letter. We will review whether this project has the potential for impacts on MOI lands.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Wu, Vanessa (IO) [<mailto:Vanessa.Wu@infrastructureontario.ca>]
Sent: October 31, 2017 2:29 PM
To: Bubas, Sonya; Saddi, Asha
Subject: IO EA Notice Letter - Airport road from 100m north of King Street to 300m north of Huntsmill Drive

Good afternoon,

Please review the attached IO EA Notice Letter on behalf of Lisa Myslicki.

Thank you,

Vanessa Wu
Environmental Management Co-op
[Infrastructure Ontario](#)
1 Dundas Street West, Suite 2000, 22nd Floor
Toronto, ON M5G 2L5
E-mail: vanessa.wu@infrastructureontario.ca
Phone: 416-212-6975

This email, including any attachments, is intended for the personal and confidential use of the

recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any dissemination or copying of this email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.

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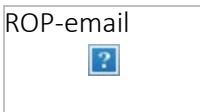
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Environmental Management Co-op
[Infrastructure Ontario](#)
1 Dundas Street West, Suite 2000, 22nd Floor
Toronto, ON M5G 2L5
E-mail: vanessa.wu@infrastructureontario.ca
Phone: 416-212-6975

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Subject: FW: IO EA Notice Response - Airport Road from King Street to Huntsmill Drive, Town of Caledon

From: Eichenberger, Nicholle (IO) <Nicholle.Eichenberger@infrastructureontario.ca>

Sent: May 30, 2018 10:39 AM

To: Bubas, Sonya

Subject: IO EA Notice Response - Airport Road from King Street to Huntsmill Drive, Town of Caledon

Dear Sonya Bubas:

Thanks for sending us the Notice of Public Information Centre for the Airport Road from King Street to Huntsmill Drive Class EA.

Our records indicate that Ministry of Infrastructure property is not within your project's study area. Since we are not a directly affected or interested stakeholder, we would appreciate removing the following contact from your stakeholder list for this project:

Lisa Myslicki
Environmental Specialist
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, Ontario M5G 2L5

Sincerely,

Nicholle Eichenberger

Environmental Management Co-op

Infrastructure Ontario

1 Dundas Street West, Suite 2000, 22nd Floor, 22-051

Toronto, ON M5G 2L5

E-mail: nicholle.eichenberger@infrastructureontario.ca

Phone: 416-212-6975

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1 Dundas Street West, Suite 2000
Toronto, Ontario M5G 2L5

Sincerely,

Nicholle Eichenberger

Environmental Management Co-op

Infrastructure Ontario

1 Dundas Street West, Suite 2000, 22nd Floor, 22-051

Toronto, ON M5G 2L5

E-mail: nicholle.eichenberger@infrastructureontario.ca

Phone: 416-212-6975

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From: [Wu, Vanessa \(IO\)](#)
To: [Bubas, Sonya](#); [Saddi, Asha](#)
Subject: IO EA Notice Letter - Airport road from 100m north of King Street to 300m north of Huntsmill Drive
Date: Tuesday, October 31, 2017 2:26:04 PM
Attachments: [IO EA Notice Letter - Oct 31, 2017.pdf](#)
[Airport Road from 100m north of King Street to 300m north of Huntsmill Drive - Notice of Study Commencement.pdf](#)

Good afternoon,

Please review the attached IO EA Notice Letter on behalf of Lisa Myslicki.

Thank you,

Vanessa Wu
Environmental Management Co-op
[Infrastructure Ontario](#)
1 Dundas Street West, Suite 2000, 22nd Floor
Toronto, ON M5G 2L5
E-mail: vanessa.wu@infrastructureontario.ca
Phone: 416-212-6975

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September 6, 2017
Project No. 16-4360

Infrastructure Ontario
1 Dundas St W, Suite 2000, Toronto, ON M5G 2L5

Attention: Lisa Myslicki, Environmental Specialist, Realty Services, Environmental
Services

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Re: Notice of Study Commencement and Technical Advisory Committee
Participation
Municipal Class Environmental Assessment Study for Airport Road from
100m north of King Street to 300m north of Huntsmill Drive, Town of Caledon**

The Region of Peel has initiated a Schedule C Municipal Class Environmental Assessment for improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, in the Town of Caledon. A copy of the Notice of Study Commencement is enclosed for your reference.

A key component of this study is to form a Technical Advisory Committee (TAC). This group will meet before the scheduled dates of the Public Information Centres for the study and will review areas of interest as well as the evaluation of alternative solutions and designs.

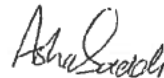
The purpose of this letter is to notify your organization of the study commencement and to invite you to complete the attached Contact Information Form indicating your areas of interest in this study and the details of the contact person who will be attending the TAC meetings. Please forward your completed form to Asha Saddi by mail, fax or email by Friday, September 29, 2017.

In the meantime please do not hesitate to contact Asha Saddi or myself if you have any questions or comments regarding this study.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager, Transportation
Infrastructure Programming & Studies
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca



Asha Saddi
Technical Analyst
Infrastructure Programming & Studies
Tel: 905-791-7800 ext. 7794
Email: asha.saddi@peelregion.ca

encls: Contact Information Form
Notice of Study Commencement

**Environmental Assessment - Airport Road from 100m
north of King Street to 300m north of Huntmill Drive
Town of Caledon**

Contact Information Form

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Name of Organization: _____

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Email: _____

Do you wish to attend the TAC meetings? _____

What are your areas of interest in this study?

**Please submit your completed form by Friday, September 29, 2017 to Asha Saddi
(contact information on reverse).**

NOTICE OF STUDY COMMENCEMENT

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR AIRPORT ROAD FROM 100M NORTH OF KING STREET TO 300M NORTH OF HUNTSMILL DRIVE, TOWN OF CALEDON

The Study

The Region has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, Town of Caledon (see map).

The study will examine the need for improvements on Airport Road to:

- address the long term issues related to planned future growth;
- enhance the safety of Airport Road by examining intersection improvements, potential for roundabouts, and traffic calming measures for truck and other vehicular traffic through Caledon East; and
- promote healthy living through infrastructure improvements for walking and cycling

This study will not be considering road widening for additional traffic along Airport Road and will support the Caledon East Community Improvement Plan, including streetscaping.

The Process

The study is being conducted in compliance with Schedule 'C' of the Municipal Class EA, which is approved under the Ontario Environmental Assessment Act.

Public Consultation

Public consultation is an integral part of the Municipal Class EA process and opportunities to comment are welcomed throughout the study. We also invite you to participate as a member of our Community Working Group (CWG) which will consist of members from a cross-section of the community within the study area. Contact Asha Saddi if you wish to be involved as a CWG member.

Contact

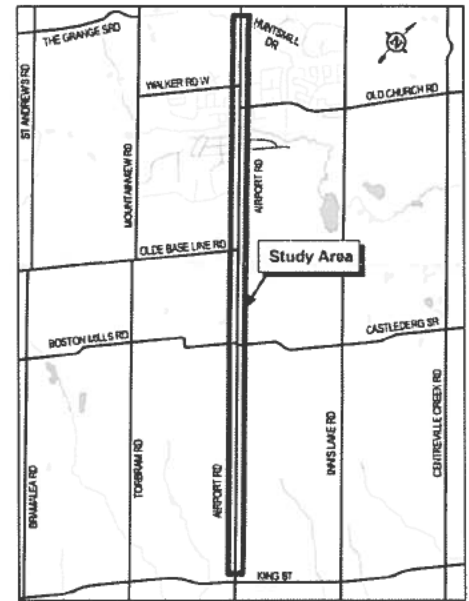
Please visit our website at <http://peelregion.ca/airport-road-ea> for updates on this project and information on CWG membership. If you wish to provide comments or request additional information about this project please contact the Project Manager:

Sonya Bubas, MCIP, RPP

Project Manager
Region of Peel
Transportation Division, Public Works
10 Peel Centre Drive, 4th Floor,
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Asha Saddi

Technical Analyst
Region of Peel
Transportation Division, Public Works
10 Peel Centre Drive, 4th Floor,
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Fax: 905-791-1442
Email: asha.saddi@peelregion.ca



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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

September 16, 2020
Project No. 16-4360

Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West, Mississauga, ON L5R 1C5
Attn: Marianne Mazzorato, Director of Education

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

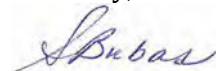
Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation** on **September 23** from **6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website** from **September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saddi at asha.saddi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel

Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

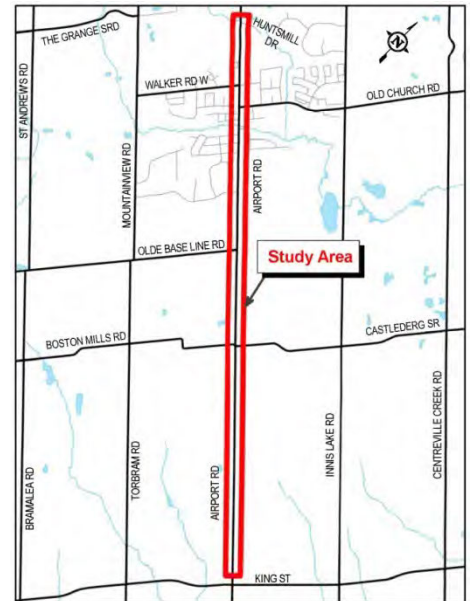
The Region of Peel is conducting a Class Environmental Assessment (EA) Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:

- Address long term issues related to planned future growth,
- Enhance the safety of the Airport Road corridor by examining intersection improvements, potential for roundabouts and traffic calming measures for truck and other vehicular traffic through Caledon East, and
- Promote infrastructure improvements to facilitate walking and cycling.

The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

PUBLIC INFORMATION CENTRE NO. 2

Due to the current COVID-19 guidelines, the Public Information Centre (PIC) will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.



To have questions answered and provide input/comments you can:

- **Join the live online presentation on September 23 from 6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- **Visit the Project Website from September 17 to October 14** to review project details:
<http://www.peelregion.ca/pw/transportation/enviro-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above. You can also email your comments to the Project Team members listed below.

The Project Team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to document the planning, consultation and design process. The ESR will be made available for public review for a minimum of 30 calendar days.

If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

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Construction statement regarding COVID-19

Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with [provincial guidelines](#), physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Construction project updates can be found at peelregion.ca/construction.

Follow [Peel Public Works on Twitter](#) for service updates and changes.

This notice was first issued on September 10, 2020

September 16, 2020
Project No. 16-4360

Student Transportation of Peel Region
Keaton Centre, 5685 Keaton Crescent
Mississauga ON L5R 3H5

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation** on **September 23** from **6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website** from **September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saddi at asha.saddi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

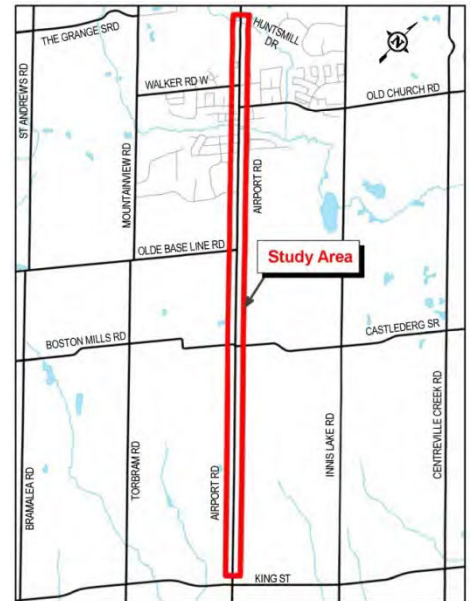
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- Address long term issues related to planned future growth,
- Enhance the safety of the Airport Road corridor by examining intersection improvements, potential for roundabouts and traffic calming measures for truck and other vehicular traffic through Caledon East, and
- Promote infrastructure improvements to facilitate walking and cycling.

The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

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The Project Team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to document the planning, consultation and design process. The ESR will be made available for public review for a minimum of 30 calendar days.

If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

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Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Email: asha.saddi@peelregion.ca

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Construction project updates can be found at peelregion.ca/construction.

Follow [Peel Public Works on Twitter](#) for service updates and changes.

This notice was first issued on September 10, 2020

September 16, 2020
Project No. 16-4360

Fisheries and Oceans Canada
867 Lakeshore Road, P.O. Box 5050,
Burlington, ON L7R 4A6

Attn: Julie Dahl, Regional Manager, Habitat Management, Fisheries Protection
Program, Ecosystem Management, Central Region

RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study

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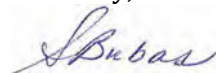
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Comment Sheet

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100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

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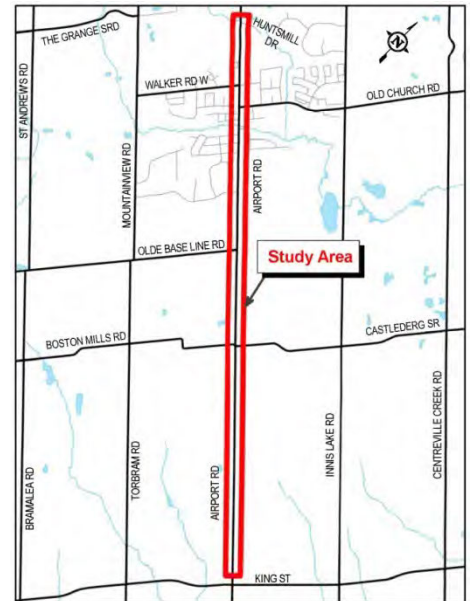
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This notice was first issued on September 10, 2020

From: [Bell, Trevor \(MOECC\)](#)
To: [Bubas, Sonya](#)
Cc: [Saddi, Asha](#); [Martin, Paul \(MOECC\)](#); [Hyde, Chris \(MOECC\)](#)
Subject: Airport Road from north of King Street to north of Huntsmill Drive Schedule C Municipal Class EA
Date: Friday, February 9, 2018 12:25:36 PM
Attachments: [TSS Comments Notice of Commencement Airport Road from north of King St to north of Huntsmill Dr.pdf](#)

Good afternoon,

Please find attached a letter from the Ministry of the Environment and Climate Change, Central Region Technical Support Section regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

Trevor Bell

Environmental Resource Planner and EA Coordinator
Technical Support Section | Central Region
Ministry of the Environment and Climate Change
5775 Yonge St., 8th Floor
Toronto, ON M2M 4J1
T: 416-326-3577
E: trevor.bell@ontario.ca

Ministry of the Environment and
Climate Change
*Drinking Water and Environmental
Compliance Division*

Central Region,
Technical Support Section
5775 Yonge Street, 9th Floor
North York, ON M2M 4J1
Tel. (416) 326-6700
Fax (416) 325-6347

Ministère de l'Environnement et de
l'Action en matière de changement
climatique
*Division de la conformité en matière d'eau
potable et d'environnement*

Région du Centre
Section d'appui technique
5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1
Tél. : (416) 326-6700
Télééc. : (416) 325-6347



February 9, 2018

File No.: EA 01-06-05

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
Transportation, Public Works
10 Peel Centre Drive, 4th Floor
Brampton, ON L6T 4B9
sonya.bubas@peelregion.ca

BY EMAIL ONLY

Re: **Airport Road from 100m north of King Street to 300m north of Huntsmill Drive
Region of Peel
Schedule C Municipal Class Environmental Assessment
Response to Notice of Commencement**

Dear Ms. Bubas,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment and Climate Change (MOECC) acknowledges that the Region of Peel has indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The **updated** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to the project schedule.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act 1982*. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to the proponent through this letter**. The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment, local Aboriginal communities are unlikely to be interested in this project. **Nevertheless, it is recommended that project notification should be sent to the Mississaugas of the New Credit First Nation.**

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: <https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

The proponent must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- Aboriginal or treaty rights impacts are identified to the proponent by the communities
- The proponent has reason to believe that the proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role the proponent will be asked to play in them.

A draft copy of the Project File/ESR should be sent to this office prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final Project File/ESR to me when completed.

Should you or any members of your project team have any questions regarding the material above, please contact me at emilee.oleary@ontario.ca or 416-326-3469.

Yours truly,



Trevor Bell
Regional Environmental Assessment Coordinator
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MOECC
Chris Hyde, Manager (A), Halton Peel District Office, MOECC

Asha Saddi, Technical Analyst, Region of Peel

Central Region EA File
A & P File

Attach: Areas of Interest

A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with
Aboriginal Communities

AREAS OF INTEREST

It is suggested that you check off each applicable area after you have considered / addressed it.

☐ Source Water Protection (all projects)

The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the Project File/ESR on source water protection.**
 - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the project file or ESR how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.

- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at 416-661-6600 ext. 5568 or jstephens@trca.on.ca. Please document the results of that consultation within the Report and include all communication documents/correspondence.**

More Information

For more information on the Clean Water Act, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the Clean Water Act. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MOECC.

□ **Climate Change**

Ontario is leading the fight against climate change through the Climate Change Action Plan. Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term targets. As a commitment of the action plan, **the province has now finalized a guide, "[Considering Climate Change in the Environmental Assessment Process](#)" (2017) (Guide).**

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MOECC's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.**

- The MOECC expects proponent to:
 1. Take into account during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
 2. Include a discrete section in the Project File/ESR detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered. Please ensure climate change is considered in the report.

□ **Planning and Policy**

- Parts of the study area may be subject to the Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan, Greenbelt Plan, [Lake Simcoe Protection Plan](#), or Growth Plan for the Greater Golden Horseshoe. Applicable policies should be referenced in the Project File/ESR, and the proponent should describe how the proposed study adheres to the relevant policies in these plans. **The [new 2017 provincial plans](#) are now in effect.**
- The [Provincial Policy Statement](#) (2014) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the Project File/ESR, and the proponent should describe how this proposed project is consistent with these policies.

□ Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a full Air Quality Impact Assessment is not required for the project, the Project File/ESR should still contain:**
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- Please note that the ministry recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). Report prepared for Environment Canada. March 2005.
- The Project File/ESR should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The Project File/ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Rare Species of flora or fauna
 - Watercourses
 - Wetlands
 - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

□ Surface Water

- The Project File/ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the Project File/ESR and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the Project File/ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the Project File/ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day. It should be noted that certain water taking activities have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW.

□ Groundwater

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the Project File/ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the Project File/ESR should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.

- Any potential approval requirements for groundwater taking or discharge should be identified in the Project File/ESR. In particular, a PTTW under the OWRA will be required for any water takings that exceed 50,000 L/day. It should be noted that certain water taking activities have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW.

□ **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry's District Offices for further consultation if contaminated sites are present.
- Any current or historical waste disposal sites should be identified in the Project File/ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the Project File/ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The Project File/ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

□ **Excess Materials Management**

- Activities involving the management of excess soil should be completed in accordance with the MOECC's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements.

□ **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ **Mitigation and Monitoring**

Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the Project File/ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the Project File/ESR, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ Consultation

- The Project File/ESR must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the Project File/ESR that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.

□ Class EA Process

- The Project File/ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The Project File/ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File/ESR.
- Please include in the Project File/ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including MOECC's PTTW, EASR Registrations and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act* (CEAA)
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the Project File/ESR.

A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

From: [Bubas, Sonya](#)
To: [Bell, Trevor \(MOECC\)](#)
Cc: [Saddi, Asha](#)
Subject: Peel Region - Airport Rd EA - Aboriginal Communities
Date: Friday, January 12, 2018 11:58:26 AM
Attachments: [image001.gif](#)
[NOC - Airport Rd - King St to Huntmill Dr. Agency FINAL.pdf](#)

Hi Trevor,

The Region of Peel issued the attached Notice of Study Commencement in September and did not receive a project-specific list of Aboriginal communities as per your note below. Could you please forward a list of potentially interested Aboriginal communities for this project?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: Bell, Trevor (MOECC) [<mailto:Trevor.Bell@ontario.ca>]

Sent: April 20, 2017 3:33 PM

To: Bubas, Sonya

Subject: RE: GRT Distribution List

Hi Sonya,

MOECC is now providing project-specific lists of potentially interested Aboriginal communities in response to the Notice of Commencement. The Ministry of Indigenous Relations and Reconciliation (formerly Aboriginal Affairs) is no longer involved in identifying Aboriginal communities for consultation on EAs.

Regards,

Trevor

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: April-20-17 3:28 PM

To: Bell, Trevor (MOECC)

Subject: RE: GRT Distribution List

Hi Trevor,

I am developing a mailing list for a Class EA study on road improvements along Airport Road between King Street and Huntmill Drive in Caledon. Would the Ministry have a list of First Nations that would need to be consulted based on the study area? Or would you be providing this in response to the Notice of Study Commencement? We have a list from past projects that we can start with and plan to contact the Ministry of Aboriginal Affairs to confirm once the Study commences.

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

NOTICE OF STUDY COMMENCEMENT

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR AIRPORT ROAD FROM 100M NORTH OF KING STREET TO 300M NORTH OF HUNTSMILL DRIVE, TOWN OF CALEDON

The Study

The Region has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, Town of Caledon (see map).

The study will examine the need for improvements on Airport Road to:

- address the long term issues related to planned future growth;
- enhance the safety of Airport Road by examining intersection improvements, potential for roundabouts, and traffic calming measures for truck and other vehicular traffic through Caledon East; and
- promote healthy living through infrastructure improvements for walking and cycling

This study will not be considering road widening for additional traffic along Airport Road and will support the Caledon East Community Improvement Plan, including streetscaping.

The Process

The study is being conducted in compliance with Schedule 'C' of the Municipal Class EA, which is approved under the Ontario Environmental Assessment Act.

Public Consultation

Public consultation is an integral part of the Municipal Class EA process and opportunities to comment are welcomed throughout the study. We also invite you to participate as a member of our Community Working Group (CWG) which will consist of members from a cross-section of the community within the study area. Contact Asha Saddi if you wish to be involved as a CWG member.

Contact

Please visit our website at <http://peelregion.ca/airport-road-ea> for updates on this project and information on CWG membership. If you wish to provide comments or request additional information about this project please contact the Project Manager:

Sonya Bubas, MCIP, RPP

Project Manager
Region of Peel
Transportation Division, Public Works
10 Peel Centre Drive, 4th Floor,
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Asha Saddi

Technical Analyst
Region of Peel
Transportation Division, Public Works
10 Peel Centre Drive, 4th Floor,
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Fax: 905-791-1442
Email: asha.saddi@peelregion.ca



This Notice first issued on September 7, 2017

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Subject: FW: Update: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

From: Peters, Kim (MNRF) <Kim.Peters@ontario.ca>

Sent: September 14, 2020 2:00 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Grbinicek, Lisa (MNRF) <lisa.grbinicek@ontario.ca>

Subject: RE: Update: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

Could you please replace my name with Lisa Grbinicek (copied) as the NEC contact on this file? She has taken over responsibility for EA files in Peel Region.

Also, there does not appear to be any proposed work within the NEP Area since the NEP boundary does not extend as far south as Huntmill Drive. However, we appreciate the opportunity to monitor the progress of the EA in case any potential impacts do arise.

Thanks and best regards,

Kim

Kim Peters, MCIP, RPP

A/Manager

Niagara Escarpment Commission

232 Guelph Street | Georgetown, ON | L7G 4B1

Tel: 905-877-6425 | **Website:** www.escarpment.org

In order to ensure a safe and secure environment for staff and clients and in response to recommendations by health professionals, the NEC offices are closed to the public until further notice. The NEC is continuing to provide services via email and telephone. Updates can be found on our website: <https://www.escarpment.org/Commission/COVID19>

Please let me know if you require communication supports or alternate formats.

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: September 14, 2020 1:47 PM

To: Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub'

<Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com;

ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Jawaid, Maria (MNRF) <Maria.Jawaid@ontario.ca>; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; Peters, Kim (MNRF) <Kim.Peters@ontario.ca>; sally.drummond@caledon.ca; Caroline Mugo <Caroline.Mugo@trca.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>
Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Saddi, Asha <asha.saddi@peelregion.ca>; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; Zibby Petch <zibby.petch@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kovach, Steven <steven.kovach@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>

Subject: Update: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon everyone,

In response to TAC comments, we added an alternative for an improved 3-leg intersection to our evaluation of design concepts for Old Church Rd / Airport Rd. For the upcoming PIC, we plan to present both the road extension and 3-leg intersection as options carried forward for further analysis and public feedback.

Attached are the updated slides relevant to this change, which explain the rationale for adding the new option to the assessment and what we currently understand to be the difference in impacts compared to the road extension. At this time, please consider the attachment as Draft for internal reference only.

Please let me know if you have any comments with the new alternative. We will keep you updated on public feedback and the results of further analysis for both alternatives.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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From: Lee, Arthur <arthur.lee@peelregion.ca>

Sent: September 2, 2020 2:48 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca;

Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>
Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>
Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi All,

This is a kind reminder to provide any minor comments you may have by tomorrow September 3rd 2020.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Lee, Arthur
Sent: August 26, 2020 11:24 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Annette Lister <alister@trca.on.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin <Damien.Edwin@enbridge.com>; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>
Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>
Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi all,

This is a kind reminder from the TAC meeting to provide any major comments and/or concerns for Airport Road by tomorrow August 27th 2020. Any minor comments can be provided by September 3rd 2020.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Lee, Arthur

Sent: August 21, 2020 10:22 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Annette Lister <alister@trca.on.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin <Damien.Edwin@enbridge.com>; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>

Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exhibard-Edgar <seedgar@tnpi.ca>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi all,

Thank you for attending our Technical Advisory Committee meeting for the Airport Road Environmental Assessment yesterday afternoon. By now, you should have received an email invite from the Region's file sharing system "Tempo Box" to download and review any of the technical reports and roll plans.

If you have any trouble accessing Tempo box or if you have not received a Tempo Box invite, please do not hesitate to reach out to me directly.

Best Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

-----Original Appointment-----

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: August 6, 2020 2:58 PM

To: Bubas, Sonya; Lavhey, James; Koethe, Wayne; Beveridge, Scott; Gardiner, Len; Garbos, Olek; Banuri, Syeda; Tatla, Manvir; ZZG-PWI; Dang-williams, Denise; Bahrami, Parshan; Kol, Rani; Ansari, Seema; ZZG-Peel Health & Built Environment; Rook, Sally; Trent, Elizabeth; Kant Chawla; Bell, Trevor (MOECC); 'Kilis, Jakub'; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Lee, Arthur; Paul MacLeod; Levesque, Karen; Caughey, Rebecca; kim.peters@ontario.ca; Zibby Petch

Cc: Thomsen, Jeanne; Saiyed, Sabbir; Gallagher, Joe; Aymar, Matthew; Svirplys-Howe, Larissa; Crawford, Mark; Hassan,

Nishat; Nieuwenhuysen, Bob; Lotecki, Nancy; Bennington, Michael; 'McGlade, Kaitlyn'; 'Stewart, Rebecca'; Eberhardt, Daniel; Caroline Mugo; Nadeen.Wajdi-Houjeily@HydroOne.com; Ursitti, Franca; Ghai, Kiran; Michelle Gruszecki; Abu-Nassar, Maurice; Emilio Labra; Sylvia Kirkwood; Labrie, Sarah; Lendvoy, Megan; Willemse, Merrilees; Sharon Lingertat; Alyssa Rhynold; Sandrine Exibard-Edgar

Subject: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

When: August 20, 2020 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Join us for this second meeting of the Technical Advisory Committee for the Airport Road Class EA. The purpose is to review the progress of Phase 3: Alternative Design Concepts for improvements to Airport Road between King Street and Huntsmill Drive. An agenda is attached and additional materials for review will be circulated in advance and/or following the meeting. This meeting will be held on Microsoft Teams and details to connect are outlined below.

Please feel free to contact me at sonya.bubas@peelregion.ca if you have any questions.

Regards,

Join Microsoft Teams Meeting

[Redacted] Canada, Toronto (Toll)
[Redacted] Canada (Toll-free)

Conference ID: [Redacted]

[Redacted]

From: [Saddi, Asha](#)
To: [Peters, Kim \(MNRF\)](#)
Subject: RE: Airport Road Municipal Class EA
Date: Wednesday, September 13, 2017 3:38:00 PM
Attachments: [image004.jpg](#)
[image001.jpg](#)

Hello Kim,

Thank you for forwarding your contact information and confirming that you would like to attend the TAC meetings.

I will be in touch again when a TAC meeting is scheuled and in the meantime if you have any questions please don't hesiate to contact me.

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo



From: Peters, Kim (MNRF) [mailto:Kim.Peters@ontario.ca]

Sent: September 13, 2017 12:18 PM

To: Saddi, Asha

Subject: Airport Road Municipal Class EA

Hi Asha,

Please find attached our contact information form for this EA.

Thanks,

Kim Peters, MCIP, RPP

Senior Strategic Advisor



232 Guelph Street | Georgetown, ON | L7G 4B1

Tel: 905-877-6425

Website: www.escarpment.org

From: [Hatcher, Laura \(MTCS\)](#)
To: [Bubas, Sonya](#)
Cc: [Saddi, Asha](#)
Subject: MTCS Comments on Airport Road Municipal Class EA
Date: Thursday, September 28, 2017 3:50:05 PM
Attachments: [2017-09-28 Airport Road Class EA MTCS comments.pdf](#)

Good afternoon,

Please find attached a letter with comments from MTCS on the above mentioned project.

Thank you,

Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Program | Programs and Services Branch | Ministry of Tourism, Culture and Sport

401 Bay Street Suite 1700 Toronto ON M7A 0A7

Tel. 416.314.3108 | email: laura.e.hatcher@ontario.ca

**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 3108
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 3108
Télééc: 416 212 1802



September 28, 2017 (EMAIL ONLY)

Sonya Bubas
Project Manager, Transportation
Infrastructure Programming & Studies
Region of Peel

E: sonya.bubas@peelregion.ca

RE: MTCS file #: 0007530
Proponent: Region of Peel
Subject: Notice of Commencement
Municipal Class EA - Airport Road from King Street to Huntmill Drive
Location: Region of Peel, Ontario

Dear Ms. Bubas:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The recommendations below are for a Schedule C Municipal Class EA project, as described in the notice of study commencement. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MTCS.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeology@ontario.ca. If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk for the Town of Caledon can provide information on property registered or

designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS (and the Town of Caledon) for review, and make it available to local organizations or individuals who have expressed interest in review.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Laura Hatcher
Heritage Planner
laura.e.hatcher@Ontario.ca

Copied to: Asha Saddi, Technical Analyst, Region of Peel

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Anthony Galloro

Subject: FW: Airport Rd EA - Kick-off Meeting - Oct 25 2017

From: Peters, Kim (MNRF) [<mailto:Kim.Peters@ontario.ca>]
Sent: October 24, 2017 12:05 PM
To: Bubas, Sonya
Subject: RE: Airport Rd EA - Kick-off Meeting - Oct 25 2017

Hi Sonya,

Unfortunately I cannot attend, but only a small portion of the NEP area is within the study area. However, please keep me informed about the EA and I will review materials for any potential conflicts with the NEP.

Best regards,

Kim Peters, MCIP, RPP
Senior Strategic Advisor



Niagara Escarpment Commission
An agency of the Government of Ontario

232 Guelph Street | Georgetown, ON | L7G 4B1

Tel: 905-877-6425

Website: www.escarpment.org

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: October 10, 2017 1:56 PM
To: kant.chawla@caledon.ca; Heaton, Mark (MNRF); Bell, Trevor (MOECC); Peters, Kim (MNRF); Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; utility.circulations@mtsallstream.com
Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam
Subject: Airport Rd EA - Kick-off Meeting - Oct 25 2017

Good afternoon,

You are invited to attend the Kick-off Meeting for the Environmental Assessment on Airport Road from King Street to Huntmill Drive in Caledon. The meeting will be held:

October 25, 2017, 9:00am to 11:00am
Chinguacousy Ski Chalet (lower lounge), 9050 Bramalea Road, Brampton
[Click here for map](#)

Please join us to share your interest in this project as it relates to your agency's mandate. Details regarding the discussion items are provided in the attached meeting agenda.

Kindly reply by **October 20** to confirm your attendance. If you cannot attend, please send a representative on your behalf.

Thank you and we look forward to meeting with you,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: [Maraj, Kelly](#)
To: anneleis.eckert@ontario.ca
Cc: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 5:03:57 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[PIC 2 Notice, Airport Road EA.pdf](#)

Good afternoon,

Please find attached a cover letter & Comment Sheet and Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

September 16, 2020
Project No. 16-4360

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation** on **September 23** from **6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website** from **September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saggi at asha.saggi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saggi, Technical Analyst, Region of Peel

Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

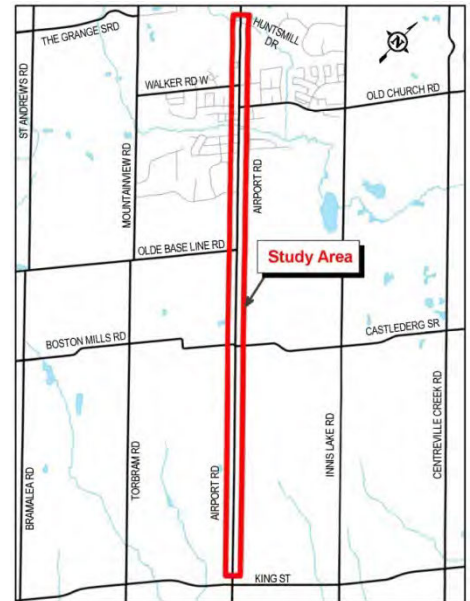
The Region of Peel is conducting a Class Environmental Assessment (EA) Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:

- Address long term issues related to planned future growth,
- Enhance the safety of the Airport Road corridor by examining intersection improvements, potential for roundabouts and traffic calming measures for truck and other vehicular traffic through Caledon East, and
- Promote infrastructure improvements to facilitate walking and cycling.

The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

PUBLIC INFORMATION CENTRE NO. 2

Due to the current COVID-19 guidelines, the Public Information Centre (PIC) will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.



To have questions answered and provide input/comments you can:

- **Join the live online presentation on September 23 from 6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
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<http://www.peelregion.ca/pw/transportation/envirom-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above. You can also email your comments to the Project Team members listed below.

The Project Team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to document the planning, consultation and design process. The ESR will be made available for public review for a minimum of 30 calendar days.

If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Email: asha.saddi@peelregion.ca

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record

Construction statement regarding COVID-19

Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with [provincial guidelines](#), physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Construction project updates can be found at peelregion.ca/construction.

Follow [Peel Public Works on Twitter](#) for service updates and changes.

This notice was first issued on September 10, 2020

From: [Maraj, Kelly](#)
To: dan.minkin@ontario.ca; rosi.zirger@ontario.ca
Cc: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 4:48:43 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[PIC 2 Notice, Airport Road EA.pdf](#)

Good afternoon,

Please find attached a cover letter & Comment Sheet and Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

September 16, 2020
Project No. 16-4360

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

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We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel

Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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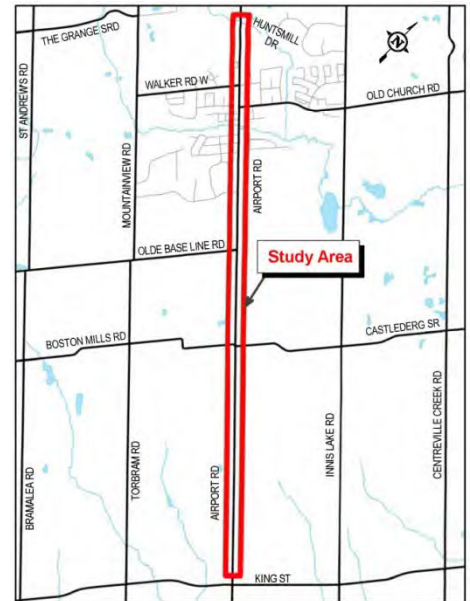
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Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Email: asha.saddi@peelregion.ca

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Construction project updates can be found at peelregion.ca/construction.

Follow [Peel Public Works on Twitter](#) for service updates and changes.

This notice was first issued on September 10, 2020

From: [Maraj, Kelly](#)
To: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: FW: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 1:34:38 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[image002.jpg](#)

From: Maraj, Kelly
Sent: September 16, 2020 12:03 PM
To: laura.e.hatcher@ontario.ca
Subject: FW: Airport Road EA - Notice of PIC 2

Hello

Please find attached a cover letter and Comment Sheet to supplement the PIC 2 Notice sent last week.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation



From: Saddi, Asha
Sent: September 10, 2020 5:19 PM
To: sally.drummond@caledon.ca; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; fuwing.wong@caledon.ca; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; [Weifang.dong@ontario.ca](mailto>Weifang.dong@ontario.ca); Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvananathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfp-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>;

Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca; branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <Peter.Dundas@peelregion.ca>; markups@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>; Mike.Miller@enbridge.com; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road EA - Notice of PIC 2

Good afternoon,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation** on **September 23** from **6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website** from **September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saddi at asha.saddi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

From: [Maraj, Kelly](mailto:Maraj.Kelly)
To: Bianca.bielski@peelsb.com
Cc: [Saddi, Asha](mailto:Saddi.Asha); [Bubas, Sonya](mailto:Bubas.Sonya)
Subject: FW: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 1:26:24 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[PIC 2 Notice, Airport Road EA.pdf](#)
[image001.jpg](#)

Hello

Please find attached a cover letter and Comment Sheet to supplement the PIC 2 Notice sent last week.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager

Infrastructure Programming & Studies

Transportation



From: Saddi, Asha

Sent: September 10, 2020 5:19 PM

To: sally.drummond@caledon.ca; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; fuwing.wong@caledon.ca; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; [Weifang.dong@ontario.ca](mailto>Weifang.dong@ontario.ca); Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvananathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfo-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca; branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <Peter.Dundas@peelregion.ca>; markups@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>;

Mike.Miller@enbridge.com; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: Airport Road EA - Notice of PIC 2

Good afternoon,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation on September 23 from 6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website from September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saddi at asha.saddi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

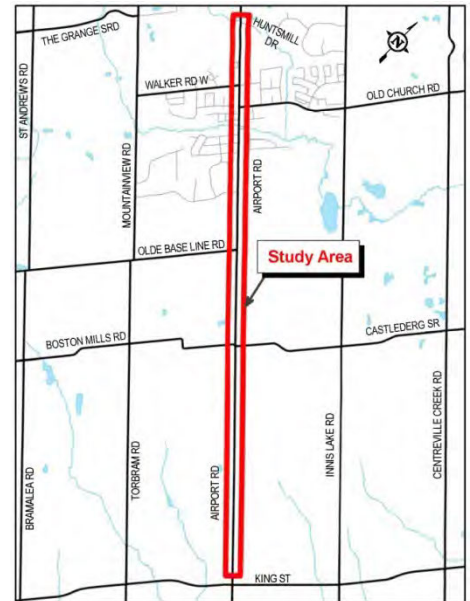
The Region of Peel is conducting a Class Environmental Assessment (EA) Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:

- Address long term issues related to planned future growth,
- Enhance the safety of the Airport Road corridor by examining intersection improvements, potential for roundabouts and traffic calming measures for truck and other vehicular traffic through Caledon East, and
- Promote infrastructure improvements to facilitate walking and cycling.

The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

PUBLIC INFORMATION CENTRE NO. 2

Due to the current COVID-19 guidelines, the Public Information Centre (PIC) will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.



To have questions answered and provide input/comments you can:

- **Join the live online presentation on September 23 from 6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- **Visit the Project Website from September 17 to October 14** to review project details:
<http://www.peelregion.ca/pw/transportation/envirom-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above. You can also email your comments to the Project Team members listed below.

The Project Team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to document the planning, consultation and design process. The ESR will be made available for public review for a minimum of 30 calendar days.

If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Email: asha.saddi@peelregion.ca

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record

Construction statement regarding COVID-19

Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with [provincial guidelines](#), physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Construction project updates can be found at peelregion.ca/construction.

Follow [Peel Public Works on Twitter](#) for service updates and changes.

This notice was first issued on September 10, 2020

From: [Bubas, Sonya](#)
To: [Bubas, Sonya](#)
Subject: 16-4360 - Note to File - 2017 10 12 - Approx. 1:50pm
Date: Thursday, October 12, 2017 2:02:00 PM
Attachments: [image001.gif](#)

- Phoned Amar Singh at the Peel District School Board to clarify his letter in response to the Notice of Study Commencement.
- Asked if he was interested in participating on a committee for this study or would like to receive information as it becomes available to the public for comment.
- Amar confirmed he would like to receive information as it becomes available and asked how he would be advised when information is available.
- Confirmed that he will be kept on the mailing list to be notified of public meetings and that information presented at public meetings will likely be available on the Region's website.
- Amar provided his email address (amar.singh@peelsb.com) to receive information and/or a link to the website when information is available.

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email



From: [Saddi, Asha](#)
To: amar.singh@peelsb.com
Cc: [Bubas, Sonya](#)
Subject: Airport Road EA - King Street to Huntsmill Drive
Date: Wednesday, January 17, 2018 2:58:00 PM
Attachments: [image002.jpg](#)

Hello Amar,

Further to your conversation with Sonya Bubas about the Airport Road EA, attached is the link to our study website where you'll see additional information about the study.

<http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>

If you have any questions about the study please don't hesitate to contact us.

Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



Subject: FW: 16-4360 - Note to File - 2017 10 12 - Approx. 1:50pm

From: Bubas, Sonya

Sent: October 12, 2017 2:03 PM

To: Bubas, Sonya

Subject: 16-4360 - Note to File - 2017 10 12 - Approx. 1:50pm

- Phoned Amar Singh at the Peel District School Board to clarify his letter in response to the Notice of Study Commencement.
- Asked if he was interested in participating on a committee for this study or would like to receive information as it becomes available to the public for comment.
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- Confirmed that he will be kept on the mailing list to be notified of public meetings and that information presented at public meetings will likely be available on the Region's website.
- Amar provided his email address (amar.singh@peelsb.com) to receive information and/or a link to the website when information is available.

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



September 18th, 2017

Sonya Bubas
Project Manager
Region of Peel
10 Peel Centre Drive, 4th Floor
Brampton, ON L6T 4B9

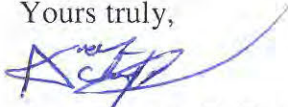
Dear Ms. Bubas:

**RE: Municipal Class Environmental Assessment Study for Airport Road
Notice of Study Commencement
Airport Road between King Street and Huntmill Drive
Town of Caledon, Region of Peel**

Thank you for your letter issued September 7th, 2017 informing the Board of the commencement of the Municipal Class Environmental Assessment Study for Airport Road. Please note Caledon East Public School's frontage is within the study area illustrated on the notice. Therefore, the Board would like to remain informed on the status of this project and be provided with any information that is available so that the Board may monitor its progress and provide comments as necessary.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amar Singh, BURPI
Planner
Planning and Accommodation Department

c. B. Bielski, Peel District School Board
A. Saddi, Region of Peel

Airport Rd EA Study Commencement.doc

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Carrie Andrews
Stan Cameron
Robert Crocker
Nokha Dakroub

David Green
Sue Lawton
Brad MacDonald
Kathy McDonald
Harkirat Singh
Rick Williams

Director of Education and Secretary
Peter Joshua

**Associate Director,
Instructional and Equity Support Services**
Poleen Grewal

Associate Director, School Support Services
Wendy Dowling

**Associate Director,
Operational Support Services**
Jaspal Gill

From: [Maraj, Kelly](#)
To: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: FW: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 1:34:10 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[image002.jpg](#)

From: Maraj, Kelly
Sent: September 16, 2020 11:57 AM
To: Dundas, Peter F. <Peter.Dundas@peelregion.ca>
Subject: Airport Road EA - Notice of PIC 2

Hello

Please find attached a cover letter and Comment Sheet to supplement the PIC 2 Notice sent last week.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation



From: Saddi, Asha
Sent: September 10, 2020 5:19 PM
To: sally.drummond@caledon.ca; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; fuwing.wong@caledon.ca; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; [Weifang.dong@ontario.ca](mailto>Weifang.dong@ontario.ca); Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvananathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfo-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca;

branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <Peter.Dundas@peelregion.ca>; markups@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>; Mike.Miller@enbridge.com; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: Airport Road EA - Notice of PIC 2

Good afternoon,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation** on **September 23** from **6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website** from **September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saddi at asha.saddi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

From: [Bubas, Sonya](#)
To: [Geoff Hebbert](#)
Cc: [Saddi, Asha](#)
Subject: Airport Rd EA - Notice of PIC 1
Date: Tuesday, May 22, 2018 10:06:50 AM
Attachments: [Public Notice PIC1.FINAL.pdf](#)
[image001.gif](#)

Good morning Geoff,

The PIC for Airport Road has been rescheduled to June 4. Please find attached Notice of Public Information Centre No. 1 for additional information.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: Geoff Hebbert [<mailto:geoff.hebbert@caledon.ca>]
Sent: May 7, 2018 10:24 AM
To: Bubas, Sonya
Subject: RE: Airport Rd EA - Technical Advisory Committee - Review Materials
thanks

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: Monday, May 07, 2018 10:13 AM
To: Geoff Hebbert
Subject: Re: Airport Rd EA - Technical Advisory Committee - Review Materials
Hi Geoff,
We are planning the first PIC for this study on May 31.
Sonya

Sent from my iPhone

On May 7, 2018, at 9:04 AM, Geoff Hebbert <geoff.hebbert@caledon.ca> wrote:

Sonya,

When is the PIC?

Geoff Hebbert

Senior Project Manager Engineering Services

Finance & Infrastructure Services

Office: 905 584 2272 X 4258

Cell: 416 578 9359

Email: geoff.hebbert@caledon.ca

Town of Caledon www.caledon.ca www.visitcaledon.ca Follow us @YourCaledon

From: Annette Lister [<mailto:alister@trca.on.ca>]

Sent: Monday, May 07, 2018 8:44 AM

To: Bubas, Sonya

Cc: Saddi, Asha; sjohnston@IBIGroup.com; Geoff Hebbert

Subject: Re: Airport Rd EA - Technical Advisory Committee - Review Materials
Hello Sonya,

Thank for sending the updated TAC materials and providing our staff with the opportunity to comment at this stage in the Class EA process.

Our staff do not have any issues with the presentation slides in principle, but do have a few minor suggestions:

- Consultation process slide: As you know, there is at least one resident in Caledon East that has expressed concerns over flooding and the Centreville Creek bridge structure. You may want to consider including this comment, as the resident may be present at the PIC and may bring up this issue during the meeting.
- Active transportation slide: When enhancing the streetscaping along Airport Road, please also explore opportunities to integrate Low Impact Development (LID) measures within the streetscaping.
- Evaluation criteria slide: I concur with CVC that in addition to natural features, erosion and flood hazards should also be incorporated under the natural environment criteria.
- Evaluation of alternative solutions slide: Suggest reorganizing the chart to more clearly indicate whether the five criteria are addressed or not for each of the seven alternatives.
- Signalized intersection and roundabout: Please note that TRCA staff does not support a roundabout at Huntsmill Drive due to impacts to adjacent natural features. Suggest removing Huntsmill Drive from this slide.

In general, our staff has the following comments regarding the overall project moving forward:

- As mentioned at the TAC meeting, please note that the Town of Caledon has previously undertaken a Flood Mitigation Study for Caledon East completed in June 2013. Staff suggests that the Region review this report for your information. Geoff Hebbert from the Town was involved with this study, and will be able to provide you with the report and respond to any questions (copied in this email).
- Staff notes that the majority of crossings are not currently slated for replacement. Staff recommends that the Region consider culvert/ bridge replacements along Airport Road to improve fish passage and geomorphological conditions of the watercourses. Staff understands that a Fluvial Geomorphology Assessment is being conducted for the area. In addition, culvert/ bridge crossing improvements may also help the Region address climate change adaptation requirements as part of the Class EA.
- As mentioned above, TRCA staff would like to see the integration of LID and SWM measures within the road alignment. There may be opportunities to integrate LIDs within the road streetscaping. TRCA staff are available to provide more information and assistance regarding LID solutions along Airport Road via the Sustainable Technologies Evaluation Program (STEP). Please let me know if you would like to engage STEP staff at TRCA for this project. In addition, integration of LID and SWM measures may also help the Region address climate change adaptation requirements as part of the Class EA.
- The adjacent natural features at Huntsmill Drive, including the Caledon East Wetland Complex on the Oak Ridges Moraine, are given strong protection measures for their

significance on the landscape. As mentioned in previous correspondence and site meetings, given the extensive natural constraints at Huntmill Road and Airport Road and the larger footprint of roundabouts, TRCA staff does not support a roundabout at this location. Staff suggests that other alternative traffic calming or gateway features be considered at this location, or to select an another location to install a roundabout gateway feature outside of the TRCA regulated area.

Should you have any questions, please do not hesitate to contact me. I will be happy to discuss.

Thank you,
Annette

Annette Lister, M.A.Sc.
Planner II
Environmental Assessment Planning | Planning and Development

T: 416.661.6600 ext. 5266
E: alister@trca.on.ca
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | trca.ca

From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
To: "Jenkins, Tod" <tod.jenkins@peelregion.ca>, "Mohammed, Junior" <junior.mohammed@peelregion.ca>, "Koethe, Wayne" <wayne.koethe@peelregion.ca>, "Aymar, Matthew" <matthew.aymar@peelregion.ca>, "Beveridge, Scott" <scott.beveridge@peelregion.ca>, "Levesque, Karen" <karen.levesque@peelregion.ca>, "Gardiner, Len" <len.gardiner@peelregion.ca>, "Garbos, Olek" <olek.garbos@peelregion.ca>, "Nemeth, John" <john.nemeth@peelregion.ca>, "Duque, Erica" <erica.duque@peelregion.ca>, "Stockman, Angela" <angela.stockman@peelregion.ca>, "Dang, Denise" <denise.dang@peelregion.ca>, "Hui, Gordon" <gordon.hui@peelregion.ca>, "Kol, Rani" <rani.kol@peelregion.ca>, "Ansari, Seema" <seema.ansari@peelregion.ca>, "Caughey, Rebecca" <rebecca.caughey@peelregion.ca>, "Nieuwenhuysen, Bob" <bob.nieuwenhuysen@peelregion.ca>, "Lapos, Natalie" <natalie.lapos@peelregion.ca>, ZYG-Peel Health & Built Environment <zyg-peelhealthbuiltenvironment@peelregion.ca>, "Rook, Sally" <sally.rook@peelregion.ca>, "Binette, Christian" <christian.binette@peelregion.ca>, "Lotecki, Nancy" <nancy.lotecki@peelregion.ca>, "Aubin, Louise" <louise.aubin@peelregion.ca>, "Mele, Lorenzo" <lorenzo.mele@peelregion.ca>, "Fitzpatrick, Sandra" <sandra.fitzpatrick@peelregion.ca>, "Trent, Elizabeth" <elizabeth.trent@peelregion.ca>, "Hassan, Nishat" <nishat.hassan@peelregion.ca>, Kant Chawla <Kant.Chawla@caledon.ca>, "Casey Blakely" <casey.blakely@caledon.ca>, "Bell, Trevor (MOECC)" <Trevor.Bell@ontario.ca>, "kim.peters@ontario.ca" <kim.peters@ontario.ca>, "Kilis, Jakub" <Jakub.Kilis@cvc.ca>, Annette Lister <alister@trca.on.ca>, "bell.moc@telecon.com" <bell.moc@telecon.com>, "markups@enbridge.com" <markups@enbridge.com>, "westcentralzonescheduling@hydroone.com" <westcentralzonescheduling@hydroone.com>, "ian.mitchell@hydroone.com" <ian.mitchell@hydroone.com>, "edgar.henriquez@rci.rogers.com" <edgar.henriquez@rci.rogers.com>, Damien Edwin <Damien.Edwin@enbridge.com>, "zone2scheduling@hydroone.com" <zone2scheduling@hydroone.com>, Mark-Ups <Mark-Ups@enbridge.com>, "McGlade, Kaitlyn" <Kaitlyn.McGlade@cvc.ca>, "Stewart, Rebecca" <Rebecca.Stewart@cvc.ca>, "Heaton, Mark (MNR)" <mark.heaton@ontario.ca>, "utility.circulations@zayo.com" <utility.circulations@zayo.com>, "Info@tnpi.ca" <Info@tnpi.ca>, Marcel Mallia <Marcel.Mallia@enbridge.com>, "meetpal.chhina@enbridge.com" <meetpal.chhina@enbridge.com>
Cc: "Saddi, Asha" <asha.saddi@peelregion.ca>, "sjohnston@IBIGroup.com" <sjohnston@IBIGroup.com>, Hailey McWilliam <hailey.mcwilliam@ibigroup.com>, Zibby Petch <zibby.petch@ibigroup.com>, "Lee, Arthur" <arthur.lee@peelregion.ca>
Date: 04/27/2018 09:12 AM
Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the

Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

<image001.gif>

From: Bubas, Sonya

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNRF)'; ['utility.circulations@zayo.com'](mailto:utility.circulations@zayo.com); ['Info@tnpi.ca'](mailto:Info@tnpi.ca)

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntsmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4thFloor

Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

<image001.gif>

[\[attachment "16-4360_TAC_Draft PIC 1 V2 \(2018 04 26\).pdf" deleted by Annette Lister/TRCA\]](#)

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NOTICE OF PUBLIC INFORMATION CENTRE NO.1 AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

The Region of Peel is conducting a Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:

- Address long term issues related to planned future growth
- Enhance the safety of Airport Road by examining intersection improvements, potential for roundabouts, and traffic calming measures for truck and other vehicular traffic through Caledon East
- Promote healthy living by examining infrastructure improvements for walking and cycling

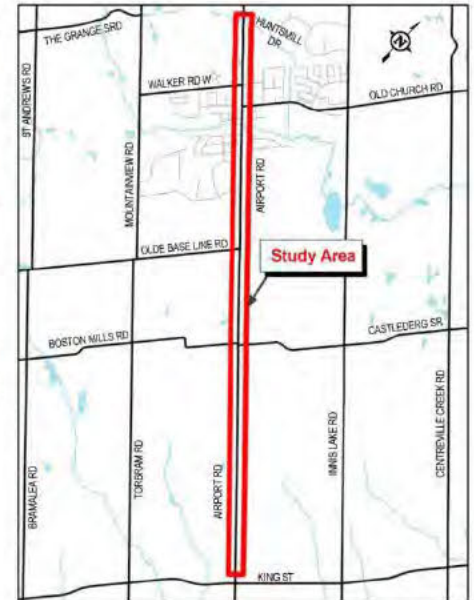
This Study will not be considering road widening for additional through traffic lanes on Airport Road and will support the Caledon East Community Improvement Plan, including streetscaping.

The Process

The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment, which is approved under the Ontario *Environmental Assessment Act*.

Public Consultation

Two Public Information Centres are planned as part of the Class Environmental Assessment process. The first Public Information Centre will be an informal drop-in centre with information presented on display, including the problems and opportunities identified within the corridor, existing environmental conditions, and preliminary assessment of alternative planning solutions.



PUBLIC INFORMATION CENTRE NO. 1

Monday, June 4, 2018 – 6 p.m. to 8 p.m.
Caledon East Community Complex, Hall A
6215 Old Church Road, Caledon

Your opinion matters
and we welcome your
participation.

Please forward your
comments by
Tuesday, June, 19
2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:

<http://www.peelregion.ca/pw/transportation/envirom-assess/airport-road-improvements.htm>

If you have any questions or comments on the Study, please contact:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Fax: 905-791-1442
Email: asha.saddi@peelregion.ca

This Notice first issued on May 24, 2018

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice first issued on May 24, 2018

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

From: [Sylvia Kirkwood](#)
To: [Saddi, Asha](#)
Subject: RE: Airport Road EA - Notice of PIC 2
Date: Thursday, September 10, 2020 6:24:23 PM

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Thank you

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Thursday, September 10, 2020 5:19 PM
To: Sally Drummond <sally.drummond@caledon.ca>; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; Weifang.dong@ontario.ca; Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvananathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfo-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca; branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <peter.dundas@peelregion.ca>; markups@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>; Mike.Miller@enbridge.com; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; hazelehill@gmail.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road EA - Notice of PIC 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Good afternoon,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live

online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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From: [Maraj, Kelly](#)
To: [Ashley Parks](#)
Cc: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: Airport Road EA - PIC 2
Date: Wednesday, September 23, 2020 11:02:19 AM
Attachments: [image001.jpg](#)

Hello

This is a reminder that the PIC2 live event for the Airport Road EA is being held this evening from 6-8pm. The link to the live event can be found on the project website.

Link to project website: <https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp>

We look forward to meeting you online this evening.

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation



Subject: FW: Airport Rd EA's - Caledon

From: Ryan Grodecki [<mailto:Ryan.Grodecki@caledon.ca>]
Sent: April 26, 2017 1:21 PM
To: Rook, Sally
Cc: Ganesh, Steve; Bubas, Sonya
Subject: RE: Airport Rd EA's - Caledon

Thanks very much for the information Sally.

Best Regards,

Ryan A. Grodecki, MITE
Manager, Engineering Services
Finance & Infrastructure Services

Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

1.888.225.3366
905.584.2272 x4101
www.caledon.ca
www.visitcaledon.ca



Please consider the environment before printing.

From: Rook, Sally [<mailto:sally.rook@peelregion.ca>]
Sent: Wednesday, April 26, 2017 11:14 AM
To: Ryan Grodecki
Cc: Ganesh, Steve; Bubas, Sonya
Subject: RE: Airport Rd EA's - Caledon

Hi Ryan,

Nice to see you too 😊

We are definitely looking at those pavers as well as existing gaps in AT infrastructure, supporting the Caledon East CIP, etc.

The EA project is out for bids currently. Once awarded, we will be preparing the Notice of Commencement and gearing up for a Project Kick-off Meeting. As always, we will invite the Town of Caledon to attend and contribute to ensure all existing issues and complaints are brought forward early in the study (this is normally Kant Chawla, let me know if you or anyone else would like to also be invited). The current project schedule shows construction would commence approx. 2021 so if there are current trip hazards you feel cannot wait, I can ask someone from Operations & Maintenance to reach out to you to ensure they are meeting minimum maintenance standards until then...

Sonya Bubas from my team is leading this EA and has provided the attached update for you. We have already heard concerns and had questions from some residents and will include this email in the correspondence file. If you receive any other calls or emails, please feel free to provide them with Sonya's contact info. and they can speak with the project team directly. Hope this is helpful, let me know if you have any further questions.

Thanks,

Sally Rook, C.Tech, PMP
Manager, Infrastructure Programming & Studies
Region of Peel |Transportation
10 Peel Centre Dr, Suite B | 4th Fl. | Brampton, ON | L6T 4B9
t: 905.791.7800 ext. 7842 | tf: 888.919.7800
REGION OF PEEL ■■■ working with you

From: Ryan Grodecki [<mailto:Ryan.Grodecki@caledon.ca>]
Sent: April 25, 2017 5:49 PM
To: Rook, Sally
Cc: Ganesh, Steve
Subject: Airport Rd EA's - Caledon

Hi Sally,

Nice seeing you the other day at 10 Peel.

I have a question regarding the Airport Rd EA's in Caledon from our coordination meeting map below. Specifically, we get lot of complaints from residents and Councillors regarding the pavers in the boulevard that are located in many areas in Caledon East (see attached pic). My question is, will the Regional EA's and designs take into account the replacement of these pavers and if so what year for construction?



Regards,

Ryan A. Grodecki, MITE
Manager, Engineering Services
Finance & Infrastructure Services

Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

1.888.225.3366
905.584.2272 x4101
www.caledon.ca
www.visitcaledon.ca

 Please consider the environment before printing.

E [REDACTED]

[REDACTED]

From: Peggy Tollett [mailto:Peggy.Tollett@caledon.ca]
Sent: March 8, 2018 2:56 PM
To: Svirplys-Howe, Larissa; Rook, Sally; Bubas, Sonya
Cc: Warren, Andrea; Casey Blakely; Fuwing Wong
Subject: FW: Region of Peel: Airport Rd EA - Town of Caledon Meeting (Comments due 8-March-2018)

Hi Everyone,
Please accept the Town's comments from our Finance & Infrastructure Department. The minutes attached reflect the comments from our Planning Division.

Thank you
Peggy Tollett, CPA, CGA
General Manager
Community Services
Office: 905.584.2272 x.4112
Cell: 416.524.2332
Email: peggy.tollett@caledon.ca

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From: Danita Taccogna
Sent: Thursday, March 8, 2018 1:41 PM
To: Peggy Tollett
Cc: Casey Blakely; Rob Hughes; Eric Chan; Ryan Grodecki; Steven Dollmaier; Fuwing Wong
Subject: FW: Region of Peel: Airport Rd EA - Town of Caledon Meeting (Comments due 8-March-2018)

Hi Peggy,
Below are FIS comments re: Airport Road EA.
Town of Caledon is currently undertaking a Class C EA on Mountainview Road between north of Granite Stones Drive and south of Olde Baseline Road. The focus of the EA is to resurface the road and add paved shoulders, and other minor upgrades to mitigate traffic safety, operations, environmental concerns. Expected completion schedule is Fall 2018, and expected construction will begin in Summer 2019 (to be confirmed). This EA has taken the Airport Road planned and proposed improvements into consideration. For further coordination, the project manager of the Mountainview Road EA is Arash Olia 905-584-2272 x4073

- Caledon staff is pleased to see the traffic calming alternatives on the draft Airport Road EA, such as the roundabouts and active transportation facilities.
- Please ensure that the overall function of Airport Road should remain to serve the function/character of a Regional Road.
For example:
 - o Airport Road should remain to be a primary truck route (i.e. the design of the roundabouts should not prohibit trucks and farming vehicle of all sizes)
 - o Pedestrian/cyclists features at communities and some degree of traffic calming are welcome but not to the point where trucks are discouraged and diverted to the adjacent Town roads. Town staff will continue to participate in the project and assist in achieving this balancing act.
- Please highlight any traffic safety features/improvements as a result of the Regional Council-approved Traffic Safety Operational and Strategy Plan (a.k.a Vision Zero). This Airport Road EA could be one of the first demonstration project to showcase what difference Peel could make to make the communities along Airport Road safer. Perhaps focus on the hot spots where most vulnerable road users occur (e.g. Caledon East Public School, churches, etc)
- The EA should correct issues of roadways intersecting Airport Rd that are not aligned geometrically. For example, Airport Rd at Boston Mills Rd/Castlederg Sr should be considered for either a conventional 4-legged intersection or roundabout to correct the alignment.
- The Town will not accept measures on Airport Rd through the EA that create cut-through traffic on Town roads and should be avoided. That said, Airport Rd should continue to function as the arterial providing the north-south capacity through Caledon East, or, if not possible, alternatives must be examined if there are capacity issues due to property constraints.

Thanks

Danita

Danita Taccogna

Administrative Supervisor

Finance & Infrastructure Services

Office: 905.584.2272 x.4226

Cell: 416-346-7941

Email: danita.taccogna@caledon.ca

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certain circumstances). Thank you.”

Minutes

Meeting with the Town of Caledon regarding

Transportation Issues at Cranston Drive and Airport Road

Friday, February 16, 2018, 1:00 p.m.
Caledon Town Hall, Mono Mills Room
6311 Old Church Road, Caledon

Town of Caledon (Town): Peggy Tollett, Rob for Sandra Fitzpatrick, Casey Blakeley, Bailey Loverock, Kyle Munroe
Region of Peel (Region): Andrea Warren, Larissa Svirplys-Howe, Sally Rook, Sonya Bubas

#	DESCRIPTION
1	<p>Right-of-Way (ROW) Dedication</p> <ul style="list-style-type: none"> • [REDACTED] has expressed concern with the Region's required dedication of 25.25m width from the centerline of Airport Road to achieve a 45m ROW plus 5.5m for intersections. • The Town noted that the Region's Official Plan indicates that ROW widths for Caledon East vary from 36m at the north end to 26m around the Old Church Road intersection to 20-45m at the south end (i.e. [REDACTED] lands). The Region clarified that their request is consistent with the Regional Official Plan ROW width. • The Town of Caledon is concerned this road taking would result in a multi-lane roadway inconsistent with the village feel/pedestrian friendly road widths throughout the balance of Caledon East. • The Region clarified that the Class Environmental Assessment (Class EA) for Airport Road (King to Huntmill) will not consider major road widening to accommodate additional through traffic lanes, which will support the village feel.
2	<p>Roundabout</p> <ul style="list-style-type: none"> • Further to a recent meeting regarding the Airport Road EA, the Town understands the Region is evaluating a roundabout at Airport Road and Cranston Drive. • At this time, the Town has concerns this roundabout will conflict with the small town character of Airport Road throughout the balance of Caledon East. • The Region clarified: <ul style="list-style-type: none"> • Roundabouts are considered in part to slow traffic (including truck traffic) as traffic calming through the corridor is one objective of the EA study. • The Region's policy is to screen intersections where traffic signals are warranted for a roundabout. • At this time, full analysis and screening has not been completed, so both roundabouts and signalized intersections are being evaluated to identify 'preferred solutions'. • The Town can provide written comments on the presentation that was given at the recent meeting with Town Staff, for consideration in further evaluation of the roundabout option; An electronic copy of the presentation was provided to Town Staff and a hardcopy was provided at this meeting. Post-meeting note: The presentation is attached and comments are requested by March 7. • The Town and Region agreed to jointly update the Town/Regional Councillors and Mayor on the EA roundabout option in advance of the next Public Information Centre. • The Region noted that Roundabouts are also being evaluated throughout the Airport Road corridor, including at Castleberg/Boston Mills Side Road. • The EA process includes input from residents. Any concerns that the Town has expressed will also be included in the EA process.

Public Works

3	<p>ROW Width Reduction</p> <ul style="list-style-type: none"> The Town noted the Region's Official Plan allows for reductions to ROW widths for a specific road section where special circumstances warrant and long term requirements are not compromised (Section 7.7.2.7). The Developer may follow the Region's functional design process to demonstrate if a reduction is achievable while satisfying all of the Region's requirements.
4	<p>Small Town Character</p> <ul style="list-style-type: none"> The Town further noted the Town of Caledon's Official Plan, specifically the Caledon East Secondary Plan identifies the need to balance the regional and inter-regional function of Airport Road with the need to protect Caledon East's small town character, integration of Airport Road into the community fabric and maintenance of a pedestrian oriented scale in keeping with a small town setting (7.7.4.1d). The Town asked if the EA scope could be broadened for urban design/landscape and if it would consider the Region's Road Characterization Study (RCS). The Region explained that the EA would consider its Streetscaping Toolbox Update and the Town-wide Design Guidelines to improve aesthetics and/or landscaping within the existing and proposed ROW. The Region noted that the RCS identifies Airport Road through Caledon East as a Rural Main Street, and provides a general cross-section showing the type of features that could be considered for this road characterization. The Region will provide a copy of the Streetscaping Toolbox Update to the Town for information. Post-meeting note: The Streetscaping Toolbox Update is not currently available on the Region's website. The Region will send two copies (two CDs) of the Update to Casey Blakeley and Peggy Tollett through interoffice mail. The Region noted that: <ul style="list-style-type: none"> Roundabouts can contribute to maintaining town character, place making and pedestrian scale. Comfort level and business/property impacts can be considered as criteria in the evaluation of roundabouts.
5	<p>No Road Widening</p> <ul style="list-style-type: none"> The Town asked the Region to clarify whether a widening of Airport Road for additional lanes is being considered within the south end of Caledon East? Further, in an effort to respond to policies, is it feasible to consider a reduced ROW width along the southern portion of Airport Road up to the Caledon East Settlement Boundary? No major road widening to accommodate additional through lanes is planned at this time. Some localized widening may be necessary for operational improvements, such as at intersections. Post-meeting note: See attached Notice of Study Commencement, including link to project website, which states that this project will not be considering road widening for additional traffic (i.e., through lanes for additional capacity).
5	<p>Technical Advisory Committee</p> <ul style="list-style-type: none"> Kant Chawla is the main point of contact for the Town of Caledon and is a member of the Technical Advisory Committee (TAC) for the EA. Peggy Tollett will advise the Region if additional Town contacts should be added to the EA mailing list or TAC. The Region and Town will continue to work together to ensure land and road planning for the study area is done in conjunction and not in isolation.

From: [Kant Chawla](#)
To: [Saddi, Asha](#)
Subject: RE: Gravel Truck Routes
Date: Thursday, December 7, 2017 1:28:24 PM
Attachments: [image001.jpg](#)

Hello Asha, I am well ! Hope you and your family is ready for the holidays. I did leave you a voice message saying that there is no approved gravel route map, however the site plan provides for the route they need to follow.

Sorry, couldn't help much !

Regards,

Kant

From: Saddi, Asha [mailto:asha.saddi@peelregion.ca]
Sent: Thursday, December 07, 2017 12:09 PM
To: Kant Chawla
Subject: Gravel Truck Routes

Hi Kant,

I hope you and your family are all well and getting ready for the holidays!:) I had a quick question - does the Town have approved gravel truck routes in Caledon? If so, could you please let me have some information on this.

Thank you.

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo



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From: [Saddi, Asha](#)
To: [Bubas, Sonya](#)
Subject: FW: NEATS 45717 Class EA- Improvements Airport Road from 100m N of King St to 300m N of Huntsmill Dr- Town of Caledon ON
Date: Friday, September 29, 2017 4:09:23 PM
Attachments: [image002.jpg](#)

Hi Sonya,
FYI

Working With You Ambassador

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo



From: Brydon, Maria [mailto:Maria.Brydon@tc.gc.ca]
Sent: September 21, 2017 8:47 AM
To: Saddi, Asha
Subject: NEATS 45717 Class EA- Improvements Airport Road from 100m N of King St to 300m N of Huntsmill Dr- Town of Caledon ON

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 67 of the *Canadian Environmental Assessment Act, 2012*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to:

EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Navigation Protection Act (NPA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across scheduled navigable waters set out under the Act. The Navigation Protection Program administers the NPA through the review and authorization of

works affecting scheduled navigable waters. Information about the Program, NPA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.

- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.
- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to CASO-SACO@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

From: [Annette Lister](#)
To: [Bubas, Sonya](#)
Cc: [Saddi, Asha](#); [Leilani Lee-Yates](#); [Ryan Ness](#)
Subject: CFN 55778 Airport Road (King Street to Huntsmill Drive) EA Notice of Commencement Response
Date: Wednesday, September 20, 2017 11:38:48 AM
Attachments: [CFN 55778 Airport Rd \(King St to Huntsmill Dr\) NoC Letter - Sep 20, 2017.pdf](#)

Hello Sonya,

TRCA staff received the Notice of Commencement and Technical Advisory Committee Participation for the above named Class EA on September 08, 2017. Please see the attached letter below for staff response.

Should you have any questions, please do not hesitate to contact me.

Thank you,
Annette

Annette Lister

Planner II
Environmental Assessment Planning
Planning and Development
Toronto and Region Conservation Authority
☎ 416.661.6600 x5266 | ✉ alister@trca.on.ca

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



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Thank you."

September 20, 2017

CFN 55778

BY E-MAIL ONLY (sonya.bubas@peelregion.ca)

Sonya Bubas
Project Manager
Region of Peel
10 Peel Centre Drive, 4th Floor
Brampton, ON L6T 4B9

Dear Ms. Bubas:

**Re: Response to Notice of Commencement & Technical Advisory Committee Participation
Airport Road from 100 m North of King Street to 300 m North of Huntsmill Drive
Municipal Class Environmental Assessment – Schedule C
Humber River Watershed; Town of Caledon; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement and Technical Advisory Committee Participation for the above noted Schedule C Class Environmental Assessment (Class EA) on September 08, 2017.

It is our understanding that this Class EA is required to examine the need for improvements along Airport Road from 100 m north of King Street to 300 m north of Huntsmill Drive, in the Town of Caledon. It is understood that the proposed improvements will address the long term issues related to planned future growth; enhance the safety of Airport Road by examining intersection improvements, potential for roundabouts, and traffic calming measures for truck and other vehicular traffic through Caledon East; promote healthy living through infrastructure improvements for walking and cycling; and, support the Caledon East Community Improvement Plan, including streetscaping. It is further understood that road widening for additional traffic along Airport Road will not be considered as a part of this Class EA study.

TRCA Areas of Interest

Staff notes that there are several watercourse crossings and other Areas of Interest within the study area, as identified below:

TRCA Regulated Areas

- Regulation Limit
- Crest of Slope
- Meander Belt
- Regulatory Flood Plain
- Wetlands
- Watercourses

Provincial Program Areas

- Greenbelt
- Niagara Escarpment

- Oak Ridges Moraine
- Wellhead Protection Area

TRCA Program and Policy Areas

- Aquatic Species and Habitat
- Aquifers and Hydrogeological Features
- Environmentally Significant Areas
- Stormwater Management
- Terrestrial Natural Heritage System Strategy
- Terrestrial Species and Habitat

Please contact the Ministry of Natural Resources and Forestry (MNRF) to confirm if there are program interests related to this project for:

- Areas of Natural and Scientific Interest
- Provincially Significant Wetlands
- Provincially Endangered Species

Please contact the relevant federal agency to confirm if there are issues related to:

- Federally Endangered Species

There may be additional consultation with other federal and provincial agencies to ensure that the requirements of such legislation are met. This list is not inclusive and the onus is on the proponent and its consultants to consult with other agencies as required.

Available mapping and program information regarding these Areas of Interest are enclosed for your reference. GIS mapping and data are available upon request. Please ensure that the status, potential impacts and opportunities for enhancement related to these Areas of Interest are documented and assessed through a review of background material, technical study, field assessment and detailed evaluation, as appropriate.

Selection of Alternatives

In consideration of TRCA's The Living City Policies, Ontario Regulation 166/06, and TRCA's other programs and policies, staff requires that the preferred alternative meets the following criteria:

1. Prevents the risk associated with flooding, erosion or slope instability.
2. Protects and rehabilitates existing landforms, features and functions.
3. Provides for aquatic, terrestrial and human access.
4. Minimizes water/energy consumption and pollution.
5. Addresses TRCA property and heritage resource concerns.

Staff recommends that the preferred alternative meets the policies of Section 7, in particular Section 7.4.4, of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority. Furthermore, staff recommends that the preferred alternative allows the detailed design to meet the policies of Section 8, including Section 8.9, of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority.

TRCA staff recommends that a summary of detailed design commitments be included in the EA as a Pre-design Brief. This summary should include, but not be limited to:

- a. An aerial photo indicating the study area, regulated area, existing conditions and preferred solution/design;
- b. Text indicating the preferred alternative solution/design;
- c. A reference list of alternative solutions and designs considered;
- d. A synopsis of all TRCA requirements and technical commitments.

It is intended that the proponent and their consultants, as well as TRCA, would use the Pre-design Brief during the preliminary stages of detailed design. In the Pre-design Brief, commitments made during the EA would be clearly articulated in order to facilitate a 90% detailed design submission to TRCA for all required permits. TRCA staff would then be able to review the required studies, reports or plans; and, confirm any additional study requirements or revisions to the submitted materials. Ideally, the completion of the Pre-design Brief will result in a more timely and streamlined permit approval process in the future.

TRCA Review

Prior to selecting the preferred alternative solution and design, please arrange a meeting to discuss issues that relate to TRCA Areas of Interest. In addition, please add TRCA's Watershed Specialist, Ryan Ness (rness@trca.on.ca) to the project mailing list to receive any public information updates.

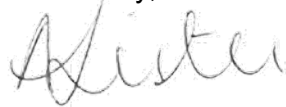
A copy of the TRCA Environmental Assessment Review Program Service Delivery Standards, and a summary chart is enclosed for your reference. We recommend you refer to these submission standards during the study to facilitate TRCA review. Please provide the following submissions to expedite TRCA review:

- Notices of public meetings and display material and handouts
- Two hard copies of the Phases 1 and 2 Report, and any associated study documents
- Two hard copies of the Phase 3 Report, and any associated study documents
- Two hard copies of the Draft EA Document
- One hard copy of the Final EA Document.

Please include a digital copy of all submitted material. Materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 2.5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Please include and notify me of any Technical Advisory Committee meetings. Should you have any questions, please contact me at extension 5266 or at alister@trca.on.ca.

Yours truly,



Annette Lister
Planner II, Environmental Assessment Planning
Planning and Development

Encl.: TRCA Areas of Interest Summary Table
Service Delivery Standards - Recommended TRCA Contact Points

BY E-MAIL

cc:

Peel Region: Asha Saddi, Technical Analyst (asha.saddi@peelregion.ca)
TRCA: Sharon Lingertat, Senior Planner, Environmental Assessment Planning
Leilani Lee-Yates, Senior Planner, Planning and Development
Ryan Ness, Watershed Specialist, Humber River

EA Requirements

Document and assess the status, potential impacts and opportunities for enhancement that relate to the following Areas of Interest through a review of background material, technical study, field assessment and detailed evaluation, as appropriate. Make reference to the applicable Program and Policy documents. Include in the EA Document appendices any minutes, structure summary sheets for watercourses or wetlands, or other material collected through meetings with TRCA staff. Natural features may need to be confirmed on site by TRCA staff.

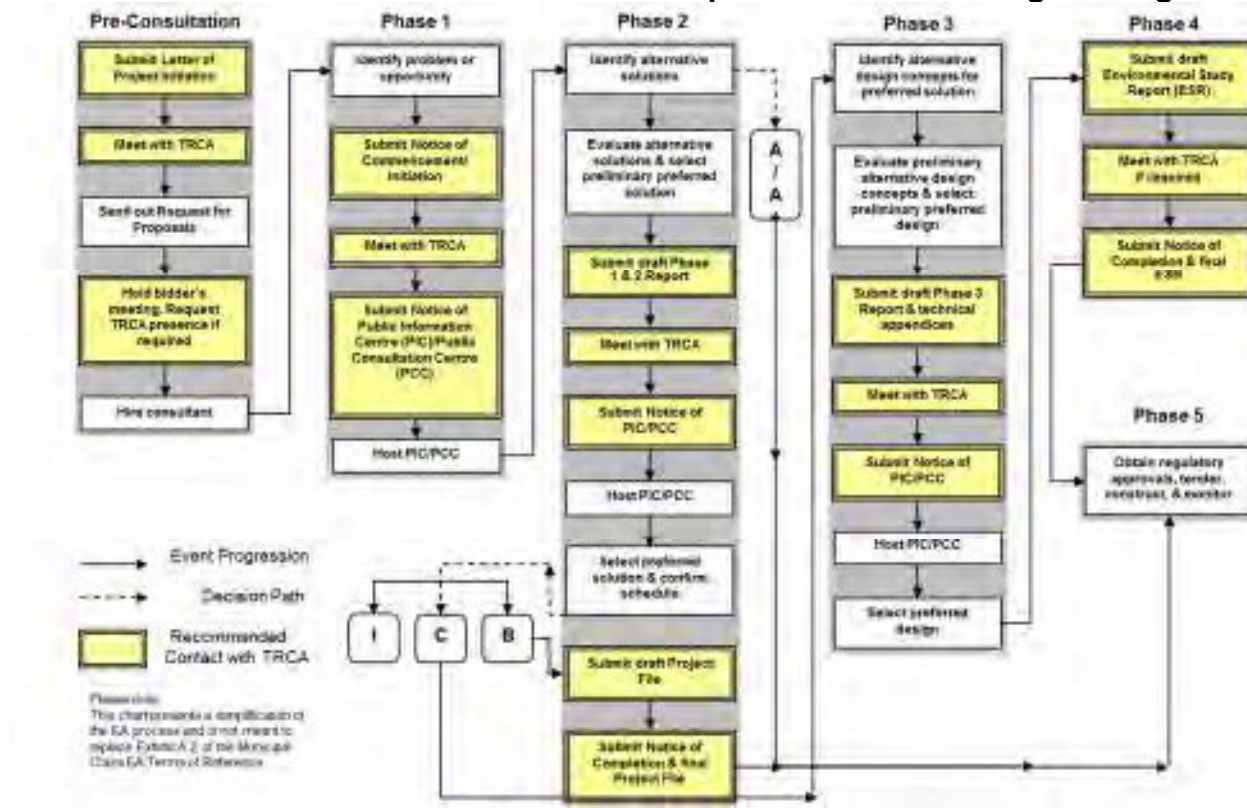
Area of Interest / Data Availability	Program and Policy Concerns
TRCA REGULATED AREAS	
Regulation Limit GIS data available	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of TRCA's <i>Living City Policies</i>.</p>
Crest of Slope	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The Crest of Slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual Crest of Slope.</p>
Meander Belt	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
Regulatory Flood Plain Engineered maps may be available	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100 year flood.</p> <p>Any development or alterations to existing structures within the Regulatory Flood Plain may introduce risk to life or property, and may not be compatible with existing natural features. TRCA's framework for Flood Plain Management is the <i>Living City Policies</i>.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
Wetlands	<p>Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA. All of these are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetlands locations.</p>

<p>Watercourses Partial GIS data available</p>	<p>Typically, watercourses are associated with aquatic species and habitat. Any alteration or interference to a watercourse (e.g. straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes. TRCA may require an environmental study or site confirmation of watercourse locations.</p>
<p>TRCA PROGRAM AND POLICY AREAS <i>Note: Additional program and policy information may be available at www.trca.on.ca, or by request.</i></p>	
<p>Aquatic Species and Habitat GIS data available</p>	<p>TRCA has prepared watershed plans or strategies, as well as watershed-based fisheries management plans for some of its watersheds in partnership with Aurora District MNR. TRCA may require an assessment of the existing aquatic system, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed and watershed-based fisheries management plans, as well as prevent negative impacts to the aquatic system.</p> <p>If requested, TRCA will provide an opinion as to whether the project and its implementation will cause <i>serious harm</i> to fish. If <i>serious harm</i> to fish could result, then works will need to be reviewed and authorized by Fisheries and Oceans Canada (DFO).</p>
<p>Aquifers and Hydrogeological Features</p>	<p>The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from erosion, sedimentation and water quality concerns.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features (i.e., wetlands, watercourses, natural features and aquatic habitat).</p>
<p>Environmentally Significant Areas GIS data available</p>	<p>Environmentally Significant Areas have been identified by TRCA based on a set of ecological criteria regarding the function, significance and rarity of the features or species found in the area.</p>
<p>Terrestrial Natural Heritage System Strategy GIS data available for the refined watershed system</p>	<p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's <i>Terrestrial Natural Heritage System Strategy</i> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.</p>
<p>Terrestrial Species and Habitat GIS data available</p>	<p>The terrestrial system includes landscape features, vegetation communities and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA may require a site assessment and terrestrial inventory to confirm impacts to these resources. TRCA's <i>Terrestrial Natural Heritage Strategy</i> may be applicable to any work that impacts terrestrial species and habitat. In addition, relevant legislation (e.g. <i>Migratory Bird Convention Act</i>, <i>Species at Risk Act</i>) should be applied.</p>
<p>PROVINCIAL AND FEDERAL PROGRAM AREAS</p>	
<p>Greenbelt</p>	<p>The Greenbelt consists of approximately 728,000 hectares of environmentally sensitive land and agricultural land in the Golden Horseshoe. The <i>Greenbelt Plan</i> identifies limits to urbanization to provide permanent protection to the agricultural land base and the ecological features and functions occurring within this landscape. Contact the Ministry of Municipal Affairs and Housing for more details.</p> <p>Alternatives must conform with Section 4.2 of the <i>Greenbelt Plan</i>.</p>

Oak Ridges Moraine	<p>The Oak Ridges Moraine is an environmentally sensitive, geological landform in south central Ontario, covering 190,000 hectares. The <i>Oak Ridges Moraine Conservation Plan</i> provides land use and resource management direction for the land and water within the Moraine. Contact the Ministry of Municipal Affairs and Housing for more details.</p> <p>Alternatives must conform with Section 41 of the <i>Oak Ridges Moraine Conservation Plan</i>.</p>
Niagara Escarpment	<p>The Niagara Escarpment is an internationally recognized landform and is the cornerstone of Ontario's Greenbelt. It has a landscape of rich biodiversity, and is home to hundreds of Ontario's Species at Risk, vital watersheds, agricultural areas and 450-million year old geological history. The <i>Niagara Escarpment Plan</i> outlines land use designations, development criteria and related permitted uses, including farming, forestry and mineral resource extraction. Contact the Niagara Escarpment Commission for more details.</p> <p>Alternatives must conform with the <i>Niagara Escarpment Plan</i>.</p>
Wellhead Protection Area	<p>Wellhead Protection Areas (WHPAs) represent potentially vulnerable zones where land use changes or infrastructure installations may affect the quality or quantity of water in the associated municipal groundwater supply well. Therefore, hydrogeologists for the Regional Municipalities of Peel, York and Durham have requested that any information on any projects within WHPAs be referred to them for their review. Similarly, TRCA's hydrogeologists require notification so that information can be incorporated into TRCA's Assessment Report.</p>

Service Delivery Standards

Recommended TRCA Contact Points in the Municipal Class EA Planning & Design Process



From: [Alyssa Roth](#)
To: [Saddi, Asha](#)
Subject: RE: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon
Date: Wednesday, March 28, 2018 4:19:47 PM
Attachments: [ATT00001.jpg](#)
[ATT00002.jpg](#)
[ATT00003.jpg](#)

Thanks Asha!

Alyssa Roth
Coordinator, Source Water Protection
CTC Source Protection Region
Toronto and Region Conservation
101 Exchange Avenue
Vaughan, ON | L4K 5R6
(416) 661-6600 Ext. 5633
Alyssa.Roth@trca.on.ca
www.ctcswp.ca

From: "Saddi, Asha" <asha.saddi@peelregion.ca>
To: Jennifer Stephens <jstephens@trca.on.ca>, Alyssa Roth <Alyssa.Roth@trca.on.ca>
Cc: "Estephan, Therese" <therese.estephan@peelregion.ca>, "Bubas, Sonya" <sonya.bubas@peelregion.ca>
Date: 03/28/2018 03:52 PM
Subject: RE: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon

Thank you Jennifer for providing this information.

Hello Alyssa,
Please find attached our study map. The limits of the study are 100 metres north of King Street and 300 metres north of Huntsmill Drive. Let me know if you require any further information. Thank you.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



From: Jennifer Stephens [<mailto:jstephens@trca.on.ca>]
Sent: March 28, 2018 2:23 PM
To: Saddi, Asha
Cc: Alyssa Roth; Estephan, Therese
Subject: Re: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon

Good Afternoon Asha:

Thank you for your correspondence. My colleague, Alyssa, will provide you with formal correspondence that documents the location of your Study Area in relation to vulnerable areas delineated under the *Clean Water Act, 2006*. This correspondence will also advise how to access the CTC Source Protection Plan to confirm which policies might apply to your project as a result of its location in one of the vulnerable areas.

If you could forward the boundaries (likely best received as a map) of your Study Area to Alyssa she will begin preparation of the correspondence I refer to above. We typically try and respond to such inquiries within one week. With the long weekend, you can expect we will work towards having a response to you by the end of next week.

Please feel free to liaise with Alyssa directly. She can be contacted at 416-661-6600 Ext. 5633.

Have a lovely day.

Jennifer

Jennifer Stephens | Manager, Source Protection | **CTC Source Protection Region** | Toronto and Region Conservation
Office Phone 416-661-6600 extension 5568 | Cell 416-892-9634 | jstephens@trca.on.ca | www.ctcswp.ca
In-person or Courier Address - 101 Exchange Avenue | Vaughan, ON | L4K 5R6 | Mailing Address - 5 Shoreham Drive | Downsview, ON | M3N 1S4



From: "Saddi, Asha" <asha.saddi@peelregion.ca>
To: "jstephens@trca.on.ca" <jstephens@trca.on.ca>
Date: 03/28/2018 10:51 AM
Subject: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon

Hello Jennifer,

Your name was provided by Trevor Bell at the Ministry of the Environment and Climate Change to consult on source water protection. The Region of Peel is completing an Environmental Assessment on Airport Road from King Street to

Huntsmill Drive, in the Town of Caledon and we understand that the limits of the study may be within the wellhead protection area.

Please could you advise on the maps or source protection plan policies which may relate to this project and our next steps. If you require any further information, please let me know.

I look forward to hearing from you. Thank you.

Asha Saddi, BA(Hons), PMP
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Thank you."*

[\[attachment "Airport Road Study Map.docx" deleted by Alyssa Roth/TRCA\]](#)

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From: [Saddi, Asha](#)
To: [Jennifer Stephens](#); [Alyssa Roth](#)
Cc: [Estephan, Therese](#); [Bubas, Sonya](#)
Subject: RE: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon
Date: Wednesday, March 28, 2018 3:52:00 PM
Attachments: [image005.jpg](#)
[Airport Road Study Map.docx](#)
[image006.jpg](#)
[image007.jpg](#)

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Technical Analyst, Infrastructure Programming & Studies

Transportation Division

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Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



From: Jennifer Stephens [mailto:jstephens@trca.on.ca]

Sent: March 28, 2018 2:23 PM

To: Saddi, Asha

Cc: Alyssa Roth; Estephan, Therese

Subject: Re: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon

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Have a lovely day.

Jennifer

Jennifer Stephens | Manager, Source Protection | **CTC Source Protection Region** | Toronto and Region Conservation
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To: "jstephens@trca.on.ca" <jstephens@trca.on.ca>
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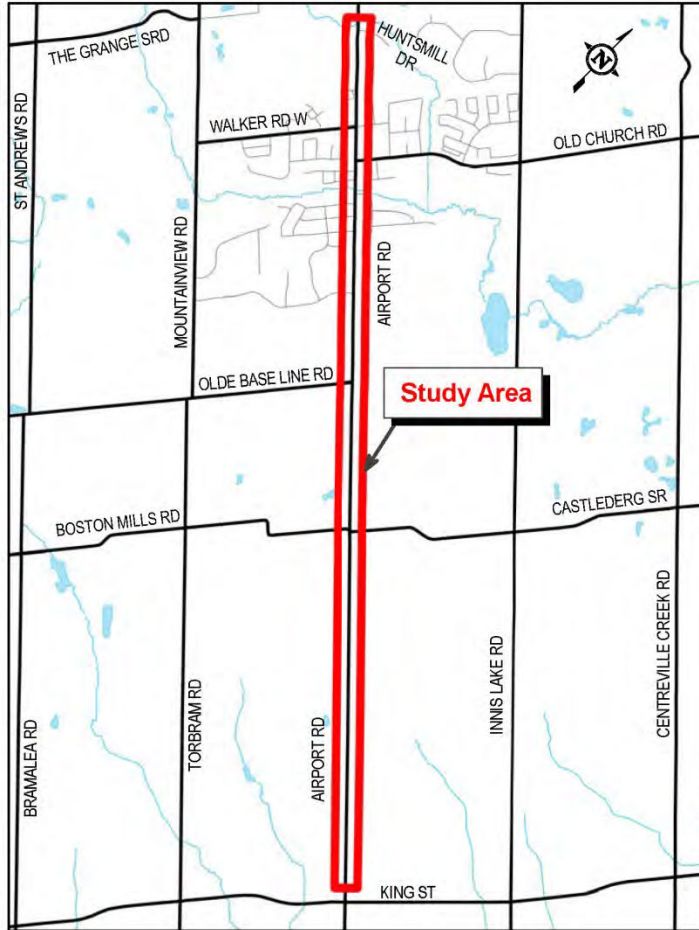
WWY logo



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From: [Alyssa Roth](#)
To: [Saddi, Asha](#)
Cc: [Annette Lister](#); [Don Ford](#); [Estephan, Therese](#); [Angelune DesLauriers \(MOECC\)](#); [Jennifer Stephens](#)
Subject: Re: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon
Date: Wednesday, April 4, 2018 1:47:36 PM
Attachments: [ATT00001.jpg](#)
[ATT00002.jpg](#)
[LTR_20180403_AirportRoad_EA.pdf](#)

Hello Asha,

Please find attached comments pertaining to the improvements to Airport Road. In the spirit of the policies contained within the CTC Source Protection Plan, the CTC Source Protection Region advises that every effort should be made to plan your project in the best interest of protecting all vulnerable areas delineated under the *Clean Water Act, 2006*.

Thank you,
Alyssa

Alyssa Roth
Coordinator, Source Water Protection
CTC Source Protection Region
Toronto and Region Conservation
101 Exchange Avenue
Vaughan, ON | L4K 5R6
(416) 661-6600 Ext. 5633
Alyssa.Roth@trca.on.ca
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To: "Saddi, Asha" <asha.saddi@peelregion.ca>
Cc: Alyssa Roth/TRCA@MTRCA, "Estephan, Therese" <therese.estephan@peelregion.ca>
Date: 03/28/2018 02:23 PM
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I look forward to hearing from you. Thank you.

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



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Thank you."

CTC Source Protection Region

Asha Saddi
Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

April 4, 2018

RE: Improvements to Airport Road, North of King Street to North of Huntsmill Drive, Caledon; Municipal Class Environmental Assessment – Schedule C

The *Clean Water Act, 2006* ensures communities protect their drinking water supplies through prevention – by developing collaborative, watershed-based source protection plans that are locally driven and based on science. This correspondence confirms that the proposed Project is located in the **Toronto and Region Source Protection Area**.

VULNERABLE AREAS UNDER THE *CLEAN WATER ACT, 2006*

Upon review of the Toronto and Region Assessment Report, the study area for the Airport Road improvements transects the following vulnerable areas identified under the *Clean Water Act, 2006*:

- Wellhead Protection Area (Quality)
 - Wellhead Protection Area (Quantity)
 - Intake Protection Zone
 - Significant Groundwater Recharge Area (SGRA)
 - Highly Vulnerable Aquifers (HVA)
-
- A **Wellhead Protection Area** is the area surrounding a well where contaminants are reasonably likely to move toward, or reach, the well. The size of the area is determined by using a computer model that estimates the time it takes groundwater to travel within the aquifer to the well based on the rate the water is pumped out of the well, type of geological materials around the well, and speed that groundwater travels.
 - A **Significant Groundwater Recharge Area** supplies a community or private residence with drinking water and is characterized by porous soils, which allow water to seep easily into the ground and flow to an aquifer.
 - A **Highly Vulnerable Aquifer** can be easily changed or affected by contamination from both human activities and human processes as a result of its intrinsic susceptibility (as a function of the thickness and permeability of overlaying layers), or by preferential pathways to the aquifer.

The attached map indicates that the proposed Project transects four Wellhead Protection Areas (WHPAs), which surround the Caledon East Municipal Wells 2 and 3. The technical work completed under the *Clean Water Act, 2006* has also identified Caledon East Well 2 to be under the direct influence of surface water. The size and shape of each WHPA, except for WHPA-A, is a function of how water travels underground. Time of travel is an indication of how quickly a contaminant can move into a municipal well.

- ☒ Wellhead Protection Area – A
- ☒ Wellhead Protection Area – B
- ☒ Wellhead Protection Area – C
- ☒ Wellhead Protection Area – D
- ☒ Wellhead Protection Area – E

- **Wellhead Protection Area A** is the area within a 100 m radius of the well. It is the area where the risk to the municipal well is highest and the greatest care should be taken in handling any potential contaminant.
- **Wellhead Protection Area B** represents the 2-year time of travel.
- **Wellhead Protection Area C** represents the 5-year time of travel.
- **Wellhead Protection Area D** represents the 25-year time of travel.
- **Wellhead Protection Area E** is the area in and around the surface water body that is influencing a Groundwater-Under-Direct-Influence (GUDI) well.

Dense non-aqueous phase liquids (DNAPLs) are organic liquids that are denser than water and tend to be insoluble in water. If they contaminate an aquifer they are persistent, difficult to remove, and will spread over time. DNAPL threat areas coincide with WHPA-C.

A vulnerability score is assigned to vulnerable areas where policies apply. These scores can be found on the attached map. Vulnerability areas and scores are important for determining where Source Protection policies apply to protect source water from prescribed threats.

PRESCRIBED THREATS

Under the *Clean Water Act, 2006*, a “prescribed threat” (hereafter referred to as “threat”) is defined as “an activity or condition that adversely affects or has the potential to adversely affect the quality or quantity of any water that is or may be used as a source of drinking water, and includes an activity or condition that is prescribed by source protection regulation as a drinking water threat”.

The Province has identified 21 activities (see below) that, if they are present in vulnerable areas, now or in the future, could pose a threat (listed in Section 1.1 of O. Reg. 287/07). Nineteen of these activities are relevant to drinking water quality threats, while two are relevant to drinking water quantity threats. It is possible that activities related to the Project may pose threats to the vulnerable area(s) identified.

- The establishment, operation, or maintenance of a waste disposal site within the meaning of Part V of the *Environmental Protection Act (EPA)*;
- The establishment, operation, or maintenance of a system that collects, stores, transmits, treats, or disposes of sewage;
- The application of agricultural source material to land;
- The storage of agricultural source material;
- The management of agricultural source material;
- The application of non-agricultural source material (NASM) to land;
- The handling and storage of non-agricultural source material (NASM);
- The application of commercial fertilizer to land;
- The handling and storage of commercial fertilizer;
- The application of pesticide to land;
- The handling and storage of pesticide;
- The application of road salt;
- The handling and storage of road salt;
- The storage of snow;
- The handling and storage of fuel;
- The handling and storage of a dense non-aqueous phase liquid;
- The handling and storage of an organic solvent;
- The management of runoff that contains chemicals used in the deicing of aircraft;
- An activity that takes water from an aquifer or a surface water body without returning the water taken to the same aquifer or surface water body;
- An activity that reduces the recharge of an aquifer; and
- The use of land as livestock grazing or pasturing land, an outdoor confinement area, or a farm-animal yard.

CTC SOURCE PROTECTION PLAN POLICIES

The CTC Source Protection Plan contains policies, developed by residents, businesses, and municipalities to protect the vulnerable areas described above. The CTC Source Protection Plan became effective on December 31, 2015 and the complete document is available on the CTC Source Protection Region [website](#) for reference.

Where an activity associated with the proposed Project poses a risk to drinking water, the Proponent must document and discuss in the Report how the Project adheres to or has regard to applicable policies in the CTC Source Protection Plan. The Province has created a [Source Protection Information Atlas](#) to assist in determining where policies apply in vulnerable areas across the province.

I trust that this information will assist you in the design of improvements to Airport Road, Town of Caledon, Peel Region. I strongly recommend that you liaise with Therese Estephan, Risk Management Official, Peel Region (1-905-791-7800 ext. 4339; therese.estephan@peelregion.ca), should you have any questions when designing your Project to ensure the protection of sources of drinking water. In the event that you have any questions with respect to this correspondence, please contact me at 416-892-9634 or by email at jstephens@trca.on.ca.

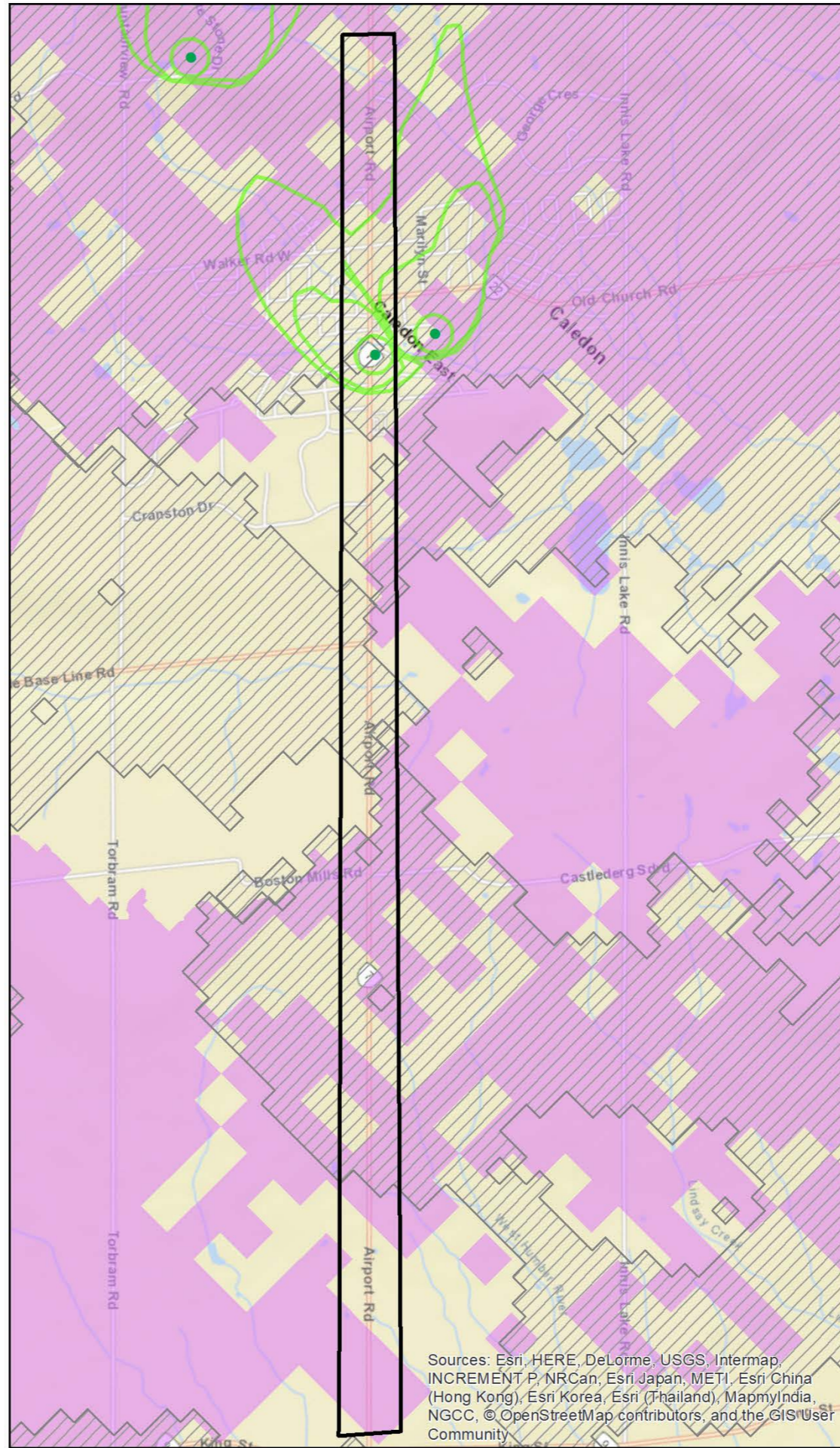
Best Regards,

Jennifer Stephens
Program Manager, CTC Source Protection Region

Cc: Annette Lister, Planner II, Toronto and Region Conservation Authority
Don Ford, Hydrogeologist, Toronto and Region Conservation Authority
Therese Estephan, Risk Management Official, Region of Peel
Angelune Des Lauriers, Program Analyst (A), Source Protection Programs Branch

Attach.

- 1) Map of Vulnerable Areas under the *Clean Water Act, 2006* in the Study Area



CTC Source Protection Region

Vulnerable Areas

Airport Road, Caledon

Legend

Approximate Project Boundary

Well
 WHPA - D
 WHPA - C
 WHPA - B
 WHPA - A
 Wellhead

Well
 WHPA areas with Vulnerability Score = 10
 WHPA areas with Vulnerability Score = 8
 WHPA - E
 Dense Non-Aqueous Phase Liquids (DNAPL) Threat Area
 Highly Vulnerable Aquifer (HVA)
 Significant Groundwater Recharge (SGRA)

(c) Copyright, Toronto & Region Source Protection Area, 2018.

This map has been prepared to meet provincial requirements under the Clean Water Act, 2006 and should be used for other purposes ONLY after consultation with the responsible conservation authority or source protection authority. The analysis used to produce this map relies on best available information as of the date of the map. Priority should be given to site specific information collected in accordance with accepted scientific protocols when being used for other purposes.

DRINKING WATER
SOURCE PROTECTION
ACT FOR CLEAN WATER



From: [Saddi, Asha](#)
To: [Alyssa Roth](#)
Subject: RE: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon
Date: Thursday, April 5, 2018 2:38:00 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)

Hi Alyssa,

Thank you for forwarding this information.

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



From: Alyssa Roth [mailto:Alyssa.Roth@trca.on.ca]

Sent: April 4, 2018 1:47 PM

To: Saddi, Asha

Cc: Annette Lister; Don Ford; Estephan, Therese; Angelune DesLauriers (MOECC); Jennifer Stephens

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In-person or Courier Address - 101 Exchange Avenue | Vaughan, ON | L4K 5R6 | Mailing Address - 5 Shoreham Drive | Downsview, ON | M3N 1S4



From: "Saddi, Asha" <asha.saddi@peelregion.ca>
To: "jstephens@trca.on.ca" <jstephens@trca.on.ca>
Date: 03/28/2018 10:51 AM
Subject: Airport Road Environmental Assessment - King Street to Huntsmill Drive, in the Town of Caledon

Hello Jennifer,

Your name was provided by Trevor Bell at the Ministry of the Environment and Climate Change to consult on source water protection. The Region of Peel is

completing an Environmental Assessment on Airport Road from King Street to Huntmill Drive, in the Town of Caledon and we understand that the limits of the study may be within the wellhead protection area.

Please could you advise on the maps or source protection plan policies which may relate to this project and our next steps. If you require any further information, please let me know.

I look forward to hearing from you. Thank you.

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



*****PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING, STORING OR FORWARDING THIS MESSAGE****

Toronto and Region Conservation Authority Confidentiality Notice:

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From: [Saddi, Asha](#)
To: [Caroline Mugo](#)
Cc: [Bubas, Sonya](#); [Lee, Arthur](#)
Subject: RE: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments
Date: Friday, October 16, 2020 8:34:00 AM
Attachments: [image001.gif](#)
[image004.png](#)

Hi Caroline,

I'm responding to your email in Sonya's absence. We will get back to you with our response comments and in the meantime, if you have any other comments or questions please do not hesitate to get in touch again.

Kind regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca



This email, including any attachments, is intended for the recipient specified in the message and may contain information which is confidential or privileged. Any unauthorized use or disclosure of this email is prohibited. If you are not the intended recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

From: Caroline Mugo <Caroline.Mugo@trca.ca>
Sent: October 15, 2020 5:10 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

Thank you for the opportunity to comment on the 2nd PIC boards for the Boards for the Region of Peel Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100

metres north of King Street to 300 metres north of Huntsmill Drive in the Town of Caledon. Staff understands that this study will address long term issues related to planned growth, enhance the safety of Airport Road by examining, intersection improvements, the potential for roundabouts, traffic calming measures for truck and other vehicular traffic through Caledon East, support the Caledon East Community Improvement Plan including streetscaping and promote healthy living by examining infrastructure improvements for walking and cycling.

In addition to the comments staff provided for the Draft drainage report and the draft Natural Environment Impact Report associated with this EA, TRCA staff has completed the review of the PIC #2 and has the following comments to offer:

1. Are there opportunities for the transitional area Walker Road to Leamster Trail to only implement the multiuse trail? If there is a multiuse trail on the west side it seems redundant to have paved shoulders on the east side for cyclists as they could use the multiuse trail. Would reducing paving on the east side reduce the environmental impact for the preferred option?
2. There may be watercourse crossing issues with extending Old Church Road to Ivan Avenue. It is staff's understanding that the watercourse is slightly below the paved area in a CSP culvert and the excavation for the road base will likely have impacts on the watercourse. Please advise.
3. TRCA staff looks forward to potential amphibian crossing north of Mountcrest Road.

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D

Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: [Maraj, Kelly](#)
To: [Bubas, Sonya](#); [Saddi, Asha](#)
Subject: FW: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 1:36:14 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[image002.jpg](#)

From: Maraj, Kelly
Sent: September 16, 2020 12:11 PM
To: 'marcel.mallia@enbridge.com' <marcel.mallia@enbridge.com>
Subject: Airport Road EA - Notice of PIC 2

Hello

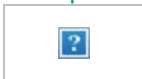
Please find attached a cover letter and Comment Sheet to supplement the PIC 2 Notice sent last week.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation



From: Saddi, Asha
Sent: September 10, 2020 5:19 PM
To: sally.drummond@caledon.ca; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; fuwing.wong@caledon.ca; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; Weifang.dong@ontario.ca; Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvanathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfo-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>;

Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca; branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <Peter.Dundas@peelregion.ca>; markups@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>; Mike.Miller@enbridge.com; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road EA - Notice of PIC 2

Good afternoon,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation** on **September 23** from **6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website** from **September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saddi at asha.saddi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

From: [Maraj, Kelly](#)
To: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: FW: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 1:37:36 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[image001.jpg](#)

From: Mark-Ups <Mark-Ups@enbridge.com>
Sent: September 16, 2020 12:37 PM
To: Municipal Planning <MunicipalPlanning@enbridge.com>
Cc: Maraj, Kelly <ashwantiemkelly.maraj@peelregion.ca>
Subject: FW: Airport Road EA - Notice of PIC 2

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Good afternoon Alice,

Please see the email below from Kelly.

Thanks,

Julie

From: Maraj, Kelly <ashwantiemkelly.maraj@peelregion.ca>
Sent: Wednesday, September 16, 2020 12:14 PM
To: Mark-Ups <Mark-Ups@enbridge.com>
Subject: Airport Road EA - Notice of PIC 2

EXTERNAL: PLEASE PROCEED WITH CAUTION.

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Hello

Please find attached a cover letter and Comment Sheet to supplement the PIC 2 Notice sent last week.

Regards,

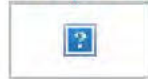
Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation



From: Saddi, Asha

Sent: September 10, 2020 5:19 PM

To: sally.drummond@caledon.ca; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; fuwing.wong@caledon.ca; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; Weifang.dong@ontario.ca; Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvananathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfo-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca; branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <Peter.Dundas@peelregion.ca>; markups@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>; Mike.Miller@enbridge.com; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: Airport Road EA - Notice of PIC 2

Good afternoon,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation on September 23 from 6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website from September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

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We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

From: [Maraj, Kelly](#)
To: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: FW: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 1:36:45 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[image002.jpg](#)

From: Maraj, Kelly
Sent: September 16, 2020 12:13 PM
To: emilio.labra@enbridge.com
Subject: Airport Road EA - Notice of PIC 2

Hello

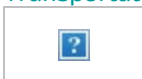
Please find attached a cover letter and Comment Sheet to supplement the PIC 2 Notice sent last week.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation



From: Saddi, Asha
Sent: September 10, 2020 5:19 PM
To: sally.drummond@caledon.ca; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; fuwing.wong@caledon.ca; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; [Weifang.dong@ontario.ca](mailto>Weifang.dong@ontario.ca); Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvananathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfo-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>;

Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca; branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <Peter.Dundas@peelregion.ca>; markups@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>; Mike.Miller@enbridge.com; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road EA - Notice of PIC 2

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Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

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We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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From: [Maraj, Kelly](#)
To: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: FW: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 1:35:18 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[image002.jpg](#)

From: Maraj, Kelly
Sent: September 16, 2020 12:09 PM
To: 'meetpal.chhina@enbridge.com' <meetpal.chhina@enbridge.com>
Subject: Airport Road EA - Notice of PIC 2

Hello

Please find attached a cover letter and Comment Sheet to supplement the PIC 2 Notice sent last week.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation



From: Saddi, Asha
Sent: September 10, 2020 5:19 PM
To: sally.drummond@caledon.ca; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; fuwing.wong@caledon.ca; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; Weifang.dong@ontario.ca; Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvanathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfp-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>;

Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca; branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <Peter.Dundas@peelregion.ca>; markups@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>; Mike.Miller@enbridge.com; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road EA - Notice of PIC 2

Good afternoon,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation on September 23 from 6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website from September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saddi at asha.saddi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

From: [Damien Edwin](#)
To: [Saddi, Asha](#)
Cc: ["Meetpal Chinna"](#)
Subject: RE: Airport Road EA - Notice of PIC 2
Date: Friday, September 11, 2020 7:36:16 AM
Importance: High

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Good Morning Asha

I sent a follow-up email some time ago to another member of your group indicating that I have moved on from the Planning Role within Enbridge.

The new contact for these communications would be Meetpal Chinna, whom I have copied on this email for his awareness.

Please remove me from your distribution list and include Meetpal for any future communications.

Thanking you in advance and please continue to keep safe.

Meetpal – please contact me and I will update you accordingly.

Regards

Damien Edwin

Advisor, Emergency Management & Incident Investigation

ENBRIDGE GAS INC.

TEL: 519.885.7400 ext 5067536 | CELL: 416.884.3880 | damien.edwin@enbridge.com
603 Kumpf Dr, Waterloo ON N2J 4A4

On Call Emergency Management Advisor: emergency.programs@enbridge.com
1-855-338-6800 or 416-753-6800

Incident Investigations Advisor: incident.investigations@enbridge.com

enbridge.com

Integrity. Safety. Respect.

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Thursday, September 10, 2020 5:19 PM

To: sally.drummond@caledon.ca; paula.strachan@caledon.ca; Kant Chawla <Kant.Chawla@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; fuwing.wong@caledon.ca; maa.ea.review@ontario.ca; jackie.vandevalk@ontario.ca; Robert.Greene@ontario.ca; Mark.Christie@ontario.ca; Maria.Jawaid@ontario.ca; kim.peters@ontario.ca; MEA.Notices.EAAB@ontario.ca; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; Aurora.McAllister@ontario.ca; Weifang.dong@ontario.ca; Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; jason.white@ontario.ca; necgeorgetown@ontario.ca; marcus.sanderson@opp.ca; Anjala.puvananathan@ceaa-acee.gc.ca; rob.dobos@ec.gc.ca; dan.thompson@dfo-mpo.gc.ca; EACoordination_ON@andc-aadnc.gc.ca; EnviroOnt@tc.gc.ca; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; ablais@csdccc.edu.on.ca; bertrandm@csviamonde.ca; branko.vidovic@peelsb.com; Singh, Amar <amar.singh@peelsb.com>; Dundas, Peter F. <peter.dundas@peelregion.ca>; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Damien Edwin <Damien.Edwin@enbridge.com>; Marcel Mallia <Marcel.Mallia@enbridge.com>; Emilio Labra <Emilio.Labra@enbridge.com>; Mike Miller <Mike.Miller@enbridge.com>; Mark-Ups <Mark-Ups@enbridge.com>; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; westcentralzonescheduling@hydroone.com; zone2scheduling@hydroone.com; Nadeen.Wajdi-Houjeily@HydroOne.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; Michelle Gruszecki <mgruszecki@tnpi.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; utility.circulations@zayo.com; hazelehill@gmail.com; consultations@metisnation.org; mdutytoconsult@curvelakefn.ca; chief@curvelakefn.ca; dmowat@scugogfirstnation.com; dsimpson@alderville.ca; Megan DeVries <Megan.DeVries@mncfn.ca>; tedc@metisnation.org

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: [External] Airport Road EA - Notice of PIC 2

EXTERNAL: PLEASE PROCEED WITH CAUTION.

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Good afternoon,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

From: [Maraj, Kelly](#)
To: sanderson@alderville.ca
Cc: [Saddi, Asha](#); [Bubas, Sonya](#)
Subject: Airport Road EA - Notice of PIC 2
Date: Wednesday, September 16, 2020 4:35:23 PM
Attachments: [AIRPORT ROAD PIC 2.pdf](#)
[PIC 2 Notice, Airport Road EA.pdf](#)

Good afternoon,

Please find attached a cover letter & Comment Sheet and Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

September 16, 2020
Project No. 16-4360

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre No. 2
Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study**

The Region of Peel is conducting the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon. **We invite you or a representative of your organization to attend the second Public Information Centre (PIC) for this Study on September 23, 2020.**

Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

- Join the **live online presentation** on **September 23** from **6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- Visit the **Project Website** from **September 17 to October 14** to review project details: <http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above.

Additional details on the Study are provided in the attached Notice of Public Information Centre No. 2. If you cannot attend the PIC on September 23, you can view the presentation on September 24 on the Project Website and provide your comments online. You can also provide your comments on the enclosed Comment Sheet and email it to Asha Saddi at asha.saddi@peelregion.ca.

We look forward to your attendance at this online PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre No. 2
Comment Sheet

cc: Asha Saddi, Technical Analyst, Region of Peel



Comment Sheet

**Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon**

**Public Information Centre No.2
Wednesday, September 23, 2020**

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

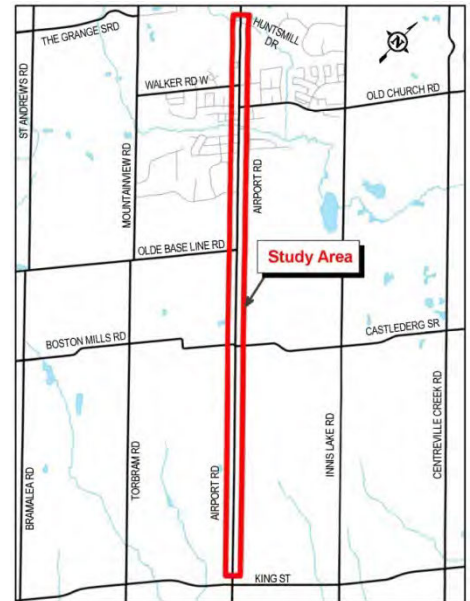
The Region of Peel is conducting a Class Environmental Assessment (EA) Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:

- Address long term issues related to planned future growth,
- Enhance the safety of the Airport Road corridor by examining intersection improvements, potential for roundabouts and traffic calming measures for truck and other vehicular traffic through Caledon East, and
- Promote infrastructure improvements to facilitate walking and cycling.

The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

PUBLIC INFORMATION CENTRE NO. 2

Due to the current COVID-19 guidelines, the Public Information Centre (PIC) will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.



To have questions answered and provide input/comments you can:

- **Join the live online presentation on September 23 from 6 p.m. to 8 p.m.** to hear more about the project and ask questions. Information on how to join the Presentation will be provided on the Project Website.
- **Visit the Project Website from September 17 to October 14** to review project details:
<http://www.peelregion.ca/pw/transportation/envirom-assess/airport-road-improvements.htm>
- **Provide your feedback by October 14, 2020.** Share your comments during the live session on September 23 and complete the online Survey and/or Comment Sheet in the link above. You can also email your comments to the Project Team members listed below.

The Project Team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to document the planning, consultation and design process. The ESR will be made available for public review for a minimum of 30 calendar days.

If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Email: asha.saddi@peelregion.ca

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record

Construction statement regarding COVID-19

Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with [provincial guidelines](#), physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Construction project updates can be found at peelregion.ca/construction.

Follow [Peel Public Works on Twitter](#) for service updates and changes.

This notice was first issued on September 10, 2020

From: [Bubas, Sonya](#)
To: [Kant.chawla](#); ["Bell, Trevor \(MOECC\)"](#); ["Kilis, Jakob"](#); ["bell.moc@telecon.com"](#); ["markups@enbridge.com"](#); ["westcentralzonescheduling@hydroone.com"](#); ["jan.mitchell@hydroone.com"](#); ["edgar.henriquez@rci.rogers.com"](#); ["zone2scheduling@hydroone.com"](#); ["Mark-Ups"](#); ["Aurora.McAllister@ontario.ca"](#); ["Maria.Jawaid@ontario.ca"](#); ["utility.circulations@zayo.com"](#); ["Info@tnpi.ca"](#); ["Marcel Mallia"](#); ["meetpal.chhina@enbridge.com"](#); ["kim.peters@ontario.ca"](#); ["sally.drummond@caledon.ca"](#); ["Caroline Mugo"](#); ["Sylvia Kirkwood"](#); [Andrew Pearce](#)
Cc: ["McGlade, Kaitlyn"](#); ["Stewart, Rebecca"](#); ["Nadeen.Wajdi-Houjaily@HydroOne.com"](#); ["Michelle.Gruszecki"](#); ["Emilio Labra"](#); ["Labrie, Sarah"](#); ["Alyssa Rhynold"](#); ["Sandrine Exibard-Edgar"](#); ["Mike.Miller@enbridge.com"](#); ["Meetpal Chhina"](#); [Saddi, Asha](#); ["sjohnston@IBIGroup.com"](#); ["Hailey McWilliam"](#); ["Zibby Petch"](#); [Lee, Arthur](#); [Beveridge, Scott](#); [Rook, Sally](#)
Subject: Airport Rd EA - Update - Old Church Road
Date: Wednesday, January 27, 2021 5:01:11 PM
Attachments: [image001.png](#)

Dear TAC members,

I am writing to provide you with an update on the Class EA Study for Airport Road.

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13



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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

From: Bubas, Sonya

Sent: September 21, 2020 9:08 AM

To: Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; kim.peters@ontario.ca; sally.drummond@caledon.ca; Caroline Mugo <Caroline.Mugo@trca.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>

Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Saddi, Asha <Asha.Saddi@peelregion.ca>; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; Zibby Petch <zibby.petch@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kovach, Steven <Steven.Kovach@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>

Subject: RE: Update: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Good morning everyone,

Following consultation with the Community Working Group and Town of Caledon, we have further clarified the options presented for PIC 2. The Old Church Road extension is shown as the preliminary preferred option with alternatives for heritage mitigation. The 3-legged intersection is shown as a sub-option under "Closed Access", which is currently not preferred due to limited benefit to the road network. All public materials have been posted to the Project Website for review until October 14 and an online presentation is scheduled for this Wednesday at 6pm (a link to the presentation will be posted to the Website on Wednesday). Please join us on Wednesday and let me know if you have any additional comments regarding this Project by October 14.

The Project Website is: <https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp>

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Bubas, Sonya

Sent: September 14, 2020 1:47 PM

To: Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; jan.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; kim.peters@ontario.ca; sally.drummond@caledon.ca; Caroline Mugo <Caroline.Mugo@trca.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>

Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Saddi, Asha <Asha.Saddi@peelregion.ca>; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; Zibby Petch <zibby.petch@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kovach, Steven <Steven.Kovach@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>

Subject: Update: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Good afternoon everyone,

In response to TAC comments, we added an alternative for an improved 3-leg intersection to our evaluation of design concepts for Old Church Rd / Airport Rd. For the upcoming PIC, we plan to present both the road extension and 3-leg intersection as options carried forward for further analysis and public feedback.

Attached are the updated slides relevant to this change, which explain the rationale for adding the new option to the assessment and what we currently understand to be the difference in impacts compared to the road extension. At this time, please consider the attachment as Draft for internal reference only.

Please let me know if you have any comments with the new alternative. We will keep you updated on public feedback and the results of further analysis for both alternatives.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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From: Lee, Arthur <arthur.lee@peelregion.ca>

Sent: September 2, 2020 2:48 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>

Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi All,

This is a kind reminder to provide any minor comments you may have by tomorrow September 3rd 2020.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Lee, Arthur

Sent: August 26, 2020 11:24 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Annette Lister <alister@trca.on.ca>; bell.moc@telecon.com; markups@enbridge.com;

westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com;

edgar.henriquez@rci.rogers.com; Damien Edwin <Damien.Edwin@enbridge.com>;

zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>;

Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com;

Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com;

sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod

<pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>

Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>;

Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle

Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood

<Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees

<mwillemse@dillon.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Alyssa Rhynold

<Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi all,

This is a kind reminder from the TAC meeting to provide any major comments and/or concerns for Airport Road by tomorrow August 27th 2020. Any minor comments can be provided by September 3rd 2020.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Lee, Arthur

Sent: August 21, 2020 10:22 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Annette Lister <alister@trca.on.ca>; bell.moc@telecon.com; markups@enbridge.com;

westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com;
edgar.henriquez@rci.rogers.com; Damien Edwin <Damien.Edwin@enbridge.com>;
zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>;

Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com;
Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com;
sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>

Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>;
Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi all,

Thank you for attending our Technical Advisory Committee meeting for the Airport Road Environmental Assessment yesterday afternoon. By now, you should have received an email invite from the Region's file sharing system "Tempo Box" to download and review any of the technical reports and roll plans.

If you have any trouble accessing Tempo box or if you have not received a Tempo Box invite, please do not hesitate to reach out to me directly.

Best Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

-----Original Appointment-----

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: August 6, 2020 2:58 PM

To: Bubas, Sonya; Lavhey, James; Koethe, Wayne; Beveridge, Scott; Gardiner, Len; Garbos, Olek; Banuri, Syeda; Tatla, Manvir; ZYG-PWI; Dang-williams, Denise; Bahrami, Parshan; Kol, Rani; Ansari, Seema; ZYG-Peel Health & Built Environment; Rook, Sally; Trent, Elizabeth; Kant Chawla; Bell, Trevor (MOECC); 'Kilis, Jakub'; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Lee, Arthur; Paul MacLeod; Levesque, Karen; Caughey, Rebecca; kim.peters@ontario.ca; Zibby Petch

Cc: Thomsen, Jeanne; Saiyed, Sabbir; Gallagher, Joe; Aymar, Matthew; Svirplys-Howe, Larissa; Crawford, Mark; Hassan, Nishat; Nieuwenhuysen, Bob; Lotecki, Nancy; Bennington, Michael; 'McGlade, Kaitlyn'; 'Stewart, Rebecca'; Eberhardt, Daniel; Caroline Mugo; Nadeen.Wajdi-Houjeily@HydroOne.com; Ursitti, Franca; Ghai, Kiran; Michelle Gruszecki; Abu-Nassar, Maurice; Emilio Labra; Sylvia Kirkwood; Labrie, Sarah; Lendvoy, Megan; Willemse, Merrilees; Sharon Lingertat; Alyssa Rhynold; Sandrine Exibard-Edgar

Subject: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

When: August 20, 2020 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Join us for this second meeting of the Technical Advisory Committee for the Airport Road Class EA. The purpose is to review the progress of Phase 3: Alternative Design Concepts for improvements to Airport Road between King Street and Huntmill Drive. An agenda is attached and additional materials for review will be circulated in advance and/or following the meeting. This meeting will be held on Microsoft Teams and details to connect are outlined below.

Please feel free to contact me at sonya.bubas@peelregion.ca if you have any questions.

Regards,

[Join Microsoft Teams Meeting](#)

Canada, Toronto (Toll)
Canada (Toll-free)

Conference ID:



From: [Bubas, Sonya](#)
To: sjohnston@IBIGroup.com; [Saddi, Asha](#)
Cc: [Hailey McWilliam](#)
Subject: FW: Airport Rd EA - Traffic Comments
Date: Tuesday, February 9, 2021 4:52:13 PM
Attachments: [image004.png](#)
[image002.jpg](#)

See message below for your information and project file.

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Bubas, Sonya
Sent: February 9, 2021 4:50 PM
To: Arash Olia <Arash.Olia@caledon.ca>
Cc: Andrew Pearce <Andrew.Pearce@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Dang-williams, Denise <Denise.Dang@peelregion.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Airport Rd EA - Traffic Comments

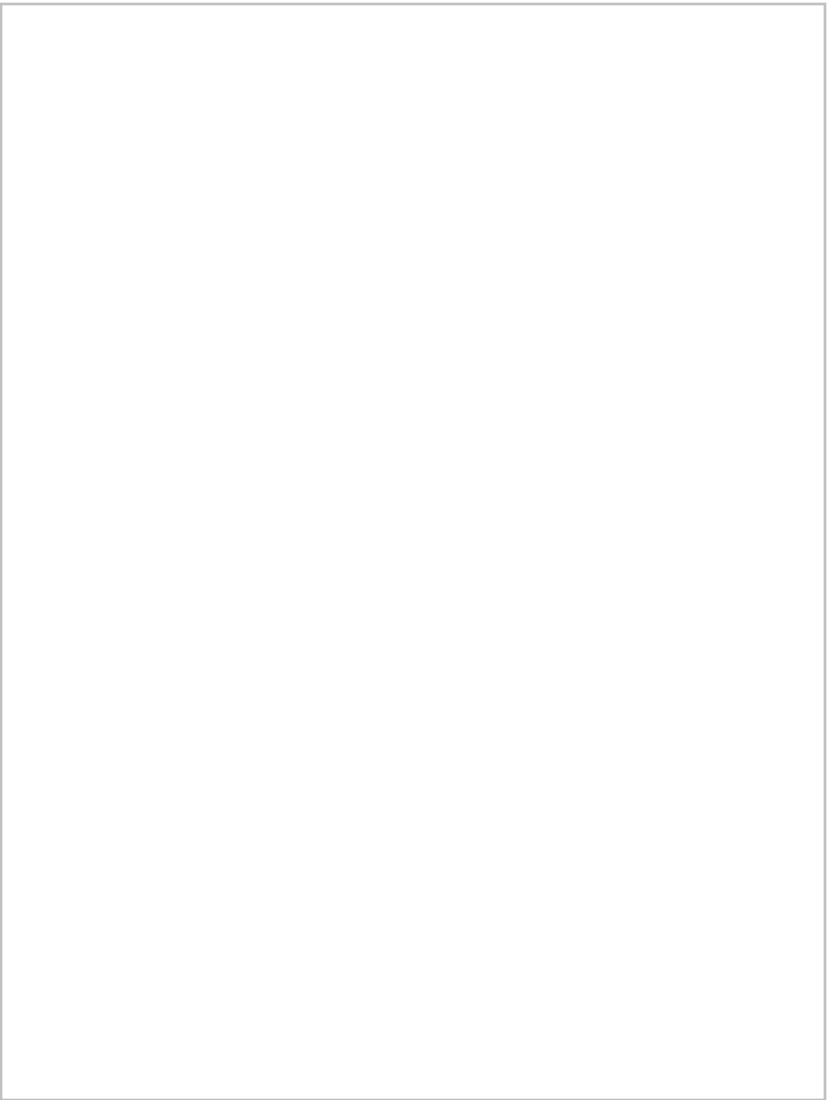
Hi Arash,

Sorry for the delay. Please see the following response to the Town's recent comments on the traffic report for Airport Road.

Traffic calming through and upstream/downstream of Mono Road	
Explore detailed traffic calming measures with the Town of Caledon during Detailed Design	<ul style="list-style-type: none">Detailed traffic calming measures will be included in the detailed design. The type and location of detailed measures will be confirmed during the detailed design phase in consultation with the Town of Caledon. Examples of detailed measures include pavement markings, flashing "slow" signs or radar speed signs.

Consider raised gateway upstream/downstream of Mono Road to address concern for speeding

- A raised median on the northbound approach to Mono Road is not recommended in combination with the proposed roundabouts. Vehicles are expected to exit the proposed roundabout at Boston Mills Side Road at a significantly lower speed, and continue at a lower speed as they approach the Mono Road community.
- Within Mono Road, the length of the median would be limited to 20m at most in order to maintain full move access to properties on both sides. Locating the median to the south of the southern most residential driveway could leave vehicles with enough distance to pick up speed as they approach Olde Base Line Road.
- A raised median on the southbound approach to Mono Road is not recommended due to the impact on existing ditch drainage and grading on both sides of the road, which would likely require additional property north of Old Base Line Road. Bevelled curbs are proposed at Olde Base Line Road (raised curbs are not proposed due to grading impacts to property on the west side).
- The use of raised medians to encourage reduced speeds through horizontal deflection is proposed at or in proximity to intersections, where they are considered to be more effective than at mid-block within the rural corridor. North of Walker Road, the semi-urban cross-section and horizontal deflection from the raised median is expected to signal southbound drivers to slow down. The intersection at Huntmill Drive has a pedestrian collision history and a raised median could assist pedestrians crossing.
- The Town of Caledon Traffic Calming Toolbox (2020) does not recommend raised median islands as part of a traffic calming improvement for rural roads (see Table 4 from the Toolbox below). However, other alternatives such as dragon's teeth, full lane transverse bars, and radar speed signs are described as effective alternatives that can be explored.

	
<p>Consider visual cues to provide friction (e.g., coloured paved shoulders between Castlederg and Mono)</p>	<ul style="list-style-type: none"> • To be considered during detailed design.
<p>Consider measures on approach to warn northbound drivers of the roundabout at Castlederg to address concern for noise as a result of speeding traffic rapidly slowing down</p>	<ul style="list-style-type: none"> • Standard signage in advance of the roundabout would mitigate the potential for speeding that rapidly slows down at the roundabout.
<p>Consider different pavement mix to address potential noise</p>	<ul style="list-style-type: none"> • To be considered during detailed design. Note that pavement on Airport Road would need to be designed for heavy vehicles and other factors would need to be considered, such as potential

concerns	hazard of a smooth surface, consideration of a pilot test, etc.
Cranston Roundabout	
Consider interim or short-term solution of one-lane roundabout with expansion, when warranted	<ul style="list-style-type: none"> • The traffic study shows that a one-lane roundabout marginally does not work by the year 2031, and the two-lane (flared entry) roundabout is needed by 2041. From an operational perspective, implementing a one-lane roundabout in the interim will have some risk to the Region in that widening for a two-lane roundabout may be required in five to seven years. The Region must factor in the potential for additional cost and disruption to the corridor from two closely scheduled construction periods. • The Region believes it is too early in the process to determine whether to build an interim one-lane roundabout until such time the two-lane (flared-entry) roundabout is needed. The level of risk to the Region is dependant on whether development is anticipated to generate the traffic forecasted by 2031 or 2041. Other factors, such as the current Pandemic, may also impact future travel patterns in a way that has yet to be determined. The Region will determine the phasing of works during the detailed design phase, when the anticipated timing of forecasted traffic volumes will be better understood. • The EA will protect for the two-lane (flared-entry) roundabout and the Region will meet with the Town during detailed design to discuss proceeding with one or two lanes at that time. • Up to 2041, the operation of a one-lane roundabout may need to be revisited and may require widening to a two-lane (flared entry) roundabout to convey traffic through Caledon East.
Consider that the Secondary Plan shows the entrance feature to Caledon East further south of Cranston at the urban boundary; and this may be raised through the Town's review of urban design	<ul style="list-style-type: none"> • This comment has been noted.
Southbound Right-Turn at Walker	
Consider safety of pedestrians and cyclists	<ul style="list-style-type: none"> • The southbound right turn lane was initially proposed as it may provide a safety benefit to southbound traffic. The Town has requested the right turn lane be removed from the EA to reduce crossing distances for pedestrians, and removal may encourage slower speeds. This request has been accommodated.
Consider that making it inconvenient for drivers to turn is traffic calming	
Consider that a full traffic signal at Walker can attract left turn	<ul style="list-style-type: none"> • Note that traffic signals are not warranted from an operational or safety perspective at the Walker Road intersection. Recent updates to the development plans on Walker Road at Airport Road and

<p>movements (i.e. consider latent demands in addition to current and future demand as part of signal warrant analysis)</p>	<p>Mountainview Road do not affect the recommendations in the EA traffic report.</p>
<p>Consider that pedestrian volumes will go up and whether a signal or PXO is appropriate</p>	<ul style="list-style-type: none"> • A pedestrian crossing is proposed at the Walker Road intersection, however the type of controlled crossing (PXO or IPS) will be determined during detailed design in consultation with the Town of Caledon. To assist in identifying the appropriate controlled crossing type, the Region will continue to monitor pedestrian and vehicular activities at this intersection as a result of anticipated development in the area.
<p>Old Church Road Intersection</p>	
<p>Consider other factors in the study on traffic infiltration of the proposed extension, such as convenience, petition concerned with traffic, old subdivision with no sidewalk and ineffective lighting, and heritage potential</p>	<ul style="list-style-type: none"> • Additional factors will be considered in the EA evaluation. Note that the option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. Old Church Road will not be connected at Ivan Avenue.
<p>Continue discussions with the Town regarding their land use review of the area including and abutting the west side of the intersection; The Town's study will look at opportunities for redevelopment and ultimate solutions to traffic problems</p>	<ul style="list-style-type: none"> • The next meeting with the Town of Caledon is scheduled on February 10.
<p>Consider removing the road extension option based on public feedback to not connect to Ivan Avenue</p>	<ul style="list-style-type: none"> • The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.
<p>Consider having the driveway configuration be determined by the</p>	

Town through their conceptual land use study and/or future development planning process	
Council Report	
The Region was invited to present the project to Town Council in March to augment the Staff report	<ul style="list-style-type: none"> The Region will present to the Planning Committee on March 23 and file the EA after the Council meeting on March 30.

Regards,

Sonya Bubas, MCIP, RPP
 Project Manager
 Infrastructure Programming & Studies
 Region of Peel
 10 Peel Centre Dr., Suite B, 4th Floor
 Brampton, ON L6T 4B9
 905-791-7800 ext. 7801



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From: Bubas, Sonya
Sent: February 5, 2021 5:36 PM
To: Arash Olia <Arash.Olia@caledon.ca>
Subject: Airport Rd EA - Traffic Comments

Hi Arash,

I am reviewing our response to your traffic comments with Staff and hope to forward to you on Monday.

Thanks,

Sonya Bubas, MCIP, RPP
 Project Manager
 Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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From: [Bubas, Sonya](#)
To: [Suzanne Bevan](#)
Cc: [Caroline Mugo](#); [Saddi, Asha](#)
Subject: RE: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments
Date: Wednesday, April 14, 2021 12:42:08 PM
Attachments: [image001.png](#)
[image006.png](#)
[image007.png](#)

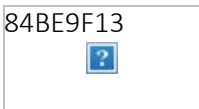
Hi Suzanne,

The Draft ESR is almost ready for review. We are reviewing the document first to ensure it is all inclusive. We hope to circulate it to you before the end of April (next week or the week after).

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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From: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Sent: April 12, 2021 10:49 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>
Subject: RE: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

I was reviewing our tracking and wanted to follow to see if the draft ESR was ready for review.

I do apologize if I have missed an email.

Thank you,
Suzanne

Suzanne Bevan

Senior Manager

Infrastructure Planning and Permits – Peel/York | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5759

C: [\(647\) 924-5467](tel:(647)924-5467)

E: suzanne.bevan@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: February 18, 2021 7:31 AM

To: Caroline Mugo <Caroline.Mugo@trca.ca>

Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>

Subject: RE: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments

Hi Caroline,

I am writing in response to your comments on PIC 2 for the Airport Rd EA. I understand this file has been transferred to Suzanne Bevan who is copied on this email.

- 1. Are there opportunities for the transitional area Walker Road to Leamster Trail to only implement the multiuse trail? If there is a multiuse trail on the west side it seems redundant to have paved shoulders on the east side for cyclists as they could use the multiuse trail. Would reducing paving on the east side reduce the environmental impact for the preferred option?**

The multiuse path on the west side would provide cyclists with continuity and direct connectivity to the Leamster Trail community, while the paved shoulder on the east side would provide continuity toward the Huntsmill Drive community. The existing gravel shoulder and the proposed paved shoulder on the east side have similar horizontal footprints and the environmental impacts are expected to be minimal.

- 2.

There may be watercourse crossing issues with extending Old Church Road to Ivan Avenue. It is staff's understanding that the watercourse is slightly below the paved area in a CSP culvert and the excavation for the road base will likely have impacts on the watercourse. Please advise.

As per our update to TAC on January 27, Old Church Road will not be connected at Ivan Avenue. The ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. Public consultation is included in the scope of this future urban design review.

3. TRCA staff looks forward to potential amphibian crossing north of Mountcrest Road.

This comment has been noted. For your information, the proposed culvert dimensions at the Centreville Creek crossing are consistent with the recommendations for amphibian crossing structures as outlined in the CVC's Fish and Wildlife Crossing Guidelines.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

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From: Caroline Mugo <Caroline.Mugo@trca.ca>

Sent: October 15, 2020 5:10 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Saddi, Asha <asha.saddi@peelregion.ca>

Subject: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards
- TRCA comments

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Hi Sonya,

Thank you for the opportunity to comment on the 2nd PIC boards for the Boards for the Region of Peel Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100 metres north of King Street to 300 metres north of Huntmill Drive in the Town of Caledon. Staff understands that this study will address long term issues related to planned growth, enhance the safety of Airport Road by examining, intersection improvements, the potential for roundabouts, traffic calming measures for truck and other vehicular traffic through Caledon East, support the Caledon East Community Improvement Plan including streetscaping and promote healthy living by examining infrastructure improvements for walking and cycling.

In addition to the comments staff provided for the Draft drainage report and the draft Natural Environment Impact Report associated with this EA, TRCA staff has completed the review of the PIC #2 and has the following comments to offer:

1. Are there opportunities for the transitional area Walker Road to Leamster Trail to only implement the multiuse trail? If there is a multiuse trail on the west side it seems redundant to have paved shoulders on the east side for cyclists as they could use the multiuse trail. Would reducing paving on the east side reduce the environmental impact for the preferred option?
2. There may be watercourse crossing issues with extending Old Church Road to Ivan Avenue. It is staff's understanding that the watercourse is slightly below the paved area in a CSP culvert and the excavation for the road base will likely have impacts on the watercourse. Please advise.
3. TRCA staff looks forward to potential amphibian crossing north of Mountcrest Road.

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D

Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:4166616600) ext. 5689

E: caroline.mugo@trca.ca

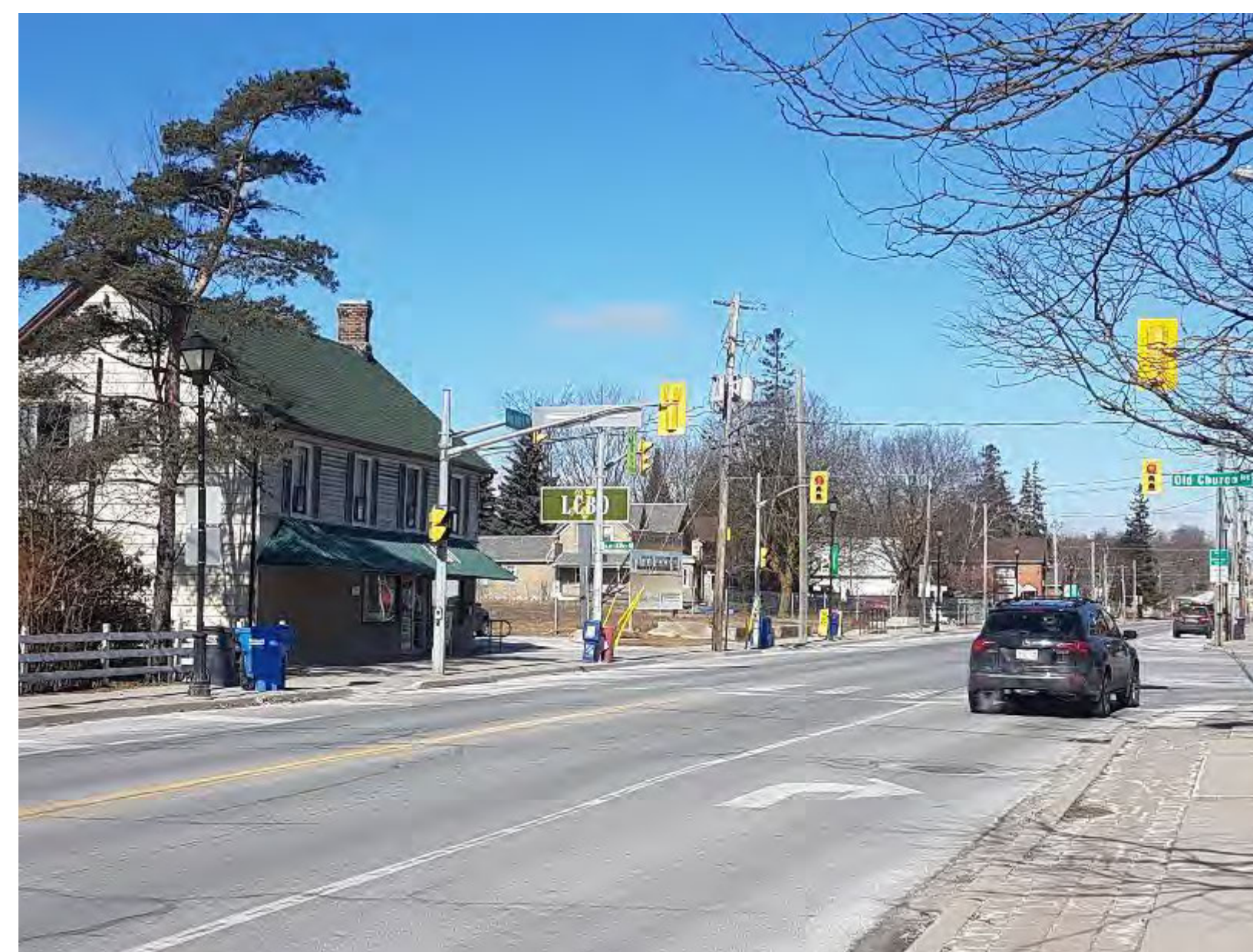
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca/101-Exchange-Avenue-Vaughan-ON-L4K-5R6) | [trca.ca](https://www.trca.ca)



Caledon Heritage Committee

Environmental Assessment

Airport Road from King Street to Huntsmill Drive



Caledon Heritage Committee
December 7, 2020

Sightline, safety and operational concerns...



...Opportunity to provide signalized access to Airport Road for West Neighbourhood

Old Church Road Intersection



Alternatives		Evaluation Summary	Recommendation
Do Nothing	No improvements	Does not address problem & opportunity	Not carried forward
Modify Driveway Access	Restrict Access to Right-In and Right-Out	Not geometrically feasible with raised curb and not effective through signage alone	Not carried forward
	Restrict Access to One-Way	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access (without land acquisition)	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access (with land acquisition)	Not preferred due to limited benefits to road network	Not Preferred
	Relocate Access to the North (on adjacent properties)	Not preferred due to potential access restrictions and land development constraints	Not Preferred
	Signalize Driveway Access with Split Phasing	Not preferred due to increase in traffic delay / congestion at intersection	Not Preferred
	Extend Old Church Road & Relocate/Remove Building at 16000 Airport Road	Extend Old Church Road to Ivan Avenue and Relocate Building	Transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal
Extend Old Church Road to Ivan Avenue and Remove Building		Transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation	

Extend Old Church Road to Ivan Avenue



16000 Airport Road



LOOKING SOUTHWEST FROM OLD CHURCH RD



LOOKING NORTHEAST FROM IVAN AVE

- Retains cultural heritage value (eligible for designation)
- Realignment of proposed extension to avoid heritage attributes not technically feasible

Options to mitigate heritage impact:

1. Relocate structure, or
2. Remove building, and
 - i. Salvage or document heritage attributes
 - ii. Consider a commemorative plaque nearby

- Review and address public comments
- Select Preferred Design Concept
- Prepare Environmental Study Report for minimum 30-day public review period

<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp>



DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Transportation								
Improves traffic operations	<ul style="list-style-type: none"> Constrained traffic operations in 2041, however carried forward for comparison purposes. 	<ul style="list-style-type: none"> Could only be implemented through signage. A raised curb / median is not geometrically feasible given driveway location or configuration. With signage this option is unlikely to be effective, will experience violators, is difficult to enforce, will experience additional driver confusion, thus does not address safety issues. Does not provide a signalized egress to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Inbound entrance on Airport Road may be implemented through narrow entry, raised medians. Traffic exiting the property uses Ivan Avenue, then Parsons Avenue, to access Airport Road. Potential for infiltration is low as Ivan Avenue does not lead to major destinations. Traffic diverted to Parsons Avenue and Airport Road does not operate well during peak times. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The affected property would only have a rear access to Ivan Avenue, and traffic to the property would need to turn onto Parsons Avenue, then Ivan Avenue, to access the site. Potential for infiltration is low as Ivan Avenue does not lead to major destinations. Traffic operations at the Parsons Avenue and Airport Road unsignalized intersection are poor during peak times and will deteriorate further over time with traffic growth. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The access would be relocated approximately 70m to the north of the intersection with a driveway leading to the existing location of parking and building. Access on Ivan Avenue would not be affected. Does not provide a signalized egress to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Reduces capacity compared to current conditions resulting in notable increase in congestion. Likely to experience complaints with concerns regarding negative impact to road function for through traffic. A minor benefit is some potential to divert through traffic away from Airport Road due to congestion. Longer traffic delays for all movements due to traffic signals that phase in green light for one direction at a time. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Improves traffic operations at intersection and for west neighbourhood. Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses. 	<ul style="list-style-type: none"> Improves traffic operations at intersection and for west neighbourhood. Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses.
Improves traffic safety	<ul style="list-style-type: none"> Poor safety performance (significant concerns with operation under current configuration), however carried forward for comparison purposes. 	<ul style="list-style-type: none"> Little to no benefit under signage plan. Does not address sightline issue. Drivers turning right out of the parking lot will be looking left for oncoming vehicles. View of pedestrians walking north is blocked by the building. 	<ul style="list-style-type: none"> Notable benefit provided by removal of outbound traffic at driveway on Airport Road. Drawback in safety due to some occurrence of violators (exiting onto Airport), non-standard intersection (one-way driveway), and increased traffic at Parsons Avenue. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Increase in traffic at unsignalized exit at Parsons Avenue may affect safety. 	<ul style="list-style-type: none"> Resolves safety issue at driveway. Resolves sightline and related safety constraints at intersection. 	<ul style="list-style-type: none"> Improves safety performance with signals for private driveway. Does not resolve sightline and related safety constraints. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Resolves sightline and related safety constraints. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Full signalization would eliminate split phases and resolve sightline issue.
Improves road geometrics	<ul style="list-style-type: none"> No change to road geometrics. 	<ul style="list-style-type: none"> Right-in and right-out raised curb is not geometrically feasible. 	<ul style="list-style-type: none"> Improves driveway geometrics. 	<ul style="list-style-type: none"> Trucks and large vehicles may not be able to manoeuvre in and out of the narrow parking lot. 	<ul style="list-style-type: none"> Geometrically feasible. 	<ul style="list-style-type: none"> Improves road geometrics for truck movements from westbound Old Church Road to northbound Airport Road. 	<ul style="list-style-type: none"> Significantly improves road geometrics. 	<ul style="list-style-type: none"> Significantly improves road geometrics.
Conforms to transportation planning policies and plans	<ul style="list-style-type: none"> Does not support the goals of the Region of Peel Long Range Transportation Plan and Vision Zero; and Caledon East Community Improvement Plan (i.e., does not improve road network connectivity and safety performance). 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issues). 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issue). 	<ul style="list-style-type: none"> Supports the goals of Vision Zero and Community Improvement Plan through resolved safety issues and constraints. Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Partially supports the goals of Vision Zero and Community Improvement Plan (i.e., improves safety performance and does not resolve sightline issue). Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue. 	<ul style="list-style-type: none"> Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Natural Environment								
Complies with Provincial environmental planning policies	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Policy interpretation to be confirmed. 	<ul style="list-style-type: none"> Policy interpretation to be confirmed.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> No impacts to environmentally sensitive lands. Potential loss of some mature trees. No impact to watercourse crossings. Minor encroachment into meadow community of urban concern. Potential encroachment into buffer surrounding treed swamp community. No impact to species at risk and their habitat. 	<ul style="list-style-type: none"> No impacts to environmentally sensitive lands. Potential loss of some mature trees. No impact to watercourse crossings. Minor encroachment into meadow community of urban concern. Potential encroachment into buffer surrounding treed swamp community. No impact to species at risk and their habitat.
Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunities to improve wildlife crossing. 	<ul style="list-style-type: none"> Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community. 	<ul style="list-style-type: none"> Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community.
Maintains or reduces risk for natural hazards	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. Most of the land potentially affected by the driveway is within the flood plain with only a small portion on usable land, and therefore may not be feasible. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Healthy Communities								
Provides for active transportation	<ul style="list-style-type: none"> Does not provide for active transportation. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road and Old Church Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road and Old Church Road.
Promotes healthy, age-friendly and accessible environments	<ul style="list-style-type: none"> No opportunities to promote healthy, age-friendly and accessible environments. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Closed access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Relocated access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at Old Church Road intersection. No refuge medians or pedestrian islands at Old Church Road intersection. Opportunity for flaring of sidewalks at Old Church Road intersection (to be confirmed). Upgrade at Old Church Road intersection will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at intersection(s). No refuge medians or pedestrian islands at intersection(s). Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at intersection(s). No refuge medians or pedestrian islands at intersection(s). Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act.
Avoids or reduces negative impact on air quality	<ul style="list-style-type: none"> No air quality impacts. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan.
Avoids or reduces noise impacts	<ul style="list-style-type: none"> Avoids noise impacts. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Social, Cultural and Economic Environment								
Conforms to Municipal planning policies	<ul style="list-style-type: none"> Does not fully conform to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements). 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements). 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Partially conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (i.e., removal of building and retaining/re-using materials is less supportive of the goal to conserve cultural heritage resources than relocating the building).
Compatible with existing and planned future land uses	<ul style="list-style-type: none"> No impact to existing and planned future land uses. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No impact to existing land uses in addition to the impacts assessed under traffic operations and property. No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection. 	<ul style="list-style-type: none"> No impact to existing land uses in addition to the impacts assessed under property. No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection. 	<ul style="list-style-type: none"> Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential). Currently no active or approved development adjacent to the intersection. Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection and shared driveway. 	<ul style="list-style-type: none"> No impact to existing and planned future land uses. 	<ul style="list-style-type: none"> Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential). 	<ul style="list-style-type: none"> Could provide an alternative access to Old Church Road versus Airport Road for the adjacent property to the north.
Avoids or reduces property impacts (including cultural heritage and local economic impacts)	<ul style="list-style-type: none"> Avoids property impacts. No impact to businesses. No opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Allows property to continue as existing. Driveway currently functions as a full-movement access to property. Removal of access could increase property impact. Property owner and/or commercial tenant may be concerned about inconvenience to customers. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Driveway currently functions as a full-movement access to property. Removal of access could increase property impact. Could become an inconvenient site for commercial uses potentially leading to an under utilized or vacant site. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Relocated access on Airport Road may not be acceptable given proximity (70m) to the Old Church Road intersection. Property owner and/or commercial tenant may be concerned about inconvenience to customers. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> No private properties required (low property impact). No buildings or structures displaced. Driveway access improved. Improved driveway access may attract new patrons to business on-site. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Various properties impacted (high property impact). Major disruption to residential and business tenants due to relocation of building. Road extension with relocation of building to the north would provide a new access to the building (potential for revised site plan to provide rear parking and no access from Airport Road). Temporary disruption to business due to relocation of building. Access to one business may be affected during construction. Opportunity for onstreet parking in Caledon East. Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)). 	<ul style="list-style-type: none"> One property displaced (major property impact). One building displaced with major disruption to residential and business tenants. Potential loss of business if it cannot be relocated within the Study Corridor. Access to one business may be affected during construction. Opportunity for onstreet parking in Caledon East. Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)).

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential (to be confirmed for driveway location on adjacent properties). 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> One built heritage resource relocated (currently not designated under Ontario Heritage Act). Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> One built heritage resource displaced (currently not designated under Ontario Heritage Act). Heritage materials would be retained for record and/or re-use and a commemorative plaque considered near the former site. Lands impacted are disturbed with no archaeological potential.
Supports Goods Movement	<ul style="list-style-type: none"> No impact to goods movement corridors. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Minor delay to delivery of goods to commercial use at closed driveway. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and existing Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and existing Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road.
Reduces complexity of construction	<ul style="list-style-type: none"> No construction cost. No change to road operations and maintenance costs. No conflict with utilities and municipal infrastructure. No construction staging. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Minor increase in operations cost for extra traffic light. No change to road maintenance cost. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. No change to road operations and maintenance costs. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Road operations and maintenance impacts to be confirmed. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Minor increase in operations cost for extra traffic light. No change to road maintenance cost. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Greater cost to construct than intersection improvements. High cost. Greater cost to construct than road extension with removal of building due to combined property and building relocation/reconstruction impacts. Greater cost to operate and maintain than intersection. Utilities and municipal infrastructure to be relocated. Minimal construction staging and traffic impacts. 	<ul style="list-style-type: none"> Greater cost to construct than intersection improvements. High cost. Less cost to construct than road extension with relocation of building due to less property and building relocation/reconstruction impacts. Greater cost to operate and maintain than intersection. Utilities and municipal infrastructure to be relocated. Minimal construction staging and traffic impacts.
Evaluation								
Summary	Does not address problem & opportunity.	Not geometrically feasible with raised curb and not effective through signage alone.	Not preferred due to potential traffic and economic impacts.	Not preferred due to potential traffic and economic impacts.	Not preferred due to potential access restrictions and land development constraints.	Least preferred due to increase in traffic delay / congestion at intersection.	Second Preferred due to transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal.	Preferred due to transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation.
	Not carried forward	Not carried forward	Not Preferred	Not Preferred	Not Preferred	3rd Preferred	2nd Preferred	1st Preferred

CVC



RIVERSTONE

ENVIRONMENTAL SOLUTIONS INC.

January 16, 2020
RS# 2019-004

Hailey McWilliam
IBI Group
7th Floor – 55 St. Clair Ave. W.
Toronto, ON M4V 2Y7
Via email to: hailey.mcwilliam@ibigroup.com

SUBJECT: Response to Agency Review of the Natural Environment Impact Assessment Report, Airport Road Improvements, King Street to Huntmill Drive Regional Municipality of Peel (July 2019)

Hailey:

The following is the response matrix addressing comments provided by Toronto Region Conservation Authority (TRCA), Credit Valley Conservation (CVC), Ontario Ministry of Natural Resources and Forestry (MNRF), Ministry of Environment, Conservation, and Parks (MECP), and the Region of Peel related to the Natural Environment Impact Assessment Report (July 2019).

TRCA – Comments provided via email on October 24, 2019	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
CVC – Comments provided via email on September 27, 2019	
<p>1. Wetland impacts. CVC notes that several mapped wetland features exist in the portion of the project area that is within CVC jurisdiction. The Mono Road locally significant wetland occurs between Old Baseline Road and Boston Mills Road, and a TRCA mapped wetland exists at the north-east corner of the Old Baseline – Airport Road intersection. These wetland features contain wildlife habitat and species of conservation concern. Commitments made in the Environmental Assessment should demonstrate</p>	<p>Text within the wetland impacts section of the report has been updated to direct detailed design to avoid impacts to these communities to the extent feasible.</p>

<p>that impacts to these features as a result of road improvements will be avoided to the extent feasible.</p>	
<p>2. Equalization culvert. CVC notes that there is an existing equalization culvert that connects the Mono Road wetland complex on the east and west sides of Airport Road. CVC notes that the culvert is damaged and will need to be replaced during project works. To avoid impacts to wetland hydrology the existing culvert inverts must be maintained such that flows between wetland units is not altered. Existing and proposed invert elevations should be provided for review during detailed design.</p> <p>Additionally, this crossing area was identified as a potential wildlife crossing hotspot by TRCA (see figure 15 of the Existing Conditions Report). The Natural Heritage Impact Assessment (Riverstone Environmental Inc. 2019) further recommended a wildlife crossing structure at this location to improve connectivity within the identified ORMCP Natural Heritage System. During site visits CVC staff observed snapping turtle (species at risk – special concern, Significant Wildlife Habitat (SWH)) and midland painted turtle road mortality at this location and further recommends a wildlife crossing structure. The CVC Fish and Wildlife Crossing Guideline (CVC 2017) should be reviewed for design recommendations for amphibians and reptiles (target openness ratio 0.25, minimum 0.1), including exclusion/directional fencing. CVC recommends that a commitment be made in the Environmental Assessment to incorporate wildlife passage into equalization culvert improvements.</p>	<p>The report text has been updated to include a comment about maintaining flows between wetlands during detailed design.</p> <p>Additional text has been added to this portion of the report to include reference to the CVC Crossing guidelines and the need to include suitable exclusion fencing during detailed design.</p>
<p>3. A CVC regulated watercourse occurs within the project area south of Olde Baseline Road (crossing 7 in the Existing Conditions Report from TRCA). Impacts to the watercourse channel, aquatic habitat and hydrology should be avoided. This watercourse has been identified by CVC as a coldwater watercourse. The in-water construction timing window will be June 15 – September 15 of any given year. The Natural Environment Impact Assessment Report (Riverstone Environmental Inc. 2019) which identified this watercourse as warmwater should be updated to reflect the coldwater designation. Any works to this culvert must ensure aquatic habitat and fish passage is maintained or improved, if possible. CVC also noted midland painted turtle road mortality at this culvert</p>	<p>Text has been updated to identify the watercourse associated with Crossing 7 and coldwater and provide the correct in-water construction timing window. Given the size of the existing culvert there is a low likelihood that it will function as a crossing structure for reptiles. Additional text has been added to the report to indicate that potential for increase culvert diameter to facilitate wildlife crossing be considered at Crossing 7 during detailed design.</p>

<p>location. The proponent should investigate opportunities to incorporate wildlife passage (reptiles) into proposed works at this culvert.</p>	
<p>4. SWH. Please note that within the Region of Peel and Town of Caledon, SWH is assessed using both provincial criteria (i.e. MNRF ecoregion criteria) and regional criteria set out in the Peel – Caledon Significant Woodlands and Significant Wildlife Habitat Study (NSE et al. 2009). For this project CVC has no objection to the SWH screening completed. Future projects within the Region of Peel and Town of Caledon must address both provincial and regional criteria.</p>	<p>Noted.</p>
<p>5. Feature staking. Any natural heritage features within CVC jurisdiction that require feature staking should be done in consultation with CVC during the Environmental Assessment stage so impacts can be quantified and assessed.</p>	<p>RiverStone agrees that where required, CVC should be present for staking of natural heritage features within the study area. All background data pertaining to the extent of these features were provided by CVC and RiverStone has assumed that where required, CVC would have completed the staking of features as part of their onsite assessment(s).</p>
<p>6. Species at Risk (SAR). CVC notes that several SAR have been confirmed or have potential to occur within the study area (e.g. Barn Swallow, Bobolink, Bats). It is recommended that the proponent contact the Ministry of Environment Conservation and Parks (sarontario@ontario.ca) for direction regarding species at risk survey/permitting requirements.</p>	<p>The project has been circulated to MECP and the project team is working with MECP staff to address any concerns related to SAR.</p>
<p>MECP – Comments provided via email on October 4, 2019</p>	
<p>[REDACTED]</p>	<p>[REDACTED]</p>
<p>[REDACTED]</p>	<p>[REDACTED]</p>
<p>[REDACTED]</p>	<p>[REDACTED]</p>
<p>[REDACTED]</p>	<p>[REDACTED]</p>

MNRF – Comments provided by IBI via email November 4, 2019	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
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[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Please contact us if there are any questions regarding the above, or if further information is required.

RiverStone Environmental Solutions Inc.

Bev Wicks, Ph.D.
Senior Ecologist / Principal

Glenn Cunningham, Ph.D.
Senior Ecologist / Species at Risk Specialist

For Discussion

From: [Lee, Arthur](mailto:Lee.Arthur@cvc.ca)
To: Jakub.Kilis@cvc.ca
Cc: [Bubas, Sonya](mailto:Bubas.Sonya@cvc.ca)
Subject: RE: Airport Rd EA - N - CVC
Date: Wednesday, August 19, 2020 8:47:13 AM
Attachments: [image001.png](#)
[NEIAR - Comment Response Matrix - RiverStone_cvc.pdf](#)

Hi Jakub,

We thank the CVC for providing comments and review for the Natural Impact Assessment Report for the Airport Road (King to Huntmill Drive) Environmental Assessment. We have reviewed and attached the comment response received from your agency in the following email.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>

Sent: September 27, 2019 3:01 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Labrie, Sarah <Sarah.Labrie@cvc.ca>

Subject: RE: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Sonya,

CVC staff has had a chance to review the Airport Road Natural Heritage report and offer the following comments for your consideration:

1. Wetland impacts. CVC notes that several mapped wetland features exist in the portion of the project area that is within CVC jurisdiction. The Mono Road locally significant wetland occurs between Old Baseline Road and Boston Mills Road, and a TRCA mapped wetland exists at the north-east corner of the Old Baseline – Airport Road intersection. These wetland features contain wildlife habitat and species of conservation concern. Commitments made in the Environmental Assessment should demonstrate that impacts to these features as a result of road improvements will be avoided to the extent feasible.
2. Equalization culvert. CVC notes that there is an existing equalization culvert that connects the Mono Road wetland complex on the east and west sides of Airport Road. CVC notes that the culvert is damaged and will need to be replaced during project works. To avoid impacts to wetland hydrology the existing culvert inverts must be maintained such that flows between wetland units is not altered. Existing and proposed invert elevations should be provided for review during detailed design. Additionally, this crossing area was identified as a potential wildlife crossing hotspot by TRCA (see figure 15 of the Existing Conditions Report). The Natural Heritage Impact Assessment (Riverstone Environmental Inc. 2019) further recommended a wildlife crossing structure at this location to improve connectivity within the identified ORMCP Natural Heritage System. During site visits CVC staff observed snapping turtle (species at risk – special concern, Significant Wildlife Habitat (SWH)) and midland painted turtle road mortality at this location and further recommends a wildlife crossing structure. The *CVC Fish and Wildlife Crossing Guideline* (CVC 2017) should be reviewed for design recommendations for amphibians and reptiles (target openness ratio 0.25, minimum 0.1), including exclusion/directional fencing. CVC recommends that a commitment be made in the Environmental Assessment to incorporate wildlife passage into equalization culvert improvements.

3. A CVC regulated watercourse occurs within the project area south of Olde Baseline Road (crossing 7 in the Existing Conditions Report from TRCA). Impacts to the watercourse channel, aquatic habitat and hydrology should be avoided. This watercourse has been identified by CVC as a coldwater watercourse. The in-water construction timing window will be June 15 – September 15 of any given year. The Natural Environment Impact Assessment Report (Riverstone Environmental Inc. 2019) which identified this watercourse as warmwater should be updated to reflect the coldwater designation. Any works to this culvert must ensure aquatic habitat and fish passage is maintained or improved, if possible. CVC also noted midland painted turtle road mortality at this culvert location. The proponent should investigate opportunities to incorporate wildlife passage (reptiles) into proposed works at this culvert.
4. SWH. Please note that within the Region of Peel and Town of Caledon, SWH is assessed using both provincial criteria (i.e. MNRF ecoregion criteria) and regional criteria set out in the *Peel – Caledon Significant Woodlands and Significant Wildlife Habitat Study* (NSE et al. 2009). For this project CVC has no objection to the SWH screening completed. Future projects within the Region of Peel and Town of Caledon must address both provincial and regional criteria.
5. Feature staking. Any natural heritage features within CVC jurisdiction that require feature staking should be done in consultation with CVC during the Environmental Assessment stage so impacts can be quantified and assessed.
6. Species at Risk (SAR). CVC notes that several SAR have been confirmed or have potential to occur within the study area (e.g. Barn Swallow, Bobolink, Bats). It is recommended that the proponent contact the Ministry of Environment Conservation and Parks (sarontario@ontario.ca) for direction regarding species at risk survey/permitting requirements.

Please let me know if you have any questions about the above,
Jakub

Jakub Kilis, RPP

Manager (Acting), Infrastructure and Regulation | Credit Valley Conservation
905-670-1615 ext 287 | C: 647-212-6554 | 1-800-668-5557
jakub.kilis@cvc.ca | cvc.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Wednesday, August 21, 2019 4:49 PM

To: Kilis, Jakub <Jakub.Kilis@cvc.ca>

Subject: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Jakub,

Please find attached for your review, Draft Natural Environment Impact Assessment Report for the Airport Road Class Environmental Assessment (EA) from King Street to Huntmill Drive.

I would very much appreciate if you could forward any comments you may have by **September 20**.

Please feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13



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From: [Bubas, Sonya](#)
To: [Kilis, Jakub](#)
Subject: Airport Rd EA - Natural Environment Existing Conditions
Date: Thursday, October 26, 2017 7:48:00 AM
Attachments: [image001.gif](#)

Good morning Jakub,

Please find attached for your review, the Natural Environment Existing Conditions Report for the Airport Road Class EA in Caledon. We would appreciate receiving your comments by **November 30th**. The report is attached to the following dropbox link:

https://www.dropbox.com/s/qops52ctdelp7rw/Airport%20Road%20EA%202016_FINALv2.pdf?dl=0

As a kind reminder, this report is not intended for public distribution as it may contain sensitive information regarding Species at Risk.

Please let me know if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: [Kilis, Jakub](#)
To: [Lee, Arthur](#); [Bubas, Sonya](#)
Cc: [Stewart, Rebecca](#)
Subject: CVC Comments - Airport Rd SWM and Geomorphology Reports (CVC File EA 17/006)
Date: Thursday, September 24, 2020 3:01:58 PM

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Arthur and Sonya,

CVC staff has had a chance to review the provided SWM and Geomorphology reports and offer the following comments for your consideration:

1. The runoff coefficients appear to be consistent, however, it has been noted that a runoff coefficient of 0.75 has been used for compacted gravel. CVC considers gravel an impervious surface and therefore typically uses 0.90 as the runoff coefficient. Please justify the use of 0.75 as this difference may have an impact on the peak flows from existing to proposed conditions.
2. Section 5.1.1 identifies that the outlet of Crossing 7 has a 2m span box culvert whereas the inlet of the culvert was not identified as it was located on private property and out of the right of way (Region of Peel's road allowance). However, within Table 5, the existing crossing size is identified as 450m CSP with a proposed size of 1830 x 900 box culvert. Please further clarify and make the information consistent throughout the report. The introduction to Table 5 only refers to Crossings 1 and 3 but does not provide further clarification on the ultimate conclusion and proposed sizing from a geomorphic standpoint on Crossing 7.
 - a. The Stormwater Management Report dated October 2019 identifies the tributary of the East Credit River (identified as Crossing C5 in the SWM Report) as being comprised of a concrete box section at the downstream end and a corrugated steel pipe arch (CSPA) section with a headwall at the upstream end. This report identifies that the crossing meets all hydraulic criteria and will be maintained during the proposed conditions.
 - b. There appears to be differences in the ultimate conclusions and recommendations of the two technical reports. Please ensure that the recommendations from the Stormwater Management Report and the Fluvial Geomorphological Assessment are consistent. CVC requires a clear understanding of the proposed recommendations coming out of the EA stage in order to be applied as appropriate during the detailed design stage.

Please let me know if you have any questions about the above,
Jakub

Jakub Kilis, RPP

Manager, Infrastructure and Regulations | Credit Valley Conservation
905-670-1615 ext 287 | C: 647-212-6554 | 1-800-668-5557
jakub.kilis@cvc.ca | cvc.ca

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advising of the error and delete the message without making a copy. Thank you.

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RIVERSTONE

ENVIRONMENTAL SOLUTIONS INC.

January 16, 2020

RS# 2019-004

Hailey McWilliam

IBIG

7th Floor – 55 St. Clair Ave. W.

Toronto, ON M4V 2Y7

Via email to hailey.mcwilliam@ibigroup.com

SUBJECT: Response to Agency Review of the Tree Inventory and Preservation Plan Airport Road Improvements, King Street to Huntsmill Drive Regional Municipality of Peel (July 2019)

Hailey:

The following is the comment and response matrix addressing comments provided by Toronto Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC) related to the Tree Inventory and Preservation Plan Report (July 2019).

TRCA – Comments provided via email on November 15, 2019

[Redacted content]

[Redacted content]

CVC – Comments provided via email on November 22, 2019

Dead trees were not included in the overall total of trees being removed. However, dead trees provide an ecological function and should be included in removals and factored into compensation/restoration calculations.

Based on assessment of the location of dead trees within the study area, there are no dead trees required to be removed for the preferred alternative. Additional text has been added to Section 4.1.1 word tree removal requirement for the current proposed alignments and compensation requirements.

Tree protection fencing alignment should be overseen by a qualified ecologist or landscape architect and not left to the discretion of the contractor. This will help

The report has been updated to include a qualified ecologist, landscape architect, or arborist to oversee tree protection fencing alignment.

to ensure it is aligned in a way that protects the critical root zone of the retainable trees.	
--	--

We trust that the above responses, and associated edits to the report (where applicable) have addressed the agency comments. Please contact us if there are any questions regarding the above, or if further information is required.

RiverStone Environmental Solutions Inc.

Bev Wicks, Ph.D.
Senior Ecologist / Principal

Craig Mann, H.B.Sc.
Ecologist / Arborist

Draft for Discussion

Airport Road Improvements Class EA – From King Street to Huntsmill Drive
Draft Stormwater Management Report
CVC Comments Received on November 22, 2019

CVC Comments:	IBI Group Response (January 08, 2020)																														
Drainage and Stormwater Management																															
<p>1. It is important to clearly identify and separate the different agencies and their jurisdictions. Guidance may vary from different agencies and must be outlined as such.</p>	<p>1. The SWM report outlines design criteria for all relevant SWM and drainage elements based on the governing agency and jurisdiction. Region of Peel Draft Stormwater Design Criteria and Procedural Manual (June 2019) and MTO Highway Drainage Design Standards (2008) were the main reference documents since these agencies have governing authority within the Project limits.</p> <p>Please refer to Section 4 of the revised SWM report for CVC and TRCA guidelines with a list of regulated watercourses/crossings and criteria as follows:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Regulated Watercourse/ Crossing</th> <th>TRCA/CVC Jurisdiction</th> <th>Fish/ Aquatic (Y/N)</th> <th>Terrestrial/ Wildlife (Y/N)</th> <th>Flood Hazards (Y/N)</th> <th>Geomorphic Hazard (Y/N)</th> </tr> </thead> <tbody> <tr> <td>C1</td> <td>TRCA</td> <td>Y</td> <td>Y</td> <td>Y</td> <td>N</td> </tr> <tr> <td>C2</td> <td>TRCA</td> <td>N</td> <td>N</td> <td>Y</td> <td>N</td> </tr> <tr> <td>C3</td> <td>TRCA</td> <td>Y</td> <td>Y</td> <td>Y</td> <td>N</td> </tr> <tr> <td>C5</td> <td>CVC</td> <td>N</td> <td>N</td> <td>Y</td> <td>N</td> </tr> </tbody> </table>	Regulated Watercourse/ Crossing	TRCA/CVC Jurisdiction	Fish/ Aquatic (Y/N)	Terrestrial/ Wildlife (Y/N)	Flood Hazards (Y/N)	Geomorphic Hazard (Y/N)	C1	TRCA	Y	Y	Y	N	C2	TRCA	N	N	Y	N	C3	TRCA	Y	Y	Y	N	C5	CVC	N	N	Y	N
Regulated Watercourse/ Crossing	TRCA/CVC Jurisdiction	Fish/ Aquatic (Y/N)	Terrestrial/ Wildlife (Y/N)	Flood Hazards (Y/N)	Geomorphic Hazard (Y/N)																										
C1	TRCA	Y	Y	Y	N																										
C2	TRCA	N	N	Y	N																										
C3	TRCA	Y	Y	Y	N																										
C5	CVC	N	N	Y	N																										
<p>2. Please refer to Section 6.2.1 in CVC's Technical Guidelines for Watercourse Crossings. As specified in the guideline, CVC expects that the existing conditions will be improved during the proposed scenario with the goal of making the road flood free. Please apply these considerations as applicable. Otherwise, a Site-Specific Risk Assessment may need to be completed considering the site constraints and the impact that the proposed work may have on the regulated watercourse. This may mean an expansion of Table 8 to clearly illustrate that the maintained crossing will not increase flooding on the ROW or increase the flooding hazard upstream or downstream of the crossing.</p>	<p>2. Under existing conditions, the CVC culvert (C5) meets all hydraulic criteria, with an acceptable freeboard and HW/D ratio. C5 does not overtop the roadway for the design flow indicating that the road is flood free under existing conditions. As such, C5 is maintained in the proposed condition since hydraulic improvements are not required. Since the road profile drops at the location of C5, the calculated freeboard decreases in proposed condition, however, it is still within an acceptable limit with no risk of inundating the road. Design headwater elevation and HW/D ratio remains unchanged in proposed condition. Therefore the criteria outlined in CVC's Technical Guidelines for Watercourse Crossings is achieved for this culvert, as the goal is to make the road flood free (which it is in both existing and proposed scenarios).</p> <p>Please refer to revised SWM report wherein Table 8 has been expanded to include flooding impacts. The proposed improvements to eight (8) watercourse crossings will reduce the proposed condition Regional storm water surface elevations as opposed to the existing condition. At crossing culvert C5, the Regional storm water surface elevation is maintained. Therefore, in summary, the proposed design will not increase flooding hazard upstream or downstream of the crossings.</p>																														

Airport Road Improvements Class EA – From King Street to Huntsmill Drive
Draft Stormwater Management Report
CVC Comments Received on November 22, 2019

CVC Comments:	IBI Group Response (January 08, 2020)
<p>3. It doesn't appear that the runoff coefficients for Drainage area ID C4D correspond correctly to what has been calculated as the percent imperviousness in Table 2 (Pavement Area Analysis). The correct corresponding runoff coefficients would result in an increase in peak flows from the existing to the proposed conditions within the identified drainage area. Please address this increase accordingly. Alternatively, comment on the impact this increase will have on the receiving regulated feature.</p>	<p>3. In Catchment Area C4D, the hard surface increases by 0.16 ha in proposed condition which results in an increase in percent imperviousness since $\%IMPERV=(HARD\ SURFACE/TOTAL\ AREA)*100$. However, as a result of removing Compacted Gravel in proposed condition, the green area within the catchment increases by 0.3 ha, which consequently has the effect of decreasing the overall Runoff Coefficient in C4D, since overall runoff coefficient is a weighted average including all land cover types. Refer to Appendix M for a break-down of all land cover types within each existing and proposed catchment area. The following runoff coefficients were used for each land cover type as part of the weighted average: Hard Surface = 0.9; Vegetation = 0.2; Compacted Gravel = 0.75.</p>

From: [Lee, Arthur](mailto:Lee.Arthur@cvc.ca)
To: Jakub.Kilis@cvc.ca
Cc: [Bubas, Sonya](mailto:Bubas.Sonya@cvc.ca)
Subject: RE: Airport Rd EA - Tree Inventory and Preservation Plan - CVC
Date: Wednesday, August 19, 2020 8:47:13 AM
Attachments: [Tree Inventory - Comment Response Matrix - cvc.pdf](#)
[image001.png](#)
[CVC Comments & Responses dated November 22 2019.pdf](#)

Hi Jakub,

We thank the CVC for providing comments and review for the Stormwater Management and Tree Inventory Report for the Airport Road (King to Huntmill Drive) Environmental Assessment. We have reviewed and attached the comment response received from your agency in the following email.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: November 22, 2019 9:01 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Airport Rd EA - Tree Inventory and Preservation Plan

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

CVC staff has completed our review of the SWM and Drainage report and Tree Inventory and Preservation Plan and provide the following comments for your consideration:

Tree Inventory and Preservation Plan

1. Dead trees were not included in the overall total of trees being removed. However, dead trees provide an ecological function and should be included in removals and factored into compensation/restoration calculations.
2. Tree protection fencing alignment should be overseen by a qualified ecologist or landscape architect and not left to the discretion of the contractor. This will help to ensure it is aligned in a way that protects the critical root zone of the retainable trees.

SWM and Drainage Report

1. It is important to clearly identify and separate the different agencies and their jurisdictions. Guidance may vary from different agencies and must be outlined as such.
2. Please refer to Section 6.2.1 in [CVC's Technical Guidelines for Watercourse Crossings](#). As specified in the guideline, CVC expects that the existing conditions will be improved during the proposed scenario with the goal of making the road flood free. Please apply these considerations as applicable. Otherwise, a Site-Specific Risk Assessment may need to be completed considering the site constraints and the impact that the proposed work may have on the regulated watercourse. This may mean an expansion of Table 8 to clearly illustrate that the maintained crossing will not

increase flooding on the ROW or increase the flooding hazard upstream or downstream of the crossing.

3. It doesn't appear that the runoff coefficients for Drainage area ID C4D correspond correctly to what has been calculated as the percent imperiousness in Table 2 (Pavement Area Analysis). The correct corresponding runoff coefficients would result in an increase in peak flows from the existing to the proposed conditions within the identified drainage area. Please address this increase accordingly. Alternatively, comment on the impact this increase will have on the receiving regulated feature.

Please let me know if you have any questions about the above,

Jakub

Jakub Kilis, RPP

Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | C: 647-212-6554 | 1-800-668-5557

jakub.kilis@cvc.ca | cvc.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Monday, October 28, 2019 8:19 AM

To: Kilis, Jakub <Jakub.Kilis@cvc.ca>

Cc: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: Airport Rd EA - Tree Inventory and Preservation Plan

Good morning Jakub,

We received a request to review the Tree Inventory and Preservation Plan for Airport Road, and wish to extend the opportunity for review to CVC. I would very much appreciate if you could forward any comments you may have by **November 18**.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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The information contained in this Credit Valley Conservation electronic message is directed

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From: [Kilis, Jakub](#)
To: [Bubas, Sonya](#)
Subject: RE: Airport Rd EA - Technical Advisory Committee - Minutes
Date: Friday, May 11, 2018 11:30:13 AM
Attachments: [image001.gif](#)

Hi Sonya,

CVC staff has had a chance to review the minutes and offer one comment for your consideration:

On page 4 of the draft minutes under 'Alternative Solutions' and 'Evaluation Criteria' section, 7th bullet. I don't recall CVC agreeing that 'hazards' could be included under the climate change criterion. As we are discussing natural hazards, CVC typically prefers that these are either located within the 'natural environment' or water related technical sections (where criteria related to SWM, hydraulics, etc are placed).

Please let me know if you have any questions or comments,
Jakub

Jakub Kilis, RPP, Can-CISEC

Senior Planner, Environmental Assessment Review | Credit Valley Conservation
905-670-1615 ext 287 | C: 647-212-6554 | 1-800-668-5557
jakub.kilis@cvc.ca | cvc.ca

From: Bubas, Sonya

Sent: May 10, 2018 8:30 AM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; Heaton, Mark (MNRF); utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com

Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Minutes

Good morning everyone,

Please find attached minutes of the Technical Advisory Committee meeting held on April 26 for the Airport Road Class EA.

Please advise of any errors or omissions.

Thank you,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: Bubas, Sonya

Sent: April 27, 2018 9:12 AM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo;

Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; 'Kant Chawla'; 'Casey Blakely'; 'Bell, Trevor (MOECC)'; 'kim.peters@ontario.ca'; Killis, Jakub; 'Annette Lister'; 'bell.moc@telecon.com'; 'markups@enbridge.com'; 'westcentralzonescheduling@hydroone.com'; 'ian.mitchell@hydroone.com'; 'edgar.henriquez@rci.rogers.com'; 'Damien Edwin'; 'zone2scheduling@hydroone.com'; 'Mark-Ups'; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNRF)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'; Marcel Mallia; 'meetpal.chhina@enbridge.com'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; 'Zibby Petch'; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: Bubas, Sonya

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Killis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNRF)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; 'Zibby Petch'; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

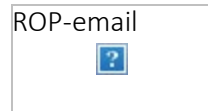
Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



The information contained in this Credit Valley Conservation electronic message is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed including attachments. The message may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection and Privacy Act and by the Personal Information Protection Electronic Documents Act. The use of such personal information except in compliance with the Acts, is strictly prohibited. If you have received this message in error, please notify the sender immediately advising of the error and delete the message without making a copy. Thank you.



November 24, 2017

Sonya Bubas
Project Manager, Transportation Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B
Brampton, ON L6T 4B9

Dear Ms. Bubas,

**Re: Municipal Class Environmental Assessment Study
Airport Road from 100 m north of King Street to 300 m north of Huntsmill
Drive, Town of Caledon
CVC File No: EA 17/006**

It is the understanding of CVC staff that the Region of Peel has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100 m north of King Street to 300 m north of Huntsmill Drive, in the Town of Caledon. CVC staff has completed a preliminary review of the project area and the Natural Environment Existing Conditions Report, prepared by TRCA and dated September 2017.

Preliminary Review Comments

Site Characteristics

REGULATED AREA

The study area is located partially within the Regulated Area. A permit may be required from CVC for any grading or construction works within this area.

WATERCOURSE

The study area is adjacent to a tributary of the East Credit River. Any alteration to a watercourse (i.e: culverts, bridges, ponds etc.) requires a permit issued by CVC. Our concerns for new construction would include maintaining setbacks to address channel bank erosion, sediment control during construction, and to ensure no degradation to water quality.

FLOODPLAIN

The study area may be located partially within the Regulatory Storm Floodplain. A permit may be required from CVC for any construction activity in this area. Our primary concern is the protection of life and property from the flood hazard. We have specific criteria and requirements for construction in the floodplain.

CREDIT RIVER WATERSHED NATURAL HERITAGE SYSTEM

A portion of the study area is located within the Credit River Watershed Natural Heritage System (CRWNHS). The CRWNHS consists of High Functioning and Supporting terrestrial and aquatic natural heritage features, buffers, and complementary natural heritage areas (Centres for Biodiversity). Based on a watershed scale, the CRWNHS is intended to support Provincial, Regional and local municipal natural heritage systems as identified in their respective Strategies or Plans. As a watershed based management agency and landowner

CVC intends to implement the CRWNHS by using it as a strategic program guidance tool; to inform further development of CVC projects and policies; to assist CVC staff in providing technical advice to landowners and stakeholders at a watershed scale; and to promote a more consistent approach to natural heritage system planning across CVC's jurisdiction. For more detailed information or questions please contact the undersigned to discuss further.

WETLAND

The study area is adjacent to the Mono Road Wetland Complex. Wetlands are diverse and productive ecosystems that are hydrologically significant to a watershed. They store water during flood events and provide low flow augmentation during dry periods. The vegetation and organic soils of wetlands aid in the filtration of nutrients and sediments that enhances water quality and assists in the maintenance of cool water temperatures. Wetlands also provide habitat for diverse and uncommon species of flora and fauna. CVC does not typically support new development in wetlands.

OAK RIDGES MORaine (ORM)

The study area is partially within the Oak Ridges Moraine and is subject to the Oak Ridges Moraine Conservation Plan (ORMCP). Given that municipalities are the designated approval authority under the Oak Ridges Moraine Conservation Act, we recommend that you consult with your local municipality for further information.

CALEDON EPA

Portions of the study area have been designated by the Town of Caledon as Environmental Policy Area (EPA). It is the policy of the Town of Caledon to protect and maintain these important natural areas. Credit Valley Conservation provides technical support with respect to the review of development within and adjacent to lands that have been designated EPA. We suggest you contact the Town of Caledon if you have questions on this matter.

PROVINCIAL GREENBELT

According to Schedule 1 of the Province of Ontario's Greenbelt Plan 2005, a portion of the study area falls within the Protected Countryside of the Greenbelt Plan Area. We recommend that you contact the Town of Caledon for further information with respect to these designations as certain polices of the Greenbelt Plan apply to the future use of the property.

JURISDICTION

The study area is located within the jurisdiction of two Conservation Authorities. In addition to falling within the CVC's Watershed, the study area also falls within the jurisdiction of Toronto and Region Conservation Authority (TRCA). Please contact TRCA for requirements within their jurisdiction.

EA Study Objectives

The EA Study must clearly identify and quantify the environmental constraints and enhancement opportunities within the study area, including the following:

AQUATIC HABITAT AND VALLEYLANDS

The project needs to evaluate alternatives that minimize impacts to the form and function of the East Credit River tributary and if possible include opportunities for enhancement. The EA should list and describe the natural features (fish habitat, etc.) and site characteristics (e.g. Rolling topography, high water table, buffering vegetation, etc.) in the study area that may pose constraints to the project.

STORMWATER MANAGEMENT

The project should include quality and quantity control measures to treat stormwater runoff in accordance with Ministry of Environment and Climate Change and CVC guidelines. Typically we request that the proponent provide treatment for all new proposed impervious areas and where possible existing road surfaces.

HYDRAULICS AND MEANDER BELT

Any alterations to any watercourse may require a hydraulic analysis to ensure that there are no negative impacts. In addition, the road improvements or reconstruction should ensure that the road is flood free under Regional Storm conditions.

SUBWATERSHED STUDY

The EA should ensure that the subwatershed study environmental targets and objectives are identified and identify proposed measures that implement these targets and objectives.

EROSION AND SEDIMENT CONTROLS

During the detailed design phase of this project, all proposed methods to control sedimentation during construction and potential erosion following the completion of the project must be detailed. Furthermore, as means of minimizing impacts to aquatic habitat all works must be completed in the dry.

RESTORATION

All disturbed areas will need to be stabilized and restored with native/non-invasive seed mixes and woody species.

Comments on Existing Conditions Report

1. Page 33 - Aquatic Habitat and Communities: This section of the report indicates that there are no watercourses or headwater drainage features within the section of the project in the Credit River watershed. CVC notes that a regulated watercourse (as per CVC mapping) does exist within the project scope in CVC's jurisdiction. While this feature likely doesn't provide direct habitat for fish in the area adjacent to the study site, it likely contributes to downstream habitat including other tributaries and wetlands. Please revise the report to include this feature. This feature is located on the west side of Airport Road south of Olde Base Line. The final EA, including proposed SWM and detailed design, should ensure existing drainage is maintained to retain hydrology to downstream features.
2. The report does not include municipal land use designations (Peel Greenlands, Caledon Environmental Protection Areas) as defined within municipal official plan policies. CVC recommends inclusion of all relevant environmental designations within the report.
3. A significant wildlife habitat evaluation does not appear to have been completed for the study area. While some candidate SWH designations are covered in other sections of the report, CVC recommends the completion of a comprehensive SWH assessment including confirmed and candidate SWH criteria within the project limits. Mitigation measures for SWH with potential to be impacted by the proposed works are to be included in the final ESR.

4. The report identifies several areas in which future road works may impact wildlife migration/movement corridors. The area within CVC jurisdiction (point C on Figure 15) is indicated to have high potential for amphibian movement between the two wetlands. CVC acknowledges that the existing conditions report is not intended to discuss proposed mitigation strategies of the overall EA but notes that wildlife crossing systems and improvements should be evaluated and considered within the ESR in order to be carried forward into detailed design. Please refer to CVC Fish and Wildlife Crossing Guidelines for more information on best management practices and mitigation strategies for improving fish and wildlife passage.
5. CVC notes the presence of forest/woodland communities within the study limits; however the report does not discuss these communities as potential habitat for Species at Risk bats. Please contact MNRF for further direction

Given CVC's interest staff would like to be kept informed of future meetings and proceedings through the Environmental Assessment process. Please forward any information or reports when available to ensure that this Authority's policy and program interest are reflected in the planning and design components for this project. Please also forward an invitation to attend the Technical Advisory Committee (TAC) meetings.

Should you have any further questions please contact the undersigned at (905) 670-1615 extension 287 or jkilis@creditvalleyca.ca.

Regards,



Jakub Kilis
Senior Planner, Environmental Assessment

cc: Asha Saddi, Technical Analyst, Region of Peel (by email only)

From: [Kilis, Jakub](#)
To: [Bubas, Sonya](#)
Cc: [Saddi, Asha](#)
Subject: CVC Preliminary and Natural Environment Existing Conditions Report comments - Airport Road EA (CVC File No. EA 17/006)
Date: Friday, November 24, 2017 3:16:38 PM
Attachments: [EA 17 006 - CAL - ROP - CVC prelim comments - signed letter copy.pdf](#)

Hi Sonya,
Please find attached CVC preliminary comments and comments on the Natural Environment Existing Conditions Report. An original is in the mail to your attention through interoffice mail.

Regards,
Jakub

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MNRF



RIVERSTONE

ENVIRONMENTAL SOLUTIONS INC.

January 16, 2020
RS# 019-004

Hailey McWilliam
IBI Group
7th Floor – 55 St. Clair Ave. W.
Toronto, ON M4V 2Y7
Via email to: hailey.mcwilliam@ibigroup.com

SUBJECT: Response to Agency Review of the Natural Environment Impact Assessment Report, Airport Road Improvements, King Street to Huntmill Drive Regional Municipality of Peel (July 2019)

Hailey:

The following is the response matrix addressing comments provided by Toronto Region Conservation Authority (TRCA), Credit Valley Conservation (CVC), Ontario Ministry of Natural Resources and Forestry (MNRF), Ministry of Environment, Conservation, and Parks (MECP), and the Region of Peel related to the Natural Environment Impact Assessment Report (July 2019).

TRCA – Comments provided via email on October 24, 2019	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
CVC – Comments provided via email on September 27, 2019	
[REDACTED]	[REDACTED]

2. [REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
MECP – Comments provided via email on October 4, 2019	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

MNRF – Comments provided by IBI via email November 4, 2019	
1. Reducing posted speed to 50km/hr to accommodate wildlife passage north of Old Church	This recommendation is provided in Section 4.2.5.5 of the report.
2. Retrofit storm sewers at Centreville Creek which is Brook Trout habitat – recommendation was vague, be more specific, treatment device such as Jellyfish or OGS	Based on communications with IBI is RiverStone’s understanding that this has been addressed in the Stormwater Report prepared by others.
Region of Peel – Comments provided by IBI via email November 4, 2019	
	Additional text has been added to include details pertaining to the road kill data as per MNRFs request.

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Please contact us if there are any questions regarding the above, or if further information is required.

RiverStone Environment & Solution, Inc.

Bev Wicks, Ph.D.
Senior Ecologist / Principal

Glenn Cunningham, Ph.D.
Senior Ecologist / Species at Risk Specialist

For Discussion

From: [Lee, Arthur](mailto:Lee.Arthur@ontario.ca)
To: Maria.Jawaid@ontario.ca
Cc: [Bubas, Sonya](mailto:Bubas.Sonya@peelregion.ca)
Subject: Airport Road EA - Natural Impact Assessment Report Comment Response - MNRF
Date: Tuesday, August 18, 2020 12:20:36 PM
Attachments: [image001.png](#)
[NEIAR - Comment Response Matrix - mnrf.pdf](#)

Hi Maria,

I hope you are the correct contact for this as Mark Heaton from MNRF has retired.

We thank the MNRF for providing comments regarding Natural Impact Assessment Report for the Airport Road (King to Huntmill Drive) Environmental Assessment. We have reviewed and attached the comment response received from your agency in the following email.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Heaton, Mark (MNRF) <mark.heaton@ontario.ca>

Sent: November 12, 2019 11:33 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Jawaid, Maria (MNRF) <Maria.Jawaid@ontario.ca>

Subject: Re: MNRF EA Contact

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya

Yes - thank you!

Maria would likely be the best person to send the EA notices.

Regards

Mark Heaton

Fish and Wildlife Biologist

OMNRF Aurora District

(905) 713 7406 office

(416) 993 1295 mobile

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: November 12, 2019 9:47 AM

To: Heaton, Mark (MNRF) <mark.heaton@ontario.ca>

Subject: MNRF EA Contact

Hi Mark,

I heard that you may have decided to retire from MNRF and/or move on to your next career – congratulations and best wishes!

Do you have an alternate contact at MNRF who should receive future notices on the Class EA studies for Cawthra Road and Airport Road?

We are sending a Notice of PIC for Cawthra Road this week and currently have your contact information on the mailing list.

Thanks for all your help and input!

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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From: [Heaton, Mark \(MNRF\)](#)
To: [Paquette, Samantha](#)
Cc: [Bubas, Sonya](#)
Subject: RE: Airport Rd EA - Natural Environment Existing Conditions
Date: Monday, June 4, 2018 12:46:39 PM
Attachments: [image001.jpg](#)
[image002.png](#)

Hello Samantha and Sonya

Mammal crossing areas of the study area are missing. Figure 15 should be expanded to show locations of deer trails (shown at our site meeting) and known mortality areas (check ROP road mortality data in next email). Section 5.5 should describe locations of corridors.

Regards

Mark Heaton

OMNRF Aurora

From: Paquette, Samantha [mailto:samantha.paquette@peelregion.ca]
Sent: June 4, 2018 8:48 AM
To: Heaton, Mark (MNRF) <mark.heaton@ontario.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Airport Rd EA - Natural Environment Existing Conditions

Hi Mark,

Have you had a chance to review the Natural Environment Existing Conditions report for Airport – King to Huntmill? Please let us know if there is information that should be added or if you have any additional comments. You will have another opportunity to review the information when we provide the Existing Conditions and Impact Assessment report.

Thank you,

Samantha



Samantha Paquette, OALA, ISA

Project Manager, Infrastructure Programming and Studies
Transportation, Public Works

10 Peel Centre Dr., Suite B, 4th Floor, Brampton, ON L6T 4B9

samantha.paquette@peelregion.ca

tel: 905-791-7800, ext. 7159 cell: 905-872-1744



peelregion.ca

From: Bubas, Sonya
Sent: May 7, 2018 2:06 PM
To: Heaton, Mark (MNRF)
Cc: Paquette, Samantha
Subject: Re: Airport Rd EA - Natural Environment Existing Conditions

Hi Mark,

We can provide a hard copy tomorrow if you are interested in reviewing the report at a later date. In the meantime, we will have a good understanding of MNRF interests and existing conditions between the site visit held in March and the meeting scheduled with you for tomorrow afternoon.

Thanks,

Sonya

Sent from my iPhone

On May 7, 2018, at 1:41 PM, Heaton, Mark (MNRF) <mark.heaton@ontario.ca> wrote:

Hello Sonya

Sorry – won't have time to review document. Also – government computer network does not allow for use of dropbox for transfers.

Regards

Mark Heaton

OMNRF Aurora

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: May 3, 2018 3:55 PM

To: Heaton, Mark (MNRF)

Cc: Paquette, Samantha

Subject: RE: Airport Rd EA - Natural Environment Existing Conditions

Hi Mark,

I am resending the Natural Environment Existing Conditions Report on Airport Road for your review (click on the following link to view or download the report:

[REDACTED]

[REDACTED] This report was circulated to environmental agencies in October and we did not receive comments from MNRF (see original message below). Let me know if you have any questions or comments by **May 18**.

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

<image001.gif>

From: Bubas, Sonya

Sent: October 26, 2017 7:45 AM

To: 'mark.heaton@ontario.ca'

Subject: Airport Rd EA - Natural Environment Existing Conditions

Good morning Mark,

Please find attached for your review, the Natural Environment Existing Conditions Report for the Airport Road Class EA in Caledon. We would appreciate receiving your comments by **November 30th**.

The report is attached to the following dropbox link:

[REDACTED]

[REDACTED]

As a kind reminder, this report is not intended for public distribution as it may contain sensitive information regarding Species at Risk.

Please let me know if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

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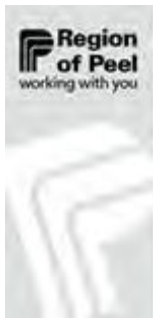
Lauren Wilcox

From: Paquette, Samantha
Sent: Monday, May 7, 2018 1:53 PM
To: Heaton, Mark (MNRF); Bubas, Sonya
Subject: RE: Airport Rd EA - Natural Environment Existing Conditions

Hi Mark,

We'll print you a copy for tomorrow's meeting.

Thank you,
Samantha



Samantha Paquette, OALA, ISA

Project Manager, Infrastructure Programming and Studies
Transportation, Public Works

10 Peel Centre Dr., Suite B, 4th Floor, Brampton, ON L6T 4B9

samantha.paquette@peelregion.ca

tel: 905-791-7800, ext. 7159 cell: 905-872-1744

[@regionofpeel](https://twitter.com/regionofpeel)

peelregion.ca

From: Heaton, Mark (MNRF) [<mailto:mark.heaton@ontario.ca>]
Sent: May 7, 2018 1:42 PM
To: Bubas, Sonya
Cc: Paquette, Samantha
Subject: RE: Airport Rd EA - Natural Environment Existing Conditions

Hello Sonya

Sorry – won't have time to review document. Also – government computer network does not allow for use of dropbox for transfers.

Regards

Mark Heaton
OMNRF Aurora

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: May 3, 2018 3:55 PM
To: Heaton, Mark (MNRF)
Cc: Paquette, Samantha
Subject: RE: Airport Rd EA - Natural Environment Existing Conditions

Hi Mark,

I am resending the Natural Environment Existing Conditions Report on Airport Road for your review (click on the following link to view or download the report:

[REDACTED] This report was circulated to environmental agencies in October and we did not receive comments from MNRF (see original message below). Let me know if you have any questions or comments by **May 18**.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: October 26, 2017 7:45 AM
To: 'mark.heaton@ontario.ca'
Subject: Airport Rd EA - Natural Environment Existing Conditions

Good morning Mark,

Please find attached for your review, the Natural Environment Existing Conditions Report for the Airport Road Class EA in Caledon. We would appreciate receiving your comments by **November 30th**.

The report is attached to the following dropbox link:

[REDACTED]

As a kind reminder, this report is not intended for public distribution as it may contain sensitive information regarding Species at Risk.

Please let me know if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

From: [Bubas, Sonya](#)
To: [Heaton, Mark \(MNRF\)](#)
Subject: RE: Airport Rd EA - Technical Advisory Committee - Review Materials
Date: Thursday, April 19, 2018 3:09:00 PM
Attachments: [image001.gif](#)

Thanks Mark – I will update TAC during our meeting next Thursday about existing deer crossings.

Sonya Bubas, MCIP, RPP

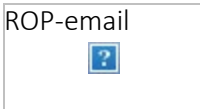
Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



From: Heaton, Mark (MNRF) [<mailto:mark.heaton@ontario.ca>]
Sent: April 19, 2018 2:57 PM
To: Bubas, Sonya
Subject: RE: Airport Rd EA - Technical Advisory Committee - Review Materials

Hello Sonya

Might want to add something about existing deer crossings on slide 12.

Regards

Mark

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZYG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); Peters, Kim (MNRF); Kilis, Jakub; Annette Lister;

bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com;

ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin;

zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; Heaton, Mark

(MNRF); utility.circulations@zayo.com; Info@tnpi.ca

Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntsmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



Minutes

Meeting with the Ministry of Natural Resources and Forestry following Technical Advisory Committee Meeting No. 1
Airport Road from King Street to Huntmill Drive
Environmental Assessment

Tuesday, May 8, 2018

1:00 p.m. – 2:00 p.m.

10 Peel Centre Drive, Suite B, 4th Floor, Room 830, Brampton

Ministry of Natural Resources and Forestry (MNRF): Mark Heaton
Region of Peel (Region): Samantha Paquette, Sonya Bubas

DISCUSSION

The purpose of the meeting was to:

- Provide MNRF with a hardcopy of the Natural Environment Existing Conditions Report.
- Review the information slides prepared for upcoming meetings with the Community Working Group and Public; An electronic copy of the information slides as presented to the Technical Advisory Committee was circulated to MNRF in advance.

The Region noted:

- Concern for sediment in Centreville Creek will be added to the list of public comments.
- Some localized widening is anticipated; The Region does not anticipate the need for major widening.
- Multi-modal level of service was considered for pedestrians and cyclists.
- Signals or roundabouts at intersections, traffic calming, and active transportation will be considered.
- The study corridor is a goods movement corridor; A feasibility study is underway to consider whether Olde Base Line Road can be upgraded to a truck route.
- At least seven watercourse crossings were identified within the study limits, including the additional watercourse crossing identified by Credit Valley Conservation [three of the watercourse crossings were noted as headwater drainage features on the information slides].

MNRF noted:

- Deer crossing at northern study limit in the vicinity of Huntmill Drive; White tail deer may be present further north.
- Impacts and mitigation related to stormwater quality control at Centreville Creek, which is a sensitive brook trout stream.
- Low Impact Development.
- The Town of Caledon has retained a consultant to initiate a study for Castleberg Side Road from Airport Road to Highway 50.

Other MNRF comments:

- Consider replacing “Direct Fish Habitat” with “Highly Sensitive Brook Trout” when describing watercourse crossings.
- Confirm locations of “Potential Wildlife Crossings” on the slide describing the Natural Environment.
- Consider road kill data; The Region noted that data was provided to the Toronto and Region Conservation Authority.
- No species at risk concerns for this type of project; The potential for barn swallows was considered as foraging and the potential for bobolink was considered near the study area.
- Consider cross-culvert observed during the site meeting, south of Huntmill Drive.
- Consider that positive effects through a project can address negative impacts.

Public Works

Minutes

**Site Meeting with
Ministry of Natural Resources and Forestry (MNRF)**
**Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**
Tuesday, March 20, 2018
1:00 p.m. – 2:00 p.m.
15771 Airport Road (Foodland Parking Lot)
MNRF: Mark Heaton
**Toronto and Region Conservation Authority (TRCA):
Scott Jarvie, Jan Moryk**
Region of Peel (Region): Arthur Lee, Sonya Bubas
IBI Group (IBI): Hailey McWilliam
**Riverstone Environmental Solutions Inc. (Riverstone):
Tristan Knight**

#	DESCRIPTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region: <ul style="list-style-type: none"> • Welcomed all present and facilitated introductions • Provided an overview of the Class EA Study for Airport Road from King Street to Huntsmill Drive • Described the propose and objectives of the site meeting, and • Reviewed the site meeting agenda • The purpose of the site meeting was to review existing environmental conditions in the study area • The objectives of the site meeting were to discuss environmental constraints and regulatory requirements • The following materials were circulated in advance: <ul style="list-style-type: none"> • Site meeting agenda • Transportation overview (aerial map) • Natural environment conditions (2 maps) • Aerial map of watercourse under CVC jurisdiction • The Region noted that the Project Team met on site with TRCA and Credit Valley Conservation (CVC) on March 9, 2018
2	<p>Site Walk under CVC Jurisdiction</p> <p>a. Watercourse Features (West of Airport Road, south of Olde Base Line Road)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • Wetlands to the east and west of the study area; Review the Natural Heritage Map for Peel Region • Potential hydrocarbon contamination area
2	<p>Site Walk under TRCA Jurisdiction</p> <p>b. Watercourse Crossing 1 (75 metres north of Huntsmill Drive)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • High incident area for wildlife/motor vehicle accidents; Contact the Region regarding wildlife/motor vehicle accidents; White tailed deer was observed in 2007 • Evidence of deer crossings south of Huntsmill Drive on east side of Airport Road • Possible evidence of groundwater coming through and into the ditch south of Huntsmill Drive on the west side of Airport Road • Design to avoid tree clearing in the forested areas; MNRF will not be looking at bats and mitigation if impacts to the forested area can be avoided • If a replacement culvert is proposed, consider an open footed structure for fish passage • Shift alignment of culvert to direction of flow path • Consider extending the 50km/hr posted speed limit northerly, up to the northern extent of the adjacent existing cedars, to avoid collisions with deer and other wildlife crossing the road • In the area of the culvert north of Huntsmill Drive: <ul style="list-style-type: none"> • Invasive phragmites are present on the east side from west of the tree line to Airport Road

Public Works

	<ul style="list-style-type: none"> • A white cedar swamp is present in the vicinity • Preference is to keep the rural cross-section • TRCA suggested the Region contact the Town of Caledon regarding a potential Planning Act application for land in the northeast quadrant of Airport Road and Huntsmill Drive (property limit may be to the existing tree line) <p>c. Watercourse Crossing 2 (Between Parsons Avenue and Caledon Trailway)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • Confirm whether the underground crossing is connected to a storm drain <p>d. Watercourse Crossing 3 (35 metres north of Mountcrest Road)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • No Redside Dace anticipated in Centerville Creek or its tributaries crossing the study area; Review West Humber River Subwatershed Redside Dace Regulated Habitat Map (City of Brampton) to confirm • Brooktrout anticipated in Centerville Creek and its tributaries crossing the study area; MNRF noted that there are several inputs of untreated stormwater entering into Centerville Creek at crossing #3 • Hydrology at this location is affected by downstream beaver activity in Centerville Creek • A forcemain is present under Centerville Creek; Catchbasins feed into the creek on the downstream side • For replacement culverts: <ul style="list-style-type: none"> • Review the road elevation and backfill • Review the type of culverts/structures (e.g., bridge, twin culvert, box culvert) • Consider conspan culverts • Consider the channel for wildlife passage (e.g., add a bench for wildlife passage through the crossing); Recent EA studies by the Region for Mayfield Road and The Gore Road provide examples of wildlife crossing considerations • Consider Oil Grit Separator(s) (OGS) with jelly fish units, which is highly preferred for the removal of Total Suspended Solids (TSSs) and phosphorus • Note the presence of a beaver dam and potential for backwater <p>e. Watercourse Crossing 4 (175 metres south of Cranston Drive), and Watercourse Crossing 5 (725 metres north of King Street), and Watercourse Crossing 6 (100 metres north of King Street)</p> <ul style="list-style-type: none"> • Not visited as potential site issues were discussed at other sites or as part of previous EA study
4	<p>Other Locations of Interest</p> <ul style="list-style-type: none"> • No other locations noted or visited
5	<p>Adjournment</p>

Lauren Wilcox

From: Bubas, Sonya
Sent: Monday, July 9, 2018 12:01 PM
To: Heaton, Mark (MNRF)
Cc: Paquette, Samantha
Subject: Airport Rd EA - Meeting Notes
Attachments: 16-4360_Minutes_MNRF (TAC) (2018 05 08).pdf; 16-4360_Final Minutes_MNRF (2018 03 20).pdf

Hi Mark,

Please find attached notes of our meeting in May regarding the Airport Rd EA. Let me know if you notice any errors or omissions.

In addition, reference to the MTO EA in the notes of our site meeting in March could not be confirmed and was therefore removed as per our discussion. Attached is the revised, final version for your file.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



MOECC

Lauren Wilcox

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: Friday, October 4, 2019 12:43 PM
To: Bubas, Sonya
Cc: Paquette, Samantha
Subject: RE: Airport Rd EA - Draft Natural Environment Impact Assessment Report

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hello Sonya,

Thank you for the opportunity to review the draft report. The following are my comments on species at risk:

- **Barn Swallow:** If Barn Swallow nests are confirmed within a culvert or other structure that will be impacted by the project, then the Region may proceed to register under section 23.5 of O. Reg. 242/08. This Ministry does not need to be contacted.
- **Bobolink:** If suitable nesting habitat may be impacted by the project, then additional surveys may also need to be undertaken at the design stage.
- **Species at Risk Bats:** The Ministry usually recommends that tree removals be conducted between Oct 1 to April 1 in this geographic area of the province. If any suitable structures (old houses, barns, etc.) are proposed for removal, exit surveys to confirm presence or absence of SAR bats may be required at the design stage.
- **Butternut:** This species also receives habitat protection, and the Ministry protects up to 50m around the base of a healthy Butternut tree. Requirements under the Endangered Species Act will need to be determined at the design stage.

Regards,

Aurora McAllister | Management Biologist | Permissions and Compliance | Species at Risk Branch | Ontario Ministry of Environment, Conservation and Parks |
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | Email: aurora.mcallister@ontario.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: August 21, 2019 5:02 PM
To: Heaton, Mark (MNR) <mark.heaton@ontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Cc: Paquette, Samantha <samantha.paquette@peelregion.ca>
Subject: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Mark and Aurora,

Please find attached for your review, Draft Natural Environment Impact Assessment Report for the Airport Road Class Environmental Assessment (EA) from King Street to Huntmill Drive.

Mark previously reviewed the Natural Environment Existing Conditions Report, which is appended to the attached report.

I would very much appreciate if you could forward any comments you may have by **September 20**.

Please feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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RIVERSTONE

ENVIRONMENTAL SOLUTIONS INC.

January 16, 2020
RS# 2019-004

Hailey McWilliam
IBI Group
7th Floor – 55 St. Clair Ave. W.
Toronto, ON M4V 2Y7
Via email to: hailey.mcwilliam@ibigroup.com

SUBJECT: Response to Agency Review of the Natural Environment Impact Assessment Report, Airport Road Improvements, King Street to Huntmill Drive Regional Municipality of Peel (July 2019)

Hailey:

The following is the response matrix addressing comments provided by Toronto Region Conservation Authority (TRCA), Credit Valley Conservation (CVC), Ontario Ministry of Natural Resources and Forestry (MNRF), Ministry of Environment, Conservation, and Parks (MECP), and the Region of Peel related to the Natural Environment Impact Assessment Report (July 2019).

TRCA – Comments provided via email on October 24, 2019	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
CVC – Comments provided via email on September 27, 2019	
[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

[REDACTED]	
[REDACTED]	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
MECP – Comments provided via email on October 4, 2019	
<p>1. Barn Swallow: If Barn Swallow nests are confirmed within a culvert or other structure that will be impacted by the project, then the Region may proceed to register under section 23.5 of O. Reg. 242/08. This Ministry does not need to be contacted.</p>	<p>Noted. Additional text has been added to the report to indicate that culverts should be reviewed during detailed design to ensure that Barn Swallows are not using the structures at that time.</p>
<p>2. Bobolink: If suitable nesting habitat may be impacted by the project, then additional surveys may also need to be undertaken at the design stage.</p>	<p>Noted. Additional text has been added to the report to indicate the potential need for additional surveys during the design stage should potential nesting habitat be impacted.</p>
<p>3. Species at Risk Bats: The Ministry usually recommends that tree removals be conducted between Oct 1 to April 1 in this geographic area of the province. If any suitable structures (old houses, barns, etc.) are proposed for removal, exit surveys to confirm presence or absence of SAR bats may be required at the design stage.</p>	<p>Noted. Additional text has been added to the report to provide direction related to removal of structures for consideration during the design stage.</p>
<p>4. Butternut: This species also receives habitat protection, and the Ministry protects up to 50m around the base of a healthy Butternut tree.</p>	<p>Noted.</p>

Requirements under the Endangered Species Act will need to be determined at the design stage.	
MNRF – Comments provided by IBI via email November 4, 2019	
1. [REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
Region of Peel – Comments provided by IBI via email November 4, 2019	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
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[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Please contact us if there are any questions regarding the above, or if further information is required.

RiverStone Environmental Solutions Inc.

Bev Wicks, Ph.D.
Senior Ecologist / Principal

Glenn Cunningham, Ph.D.
Senior Ecologist / Species at Risk Specialist

For Discussion

Lauren Wilcox

From: Lee, Arthur
Sent: Wednesday, August 19, 2020 8:32 AM
To: McAllister, Aurora (MECP)
Cc: Bubas, Sonya
Subject: RE: Airport Rd EA - Tree Inventory and Preservation Plan
Attachments: NEIAR - Comment Response Matrix - mecp.pdf

Hi Aurora,

We thank the MECP for providing comments and review of the Tree Inventory and Preservation Plan for the Airport Road (King to Huntmill Drive) Environmental Assessment. We have reviewed and attached the comment response received from your agency in the following email.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: December 18, 2019 11:30 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paquette, Samantha <samantha.paquette@peelregion.ca>
Subject: RE: Airport Rd EA - Tree Inventory and Preservation Plan

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

I have reviewed the tree preservation plan. I agree with the recommendation to undertake a BHA of the Butternut at the detailed design stage.

Regards,

Aurora McAllister | Management Biologist | Permissions and Compliance | Species at Risk Branch |
Ontario Ministry of Environment, Conservation and Parks |
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | Email: aurora.mcallister@ontario.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: October 28, 2019 8:30 AM

To: Heaton, Mark (MNRF) <mark.heaton@ontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Cc: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paquette, Samantha <samantha.paquette@peelregion.ca>
Subject: Airport Rd EA - Tree Inventory and Preservation Plan

Good morning Mark and Aurora,

We received a request to review the Tree Inventory and Preservation Plan for Airport Road, and wish to extend the opportunity for review to MNRF and MECP. I would very much appreciate if you could forward any comments you may have by **November 18** in order to meet the project schedule. Respecting our previous correspondence regarding review time, please let me know if this is possible.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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NEP

Lauren Wilcox

From: Peters, Kim (MNRF) <Kim.Peters@ontario.ca>
Sent: Friday, April 20, 2018 7:55 AM
To: Bubas, Sonya
Subject: Declined: Airport Rd EA - Technical Advisory Committee Meeting (Agenda attached)

Hi Sonya,

It is such a small portion of the Niagara Escarpment Plan Area that I will not be attending the meeting. If the REgion has any specific questions about NEP policies that may apply, please let me know. I will review the PIC materials and let you know if I have any concerns.

Best regards,

Kim

Lauren Wilcox

From: Peters, Kim (MNRF) <Kim.Peters@ontario.ca>
Sent: Friday, May 4, 2018 4:39 PM
To: Bubas, Sonya
Subject: RE: Airport Rd EA - Technical Advisory Committee - Review Materials

Hi Sonya,

I have reviewed the PIC slide deck and do not have any concerns.

Thanks, and have a great weekend.

Kim

Kim Peters, MCIP, RPP
Senior Strategic Advisor



Niagara Escarpment Commission
An agency of the Government of Ontario

232 Guelph Street | Georgetown, ON | L7G 4B1

Tel: 905-877-6425

Website: www.escarpment.org

From: Bubas, Sonya [mailto:sonya.bubas@peelregion.ca]
Sent: April 27, 2018 9:12 AM
To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); Peters, Kim (MNRF); Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; Heaton, Mark (MNRF); utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com
Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur
Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: April 19, 2018 2:24 PM
To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZYG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'
Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Zibby Petch; Lee, Arthur
Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



Site Meetings

Minutes

**Site Meeting with
Ministry of Natural Resources and Forestry (MNRF)**
**Airport Road from King Street to Huntmill Drive
Environmental Assessment (EA)**
Tuesday, March 20, 2018
1:00 p.m. – 2:00 p.m.
15771 Airport Road (Foodland Parking Lot)
MNRF: Mark Heaton
**Toronto and Region Conservation Authority (TRCA):
Scott Jarvie, Jan Moryk**
Region of Peel (Region): Arthur Lee, Sonya Bubas
IBI Group (IBI): Hailey McWilliam
**Riverstone Environmental Solutions Inc. (Riverstone):
Tristan Knight**

#	DESCRIPTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region: <ul style="list-style-type: none"> • Welcomed all present and facilitated introductions • Provided an overview of the Class EA Study for Airport Road from King Street to Huntmill Drive • Described the propose and objectives of the site meeting, and • Reviewed the site meeting agenda • The purpose of the site meeting was to review existing environmental conditions in the study area • The objectives of the site meeting were to discuss environmental constraints and regulatory requirements • The following materials were circulated in advance: <ul style="list-style-type: none"> • Site meeting agenda • Transportation overview (aerial map) • Natural environment conditions (2 maps) • Aerial map of watercourse under CVC jurisdiction • The Region noted that the Project Team met on site with TRCA and Credit Valley Conservation (CVC) on March 9, 2018
2	<p>Site Walk under CVC Jurisdiction</p> <p>a. Watercourse Features (West of Airport Road, south of Olde Base Line Road)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • Wetlands to the east and west of the study area; Review the Natural Heritage Map for Peel Region • Potential hydrocarbon contamination area
2	<p>Site Walk under TRCA Jurisdiction</p> <p>b. Watercourse Crossing 1 (75 metres north of Huntmill Drive)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • High incident area for wildlife/motor vehicle accidents; Contact the Region regarding wildlife/motor vehicle accidents; White tailed deer was observed in 2007 • Evidence of deer crossings south of Huntmill Drive on east side of Airport Road • Possible evidence of groundwater coming through and into the ditch south of Huntmill Drive on the west side of Airport Road • Design to avoid tree clearing in the forested areas; MNRF will not be looking at bats and mitigation if impacts to the forested area can be avoided • If a replacement culvert is proposed, consider an open footed structure for fish passage • Shift alignment of culvert to direction of flow path • Consider extending the 50km/hr posted speed limit northerly, up to the northern extent of the adjacent existing cedars, to avoid collisions with deer and other wildlife crossing the road • In the area of the culvert north of Huntmill Drive: <ul style="list-style-type: none"> • Invasive phragmites are present on the east side from west of the tree line to Airport Road

Public Works

	<ul style="list-style-type: none"> • A white cedar swamp is present in the vicinity • Preference is to keep the rural cross-section • TRCA suggested the Region contact the Town of Caledon regarding a potential Planning Act application for land in the northeast quadrant of Airport Road and Huntsmill Drive (property limit may be to the existing tree line) <p>c. Watercourse Crossing 2 (Between Parsons Avenue and Caledon Trailway)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • Confirm whether the underground crossing is connected to a storm drain <p>d. Watercourse Crossing 3 (35 metres north of Mountcrest Road)</p> <ul style="list-style-type: none"> • The following was noted for consideration: <ul style="list-style-type: none"> • No Redside Dace anticipated in Centerville Creek or its tributaries crossing the study area; Review West Humber River Subwatershed Redside Dace Regulated Habitat Map (City of Brampton) to confirm • Brooktrout anticipated in Centerville Creek and its tributaries crossing the study area; MNRF noted that there are several inputs of untreated stormwater entering into Centerville Creek at crossing #3 • Hydrology at this location is affected by downstream beaver activity in Centerville Creek • A forcemain is present under Centerville Creek; Catchbasins feed into the creek on the downstream side • For replacement culverts: <ul style="list-style-type: none"> • Review the road elevation and backfill • Review the type of culverts/structures (e.g., bridge, twin culvert, box culvert) • Consider conspan culverts • Consider the channel for wildlife passage (e.g., add a bench for wildlife passage through the crossing); Recent EA studies by the Region for Mayfield Road and The Gore Road provide examples of wildlife crossing considerations • Consider Oil Grit Separator(s) (OGS) with jelly fish units, which is highly preferred for the removal of Total Suspended Solids (TSSs) and phosphorus • Note the presence of a beaver dam and potential for backwater <p>e. Watercourse Crossing 4 (175 metres south of Cranston Drive), and Watercourse Crossing 5 (725 metres north of King Street), and Watercourse Crossing 6 (100 metres north of King Street)</p> <ul style="list-style-type: none"> • Not visited as potential site issues were discussed at other sites or as part of previous EA study
4	<p>Other Locations of Interest</p> <ul style="list-style-type: none"> • No other locations noted or visited
5	<p>Adjournment</p>

Lauren Wilcox

From: Bubas, Sonya
Sent: Monday, July 9, 2018 12:09 PM
To: Scott Jarvie (sjarvie@trca.on.ca); jmoryk@trca.on.ca; Hailey McWilliam; Tristan Knight; Lee, Arthur
Cc: Rook, Sally; sjohnston@IBIGroup.com; Bev Wicks
Subject: RE: Airport Rd EA - Environmental Site Meeting Notes
Attachments: 16-4360_Final Minutes_MNRF (2018 03 20).pdf

Good afternoon,

Please find attached, revised notes of our site meeting with MNRF for your file. The following statement could not be confirmed and was therefore removed:

- Airport Road runs through a village with property constraints; The Ministry of Transportation (MTO) recently completed an EA study to widen Highway 10 from 2 to 4 lanes through Caledon Village from Charleston Side Road northerly

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: May 3, 2018 3:26 PM
To: 'Heaton, Mark (MNRF)'; Scott Jarvie (sjarvie@trca.on.ca); 'jmoryk@trca.on.ca'; 'Hailey McWilliam'; 'Tristan Knight'; Lee, Arthur
Cc: Rook, Sally; sjohnston@IBIGroup.com; 'Bev Wicks'
Subject: Airport Rd EA - Environmental Site Meeting Notes

Good afternoon,

Please find attached notes of our **Site Meeting with MNRF** and **Draft Addendum** to the Natural Environment Existing Conditions Report for the Airport Rd EA. Kindly reply by **May 18** if you have comments on the Addendum or notice any errors or omissions in the notes.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: March 19, 2018 2:29 PM
To: 'Heaton, Mark (MNRF)'; Scott Jarvie (sjarvie@trca.on.ca); sjohnston@IBIGroup.com; Hailey McWilliam; Rook, Sally; Tristan Knight; 'Bev Wicks'; jmoryk@trca.on.ca; Lee, Arthur
Subject: Airport Rd EA - Environmental Site Meeting Agenda

Good afternoon,

Please find attached agenda and study area maps for reference during our site meeting tomorrow (Friday, March 20). Please remember to bring your personal protective equipment (high visibility traffic safety vest and safety shoes).

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



Minutes

**Site Meeting with
Toronto and Region Conservation Authority (TRCA) and
Credit Valley Conservation (CVC)**

**Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**

Friday, March 9, 2018

1:30 p.m. – 3:30 p.m.

15771 Airport Road (Foodland Parking Lot)

TRCA: Scott Jarvie, Sue Hayes, Jan Moryk, Annette Lister, Katherine
CVC: Kaitlyn McGlade

Region of Peel (Region): Arthur Lee, Sonya Bubas

IBI Group (IBI): Hailey McWilliam

Riverstone Environmental Solutions Inc. (Riverstone):
Tristan Knight

#	DESCRIPTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region: <ul style="list-style-type: none"> • Welcomed all present and facilitated introductions • Provided an overview of the Class EA Study for Airport Road from King Street to Huntsmill Drive • Described the propose and objectives of the site meeting, and • Reviewed the site meeting agenda • The purpose of the site meeting was to review existing environmental conditions in the study area • The objectives of the site meeting were to: <ul style="list-style-type: none"> • Confirm TRCA and CVC comments to date • Discuss environmental constraints and regulatory requirements • The following materials were circulated in advance: <ul style="list-style-type: none"> • Site meeting agenda • Transportation overview (aerial map) • Natural environment conditions (2 maps) • Aerial map of watercourse under CVC jurisdiction • The Region noted that the Project Team will consult with the Ministry of Natural Resources and Forestry (MNR) regarding the Provincially Significant Wetlands on both sides of the study area and the potential for Species at Risk (e.g., Redside Dace)
2	<p>Site Walk under CVC Jurisdiction</p> <p>a. Watercourse Features (West of Airport Road, south of Olde Base Line Road)</p> <ul style="list-style-type: none"> • CVC will confirm whether the watercourse is a watercourse or headwater drainage feature • The watercourse is a CVC regulated watercourse and CVC advised to maintain hydrology • CVC previously provided the Region with high-level comments and will forward a map of the watercourse • CVC noted the following for consideration: <ul style="list-style-type: none"> • Region of Peel core greenlands • Species at Risk (SARs) and bats • Wetlands further removed from the road • Requested assessment of Significant Wildlife Habitat • Wildlife crossing guideline for mitigation • The TRCA natural environment team will prepare an Addendum to the Natural Environment Existing Conditions Report to address this watercourse • The Region will respond to CVC comments
2	<p>Site Walk under TRCA Jurisdiction</p> <p>a. Watercourse Crossing 1 (75 metres north of Huntsmill Drive)</p> <ul style="list-style-type: none"> • The potential for wildlife crossings was noted <p>b. Watercourse Crossing 2 (Between Parsons Avenue and Caledon Trailway)</p> <ul style="list-style-type: none"> • TRCA noted the following for consideration:

Public Works

	<ul style="list-style-type: none"> • Underground concrete pipe crossing is a barrier to fish • TRCA previously provided the Region with comments regarding crossing/stormwater management guidelines <p>c. Watercourse Crossing 3 (35 metres north of Mountcrest Road)</p> <ul style="list-style-type: none"> • TRCA noted the following for consideration: <ul style="list-style-type: none"> • TRCA received public comments regarding sediment buildup at the Centreville Creek crossing • TRCA would be interested in the hydraulic assessment of any potential replacement culverts <p>d. Watercourse Crossing 4 (175 metres south of Cranston Drive), and Watercourse Crossing 5 (725 metres north of King Street), and Watercourse Crossing 6 (100 metres north of King Street)</p> <ul style="list-style-type: none"> • Not visited as potential site issues were discussed at other sites or as part of previous EA study
4	<p>Other Locations of Interest</p> <ul style="list-style-type: none"> • No other locations noted or visited
5	<p>Adjournment</p>

Lauren Wilcox

From: Bubas, Sonya
Sent: Thursday, May 3, 2018 3:25 PM
To: Annette Lister; McGlade, Kaitlyn; Scott Jarvie (sjarvie@trca.on.ca); Jan Moryk; Hailey McWilliam; Tristan Knight
Cc: Kilis, Jakub; Rook, Sally; sjohnston@IBIGroup.com; Bev Wicks
Subject: Airport Rd EA - Environmental Site Meeting Notes
Attachments: 16-4360_Minutes_TRCA CVC (2018 03 09).pdf; Addendum Aquatic Habitat Crossing 7 Assessment Apr5_2018.pdf

Good afternoon,

Please find attached notes of our **Site Meeting with TRCA and CVC**, and **Draft Addendum** to the Natural Environment Existing Conditions Report for the Airport Rd EA. Kindly reply by **May 18** if you have comments on the Addendum or notice any errors or omissions in the notes.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
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Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: March 8, 2018 12:22 PM
To: Annette Lister; Scott Jarvie (sjarvie@trca.on.ca); Kilis, Jakub; Hailey McWilliam; Rook, Sally; Tristan Knight; McGlade, Kaitlyn; Bev Wicks
Cc: sjohnston@IBIGroup.com
Subject: Airport Rd EA - Environmental Site Meeting Agenda

Good afternoon,

Please find attached agenda and study area maps for reference during our site meeting tomorrow (Friday, March 9). Please remember to bring your personal protective equipment (high visibility traffic safety vest and safety shoes).

Regards,

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Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9
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Minutes

**Site Meeting with
Ministry of Natural Resources and Forestry (MNRF)**
**Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**
Tuesday, March 20, 2018
1:00 p.m. – 2:00 p.m.
15771 Airport Road (Foodland Parking Lot)
MNRF: Mark Heaton
**Toronto and Region Conservation Authority (TRCA):
Scott Jarvie, Jan Moryk**
Region of Peel (Region): Arthur Lee, Sonya Bubas
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Public Works

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Email: sonya.bubas@peelregion.ca



TAC

Minutes

**Project Kick-Off Meeting
Airport Road from King Street to Huntsmill Drive
Environmental Assessment**

**Wednesday, October 25, 2017
9:00 a.m. – 11:00 a.m.**

**Chinguacousy Ski Chalet, Lower Lounge
9050 Bramalea Road, Brampton**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region of Peel (Region) welcomed all participants to the project kick-off meeting and provided an overview of the agenda. • The purpose of the meeting was to: <ul style="list-style-type: none"> ➢ Inform the Region's Project Team and Technical Agencies of the Environmental Assessment (EA) study for Airport Road; All present were encouraged to ask questions during the PowerPoint presentation (attached). ➢ Exchange information; All present were asked to inform the Project Team of additional knowledge or information available on the study area. ➢ Discuss key issues; All present were encouraged to identify and/or comment on opportunities and constraints. • Roundtable introductions took place; The Region informed participants that the EA study will be completed in-house and IBI Group will support the EA by providing technical studies. • [All in attendance will form part of the Technical Advisory Committee (TAC)]; The Region was interested to learn how best to consult with TAC members and looked forward to two-way communications throughout the project; The Region encouraged participants to contact the Project Manager throughout the study with any questions. 	
2	<p>Study Area</p> <ul style="list-style-type: none"> • The Region provided a general overview of the study area (see presentation, slide 4). • The study will examine improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, in the Town of Caledon; The study area encompasses 300m [along all legs] of each intersection. 	
3	<p>Project Overview</p> <p>The Region summarized the study's background, purpose, scope, planning process, and consultation plan (refer to presentation, slides 5 to 15).</p> <p>Background</p> <ul style="list-style-type: none"> • Recommendations of the following planning studies led to the need for this EA to examine improvements to Airport Road: <ul style="list-style-type: none"> ➢ In 2012, the Region's Long Range Transportation Plan Update identified the need for widening Airport Road from 2 to 4 lanes between King Street and Huntsmill Drive, and recommended improvements for active transportation facilities. ➢ In 2015, the Region and IBI Group completed a feasibility study to assess options for diverting truck traffic around the village of Caledon East; The study determined sufficient capacity on Airport Road, indicating no need for widening, and recommended (1) traffic calming to reduce speed, and (2) upgrading Olde Base Line Road to a truck route; The Region will complete a separate feasibility study to examine Olde Base Line Road as a potential future truck route. ➢ In 2015, the Region completed the Class EA study for Airport Road from [1km 	

Public Works

	<p>north of] Mayfield Road to [0.6km north of] King Street; The EA study recommended road widening to 5 lanes, 2-lane roundabouts, and active transportation (e.g., paved shoulders in rural areas and bike lanes in urban areas); This study will tie in to the recommended improvements (2-lane roundabout) at the King Street intersection.</p> <ul style="list-style-type: none"> ➤ In 2014, the Town of Caledon (Town) completed the Caledon East Community Improvement Plan; Key focus areas include safe pedestrian crossings, active transportation, and streetscaping. ➤ IBI Group is currently working on the 2017 Peel Sustainable Transportation Strategy which is looking at pedestrian improvement corridors (including Airport Road from Cranston Drive to Leamster Trail) and proposed pedestrian and cycling networks. <p>Study Purpose</p> <ul style="list-style-type: none"> • The purpose of the study is to: <ul style="list-style-type: none"> ➤ Confirm the need for improvements on Airport Road between King Street and Huntsmill Drive, based on the above background studies and the transportation study to be completed by IBI Group; The results of the transportation study will contribute to a refined Problem and Opportunity Statement for the EA. ➤ Recommend improvements through technical studies, EA planning process, and consultation with stakeholders; It is hoped that sufficient detail in the EA will help obtain “agreements in principle” from approval agencies; The preferred design will be completed to a 30 per cent level of detail. <p>Study Scope</p> <ul style="list-style-type: none"> • This EA will examine the need for: <ul style="list-style-type: none"> ➤ Long term improvements related to planned growth. ➤ Intersection improvements including roundabouts. ➤ Traffic calming measures for truck and other vehicular traffic through Caledon East. ➤ Infrastructure improvements for walking and cycling. ➤ Streetscaping to support the Caledon East Community Improvement Plan and the updated Region of Peel Streetscaping toolbox. • This study will not consider major road widening for additional through lanes along Airport Road. <p>Technical Studies</p> <ul style="list-style-type: none"> • IBI Group and their sub-consultants will complete 11 technical studies for the EA. • The Transportation and Traffic Analysis was recently initiated. • The Cultural & Built Heritage Assessment will confirm the heritage sites within the study area. • TRCA Staff completed the natural environment existing conditions inventory, which will be circulated to environmental agencies for review. [The Natural Environment Assessment and Tree Inventory will be completed by Riverstone.] • Details regarding the technical investigations will be provided at future meetings and as the study progresses. <p>Municipal Class EA</p> <ul style="list-style-type: none"> • The study was initiated as a Schedule C Municipal Class EA project and will follow the full planning process (Phases 1 to 4). • Agency input will be sought during Phases 2 and 3 when alternative solutions and designs will be developed and assessed; [Two TAC meetings are planned for this study]. • This Class EA is a two year study and the anticipated completion date is in 2019. <p>Consultation Plan</p> <ul style="list-style-type: none"> • Consultation will reach out to the Public, Indigenous groups, Technical Agencies, 	
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Public Works

	<p>area Municipalities and the Regional Project Team.</p> <ul style="list-style-type: none"> • Communications will be conducted through Public Notices (the Notice of Study Commencement was mailed to agencies and the Public in September), Public Information Centres (PICs), Twitter and the Project Website; All present were encouraged to visit the study's website for project updates (http://peelregion.ca/airport-road-ea). • The Region will establish a Community Working Group (CWG) in addition to TAC. <p>Community Working Group</p> <ul style="list-style-type: none"> • CWG will consist of approximately 15 members from the community who will act as project ambassadors, representing a cross-section of interests and providing a balance of perspectives to the Project Team. <p>Technical Advisory Committee</p> <ul style="list-style-type: none"> • TAC will consist of the Region's Project Team and representatives of the Town and environmental agencies (e.g., Ministry of Natural Resources and Forestry, TRCA, and the Niagara Escarpment Commission); The study area may cross a small portion of the Niagara Escarpment Planning Area and sections of the Oak Ridges Moraine and Green Belt; Utilities have also been invited to participate on TAC. • The purpose of TAC is to provide: <ul style="list-style-type: none"> ➢ Background information ➢ Technical knowledge/input ➢ Other regulatory requirements • Members were asked to advise the Project Team of any information that they should be aware of, particularly as it relates to the members' respective mandates. <p>Public Information Centre</p> <ul style="list-style-type: none"> • PIC #1 will present information such as: <ul style="list-style-type: none"> ➢ Study background and area. ➢ Transportation and traffic analysis, including problem and opportunity statement. ➢ Results of some technical studies, including existing environmental conditions. ➢ Consultation Plan, including summary of comments from CWG and the Public. ➢ Alternative solutions, including [preliminary assessment] and the technically recommended solution. ➢ Next steps and contact information. • PIC content will be reviewed at the next TAC meeting. 	
4a	<p>Transportation Study & Corridor Constraints</p> <p>IBI Group presented an overview of the transportation corridor and highlighted known issues and constraints (refer to presentation, slides 16 to 38).</p> <p>Transportation Overview</p> <ul style="list-style-type: none"> • Known issues and constraints are presented on slide 17. • Trucks use Airport Road as a quicker route to get to their destination due to additional lights and school zone on King Street. • Development is pushing northerly from the southern limits. <p>2013 Road Characterization Study</p> <ul style="list-style-type: none"> • Airport Road through Caledon East is designated as Rural Main Street. • The section from south of Old Church Road to south of Castleberg Side Road is designated as Rural Road and has natural drainage. • South of Castleberg Side Road is designated as Suburban Connector. <p>King Street to Castleberg Side Road</p> <ul style="list-style-type: none"> • The Region emphasized and suggested to explore the importance of detouring trucks at King Street through encouragement, as King Street and Olde Base Line Road are the only opportunities to detour trucks before they go through Caledon East. 	

Public Works

<p>Castleberg Side Road to Olde Base Line Road</p> <ul style="list-style-type: none"> The Castleberg/Boston Mills intersection has operational and safety issues and the traffic study for this EA will examine these issues by considering a roundabout or road realignment, together with active transportation. <p>Olde Base Line Road</p> <ul style="list-style-type: none"> A roundabout may be considered for this intersection; There may be geometric concerns for large trucks turning at this intersection. Olde Base Line Road will be considered through a separate Region of Peel feasibility study which will ultimately feed into this EA. Olde Base Line Road was identified as a candidate for increased truck activity; The lower number of signalized intersections and no school zone were identified as attractive features along this route (compared to King Street). The Town asked whether there was any consideration given to including Olde Base Line Road as part of this study since it may be important on a number of fronts (trucking activity, potential roundabout, cycling activity); A distinct but coordinated parallel set of technical studies is being completed along Olde Base Line Road and the two studies will inform each other. The Town pointed out that there is a need for a balanced approach to identifying truck detour routes, since Highway 50 also passes through sensitive communities (i.e. Palgrave). The Region pointed out that Olde Base Line Road and other candidates were considered more holistically through the Region's Strategic Goods Movement Network (SGMN) Studies. The Region noted that ideally most of the truck diversion would happen at King Street. The Region raised the issue of considering some re-classification of roads through this EA study, compared to what was originally identified in the Road Characterization Study, which was a high level planning document. Specifically, the appropriateness of extending the Rural Main Street designation between the Mono Road and Caledon East communities should be evaluated / considered. The Region suggested that Olde Base Line Road may not be a candidate for a roundabout as a result of several 'red flags' including property impacts. The Region asked if any members were aware of the plans or status of natural areas north of Huntsmill Drive. The Region noted that the wetland area on the east side of the Olde Base Line Road and Airport Road intersection has been for sale several times in the last year or so. <p>Caledon East</p> <ul style="list-style-type: none"> The Caledon Trailway and the bridge over the creek present active transportation features. IBI Group will review development applications within the study area. Parts of the corridor have narrow right-of-way with residential frontage and no turning lanes; Widening the road to provide turning lanes or bicycle facilities would entail major impacts and may not be practical. Any potential widening could impact the community feel and a reduction in boulevard would impact the pedestrian quality of the corridor. <p>Caledon East at Old Church Road</p> <ul style="list-style-type: none"> The driveway at the intersection has raised safety concerns, which need to be reviewed. The Town noted there are many major origins and destinations in the study area that will need to be considered; Specifically, there is a firehall [Caledon Fire Station 303] and a recreation centre [Caledon Community Complex & Caledon East Arena] on Old Church Road. <p>Caledon East to Huntsmill Drive</p> <ul style="list-style-type: none"> Speeds at this location could be a concern for the community. 	
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Public Works

	<ul style="list-style-type: none"> There are 4 homes on Hunstmill Drive and minimal traffic generated; The Project Team will look at whether a roundabout and/or traffic calming are required here to inform drivers to slow down coming south for kilometres with no stops (downhill), or whether some other form of gateway feature such as a visual feature or traffic calming feature is appropriate. <p>Traffic Conditions</p> <ul style="list-style-type: none"> Traffic operations at major intersections are acceptable (e.g. the intersections at Olde Base Line Road and Old Church Road are working well) and minor intersections are under review. <p>Future Traffic Conditions</p> <ul style="list-style-type: none"> Future (2031) Level of Service at intersections show some critical conditions at Olde Base Line Road; Intersection improvements need to be looked at. <p>Natural Areas, Watercourses and Headwater Drainage Features Based on information from TRCA, the study corridor includes:</p> <ul style="list-style-type: none"> 6 crossings [of watercourses or headwater drainage features]. 1 [Candidate] Area of Natural and Scientific Interest (Innis Gibson Lakes Kettles) 1 Provincially Significant Wetland (Widgett-Innis Lakes Wetland Complex) 2 Environmentally Significant Areas (Caledon East Complex and Caledon East Swamp) 2 Locally Significant Wetlands (Caledon East Wetland Complex and Mono Road Wetland Complex) <p>Heritage Properties</p> <ul style="list-style-type: none"> The study corridor includes 5 potential heritage properties (to be confirmed). 16000 Airport Road indicated heritage value by a plaque on the building, however this property was not found on the Town's heritage registry. The Town and Region noted that Sally Drummond is the heritage contact at the Town and could provide more information about the status of heritage properties; A copy of the heritage report will be forwarded to Sally. The Town suggested a meeting with a variety of Town staff since the study will touch on so many different areas (e.g., Heritage, Public Works and Development); Separate meetings with the Town was suggested to enable Town members to remain fully informed of the EA; The Region confirmed a meeting could be scheduled once more information has been collected and following the CWG orientation meeting. 	<p>Town of Caledon/ IBI Group</p> <p>Town of Caledon/ Region of Peel</p>
4b	<p>Active Transportation 2017 Sustainable Transportation Strategy (Draft)</p> <ul style="list-style-type: none"> Based on current conditions, dedicated facilities are proposed along Airport Road (e.g., paved shoulders/bike lanes); Need to revisit as cross-sections change. IBI Group presented a summary of comments received for the Strategy, and current pedestrian and cycling facilities (see slides 33 to 36). IBI Group noted recreational cycling on Olde Base Line Road and in Caledon East; During discussion, Regional staff noted they observed two types of cyclists in the area: recreational and [competitive]. IBI Group presented gaps, constraints and opportunities for pedestrian/cycling facilities (see slides 37 and 38). The Region noted that the Caledon Cycling Task Force recently held a one-day workshop with Share the Road and prepared a series of recommendations that could inform this study; The Caledon Cycling Task Force has already begun to work on improving cycling facilities within the corridor by adding bike racks and signage; The Region will forward the Workshop Report to the Project Team. 	<p>Region of Peel</p>
5	<p>Discussion</p> <ul style="list-style-type: none"> The Region raised the need to understand how many gravel truck routes have been approved through Caledon East; The Town will find out how many routes 	

Public Works

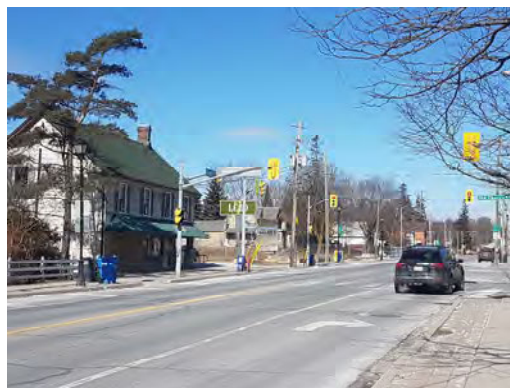
	<p>have been approved and continue to be approved.</p> <ul style="list-style-type: none"> • The Region noted that the Town of Caledon is conducting a Class EA for Mountainview Road between Olde Base Line Road and Granite Stones Road; The Town will provide the Region further details on this EA and include the Region on the EA contact list. • Stormwater Management: <ul style="list-style-type: none"> ➢ Delays were often faced at detailed design due to lack of approvals and it would be helpful to obtain conceptual approvals from agencies at the EA stage. ➢ Constraints mapping for water resources should be accelerated in the study process to ensure that it is considered earlier in the design work, since there are new regulations and practices being implemented for permits and approvals. <p>The Region will schedule meetings with agencies to look at what needs to be considered early in the EA.</p> <ul style="list-style-type: none"> • TRCA requested no environmental features be affected by the large footprints of any roundabouts being considered. • The Region informed IBI Group that an updated EMME model is available and can be provided for forecasting. • The Region informed members that Mountcrest Road was currently a dead-end road but will be extended with new development to the south; The Region will be exploring options to request an access to Foodland. • There was general support for the extension of the Rural Main Street classification beyond Mono Road to Castleberg/Boston Mills. • The Region asked if cyclists could use Mountcrest Road through the particularly constrained section of Airport Road. • TRCA noted that the project will need to meet their stormwater management criteria and that the costs for stormwater including property impacts need to be appropriately scoped / costed into the EA. • The Region suggested that one of the cost considerations for the EA should be to minimize urbanization along the corridor as much as possible as a means of reducing lighting impacts / stormwater management upgrades. • The Region suggested that the developer with development applications at the Cranston Drive intersection should be made aware of the potential for the existing intersection to become a roundabout (The Region stated this has been done). 	<p>Town of Caledon</p> <p>Town of Caledon</p> <p>Region of Peel</p> <p>Region of Peel</p>
<p>6</p>	<p>Wrap Up and Next Steps</p> <ul style="list-style-type: none"> • The Region thanked all participants for attending the kick-off meeting and encouraged them to contact the Project Manager with any questions (refer to presentation, slide 42 for contact information). • The Region outlined next steps in the study (see slide 41). • The next TAC meeting is planned for Winter 2018. 	

Project Kick-Off Meeting Attendance Airport Road from King Street to Huntsmill Drive Environmental Assessment Wednesday, October 25, 2017	
Agencies	
Enbridge	Damien Edwin
Toronto and Region Conservation	Annette Lister
Town of Caledon	Kant Chawla
Region of Peel	
Development Services	Elizabeth Trent
Engineering Technical Services	Tod Jenkins
Infrastructure Programming and Studies	Asha Saddi (Consultation Lead) John Nemeth (Stormwater Management) Sally Rook (Project Director) Sonya Bubas (Project Manager)
Public Health	Sanya Khan
Realty Property Acquisitions	Scott Beveridge
Roads Design & Construction	Bob Nieuwenhuysen (Manager) Olek Garbos
Roads Operations & Maintenance	Karen Levesque
Traffic Engineering	Denise Dang (Traffic Operations) Erica Duque (Travel Demand Management) Nishat Hassan (Traffic Safety) Rani Kol (Traffic Development) Rebecca Caughey (Traffic Signals)
Transportation Systems Planning	Gordon Hui
Water and Wastewater	Angela Stockman
Technical Consultant	
IBI Group	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager) Zibby Petch (Active Transportation Specialist)

Public Works

Environmental Assessment Airport Road from King Street to Huntsmill Drive

Project Kick-off Meeting October 25, 2017



Agenda



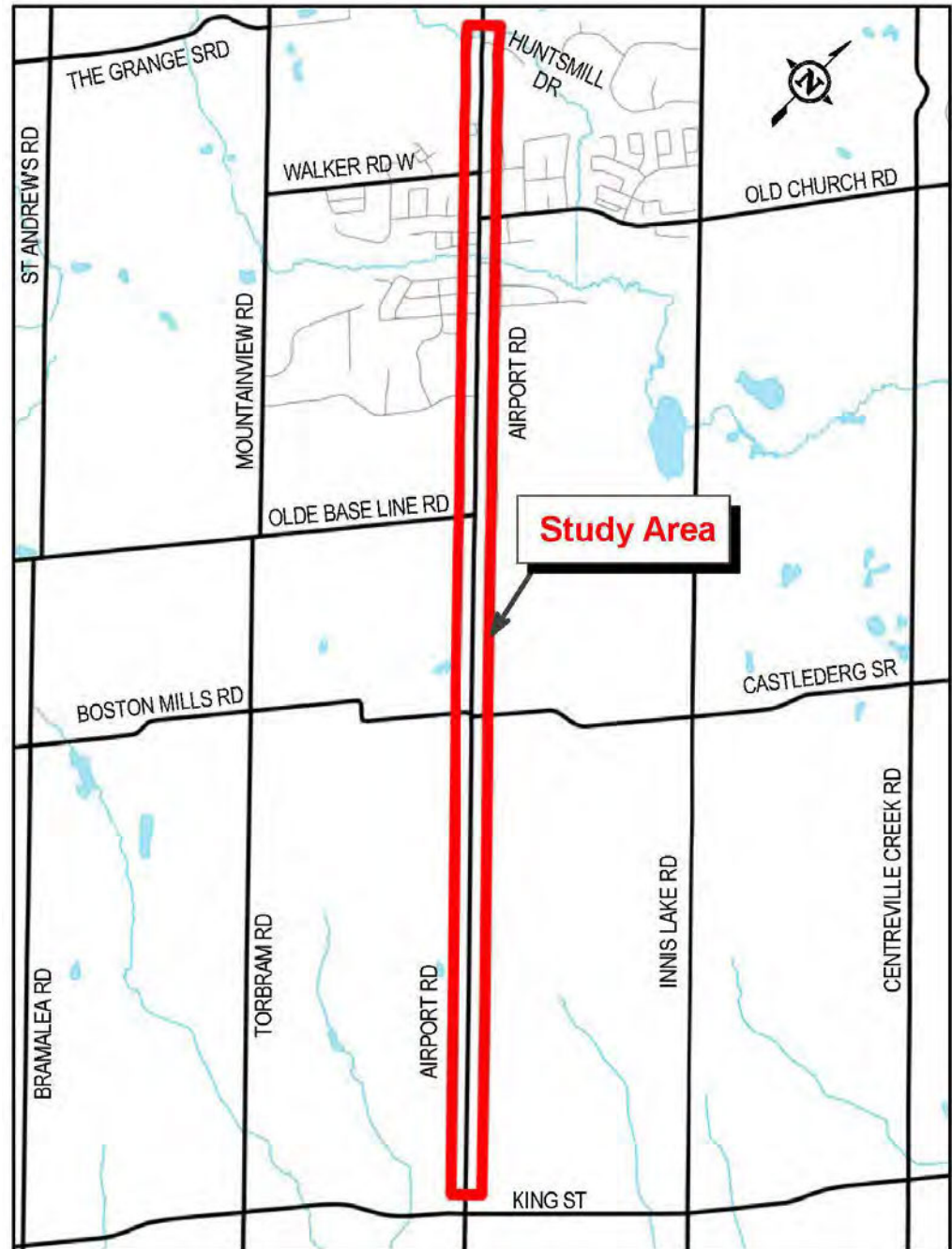
1. Welcome and Introductions
 2. Project Overview
 3. Transportation Study
 4. Corridor Constraints
 5. Discussion – Peel Staff
 6. Discussion – Agencies
 7. Wrap Up and Next Steps
- } To inform of the Study
Ask questions
- } To exchange information
Tell us more
- } To discuss key issues
***Identify opportunities
and constraints***

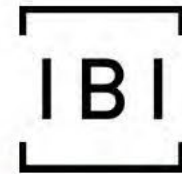
Project Overview



Study Area

- Airport Road in Caledon
- 100m north of King St. to 300m north of Huntsmill Dr.
- Approximately 7.5km
- 2-lane Major Arterial





Long Range Transportation Plan Update (2012)

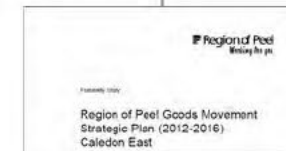
- Widen Airport Road
- Improve Active Transportation

Caledon East Feasibility Studies (2015)

- Sufficient Capacity on Airport Road
- Traffic Calming
- Upgrade Olde Base Line Road to Truck Route

Airport Road - Mayfield Road to King Street (2015)

- Road Widening (5 lanes)
- Roundabouts (2 lanes)
- Active Transportation (paved shoulders, bike lanes)



Caledon East Community Improvement Plan (2014)

Encourage:

- Revitalization and Community Improvement
- Pedestrian-oriented design, bicycle parking, accessibility, trailways, and network expansion

Support:

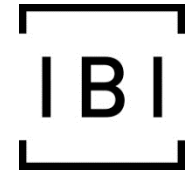
- Public realm improvements
 - Dedicated cycling lanes and pathways
 - Enhanced crossing treatments at Airport Road and Old Church Road



Peel Sustainable Transportation Strategy (2017)

- Proposed pedestrian network
(urban and rural settlement areas)
- Pedestrian improvement corridors
(Airport Road from Cranston Drive to Leamster Trail)
- Proposed cycling network

Study Purpose



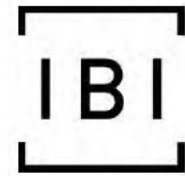
- Confirm need for improvements on Airport Road
- Recommend improvements through:
 - Technical Studies
 - Environmental Assessment (EA)
 - Consultation Plan
- Obtain “agreement in principle” from Agencies
- Complete design to 30 percent level of detail

Examine the need for:

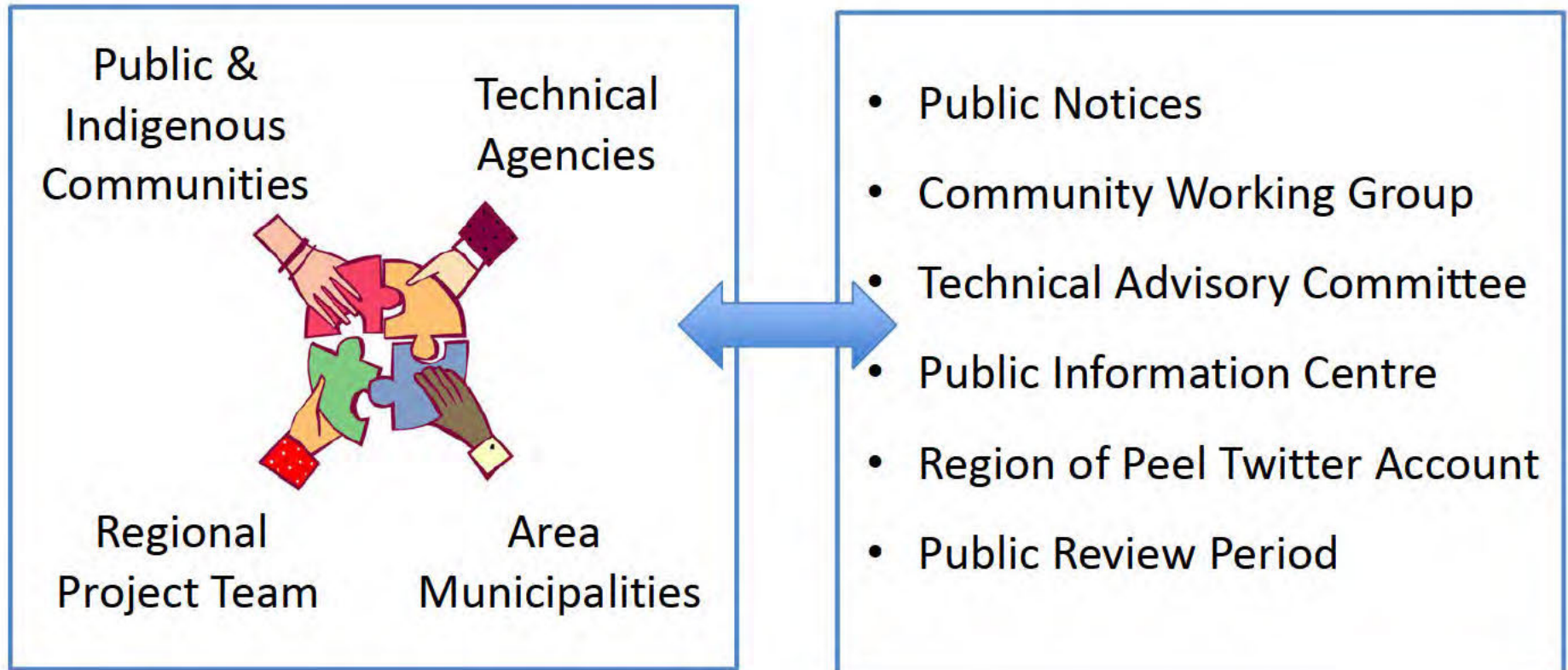
- Long-term improvements related to planned future growth*
 - Intersection improvements including roundabouts
 - Traffic calming measures for truck and other vehicular traffic through Caledon East
 - Infrastructure improvements for walking and cycling
 - Streetscaping to support the Caledon East Community Improvement Plan
- * *This study will not consider major road widening for additional through lanes along Airport Road.*

- Transportation and Traffic Analysis (IBI)
- Air Quality and Noise Impact Assessments (RWDI)
- Archaeology and Cultural & Built Heritage Assessments (ASI)
- Contaminated Soil Assessment (Terraprobe)
- Culvert and Structure Analysis (IBI)
- Drainage and Stormwater Management (IBI)
- Fluvial Geomorphological Assessment (GEO Morphix)
- Geotechnical and Pavement Investigation (Terraprobe)
- Hydraulic and Hydrology Analysis (IBI)
- Hydrogeological Investigation (Terraprobe)
- Natural Environment Assessment and Tree Inventory (Riverstone)

Municipal Class EA (Schedule C)



(Municipal Engineers Association, last amended in 2015)



Study Website: <http://peelregion.ca/airport-road-ea>

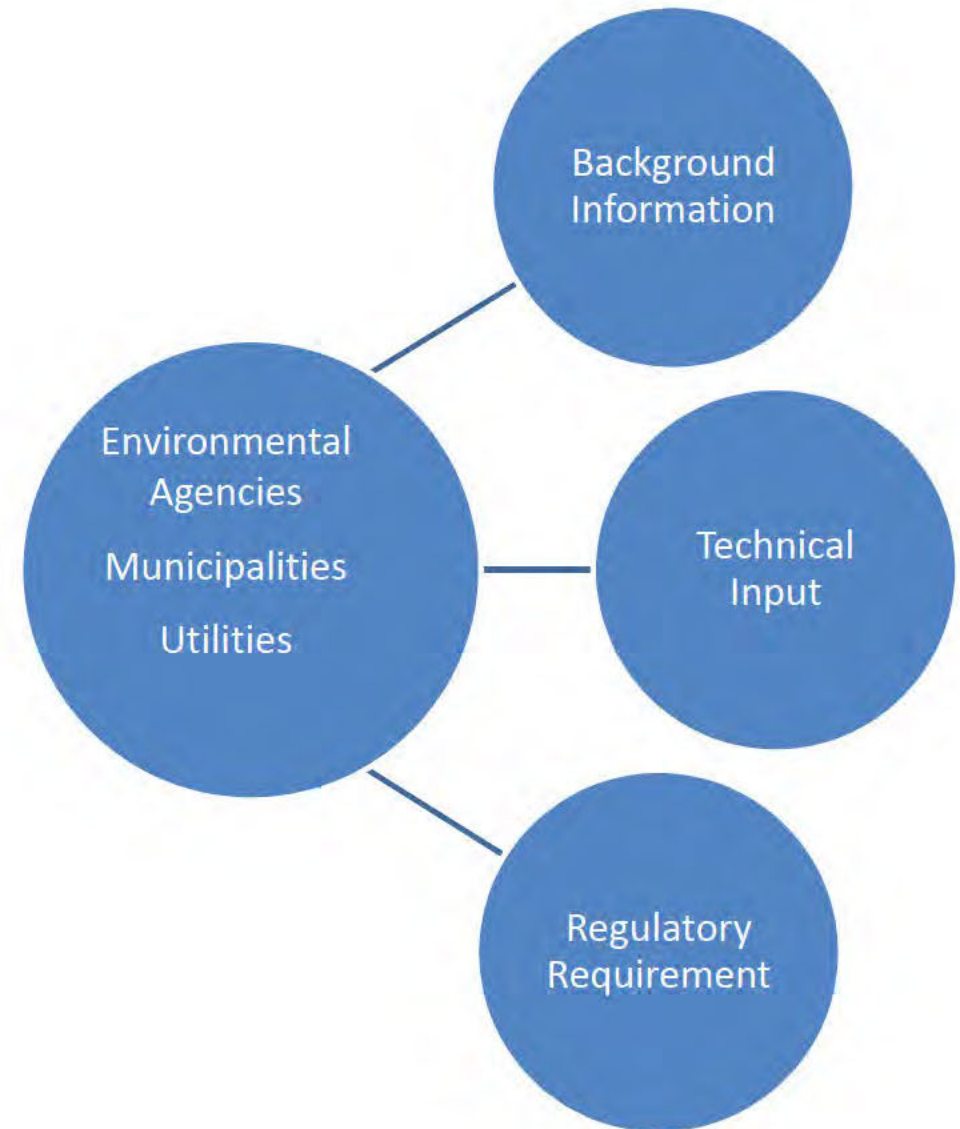
- Project ambassadors, representing:
 - Property Owners and Residents
 - Business Owners and Farmers
 - Road Users (cyclists, pedestrians, drivers)
- To provide a balance of perspectives from:
 - New and long-time residents
 - Local business and agriculture
 - Area employers and employees

Environmental Agencies

- Ministry of Natural Resources and Forestry
- Niagara Escarpment Commission
- Toronto and Region Conservation

Municipalities

- Town of Caledon
- Region of Peel
 - Development Planning and Engineering
 - Engineering Technical Services
 - Health
 - Realty
 - Roads Design and Operations
 - Traffic and Sustainable Transportation
 - Transportation Planning
 - Water and Wastewater



- Background
- Study Area
- Transportation and Traffic Analysis
- Problem and/or Opportunity Statement
- Technical Studies
- Existing Environmental Conditions
- Consultation Plan
- Summary of Public Comments
- Assessment of Alternative Solutions
- Recommended Solution
- Next Steps and Contact Information

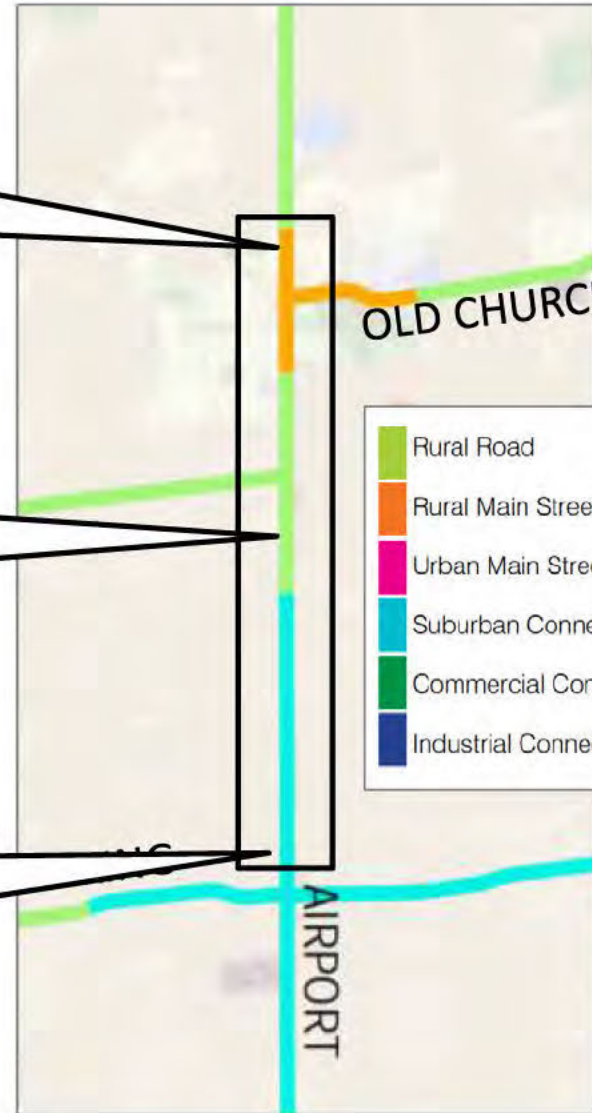
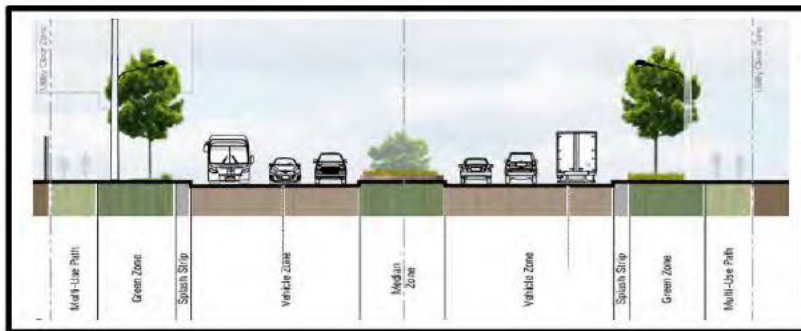
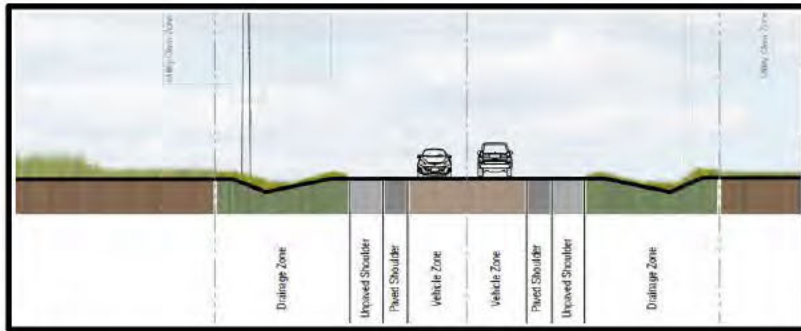
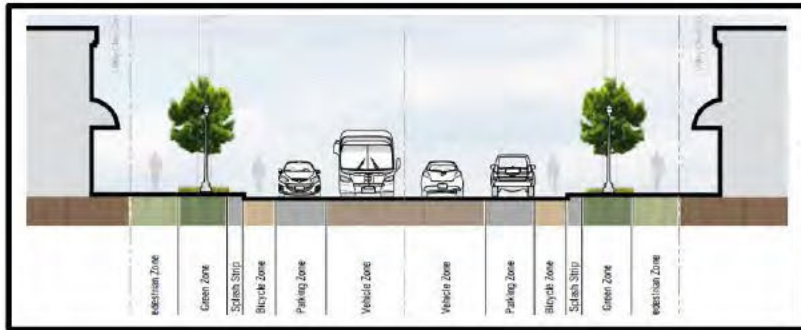
Transportation Study & Corridor Constraints



- Busy Regional Road serving:
 - Local traffic
 - Through traffic
 - Trucks
- Communities of:
 - Caledon East
 - Mono Road
- Corridor has a mix of land-uses
- Several issues and opportunities:
 - Transportation volumes, in particular trucks
 - Development pushing north
 - Limited space within right-of-way
 - Active transportation
 - Traffic calming



Road Characterization Study (2013)



King Street to Castlederg



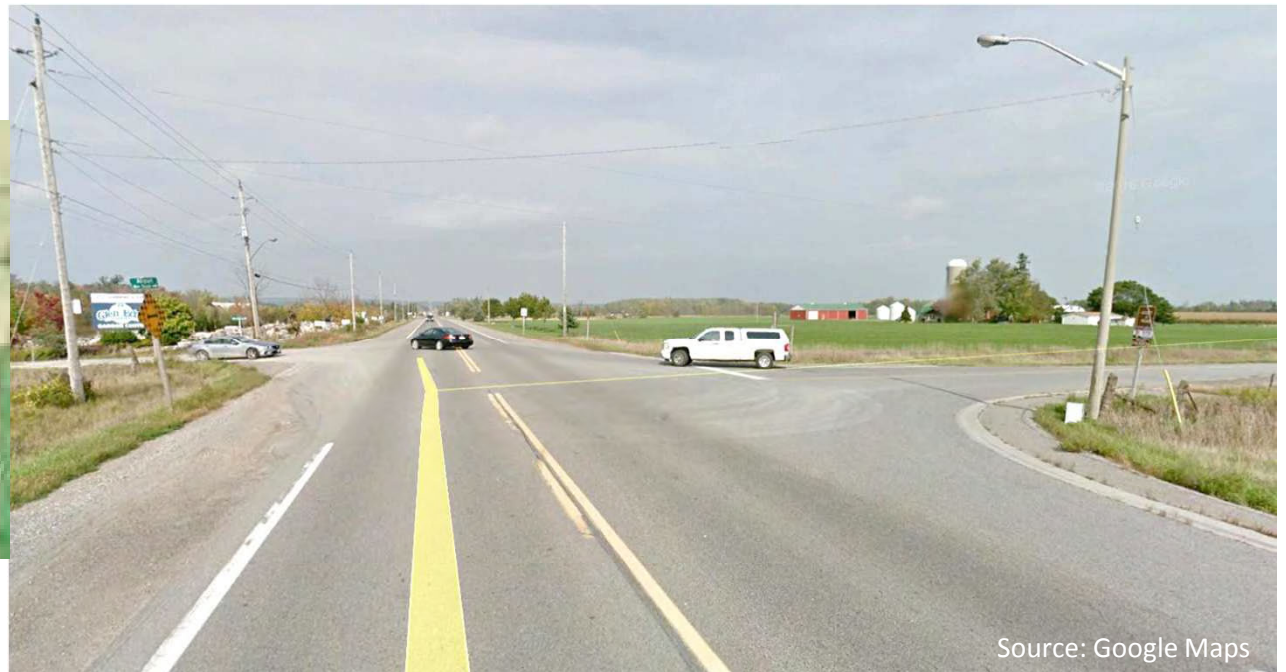
- Two lane roundabout at King Street
- Tapers from 4 to 2 lanes north of King Street
- Development pressure
 - Adjacent lands not part of designated Green Belt



Source: Google Maps

Castleberg to Olde Base Line

- Castleberg / Boston Mills offset intersection has operational and safety issues



Olde Base Line

- Mono Road community
- Potential for roundabout, may require property
- Potential truck diversion per Peel Region Strategic Goods Movement Network
- Mono Road Wetland Complex



Source: Google Maps



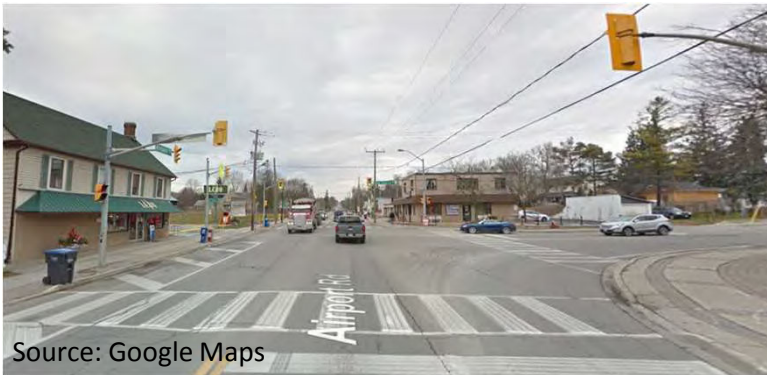
Source: Google Maps

- Constrained right-of-way, residential frontage
- Gradient on Airport Road
- On-street activities, businesses
- Caledon Trailway
- Old Church Road
- Aggregate trucks



Caledon East - Old Church Road

- Driveway with intersection
- On-street parking
- Commercial / retail nearby and new development



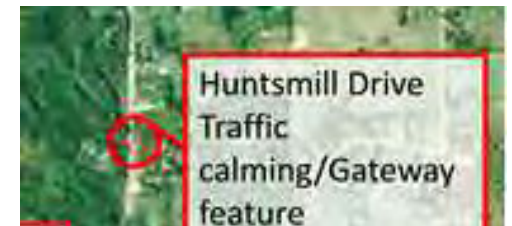
Caledon East to Huntsmille Drive



- Natural forest, slopes beside road, gradient
- Low side street traffic volumes may not be suitable for roundabout



Source: Google Maps



- Major intersection traffic operations are acceptable
- Minor intersections are under review, expected to work well with some geometric / operational constraints

Existing Intersection Level of Service (2012)

INTERSECTION	AM PEAK		PM PEAK	
	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)
Old Church Rd at Airport Rd	LOS B (V/C = 0.53)	V/C all movements <0.85	B (V/C = 0.45)	V/C all movements <0.85
Olde Base Line Rd at Airport Rd	B (V/C = 0.56)	V/C all movements <0.85	B (V/C = 0.59)	V/C all movements <0.85

Calculations are based on existing lane configurations and signal timings

LOS – Level of Service

V/C – Volume to Capacity

Source: Region of Peel Goods Movement Strategic Plan – Caledon East Study

Future Traffic Conditions

- In 2031, some movements are becoming congested
- Stop controlled side streets can expect longer delays

Future Intersection Level of Service (2031)

INTERSECTION	AM PEAK		PM PEAK	
	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95 th Queue)
Old Church Rd at Airport Rd	LOS C (V/C = 0.84)	SBT (LOS C, V/C=0.91, Q= #187 m)	LOS B (V/C = 0.69)	--
Olde Base Line Rd at Airport Rd	LOS C (V/C = 0.89)	SBT (LOS C, V/C=0.94, Q= #279 m)	LOS E (V/C = 1.04)	EBL (LOS D, V/C=0.87, Q = #109 m)
				NBT (LOS F, V/C=1.11, Q = #266 m)

LOS – Level of Service

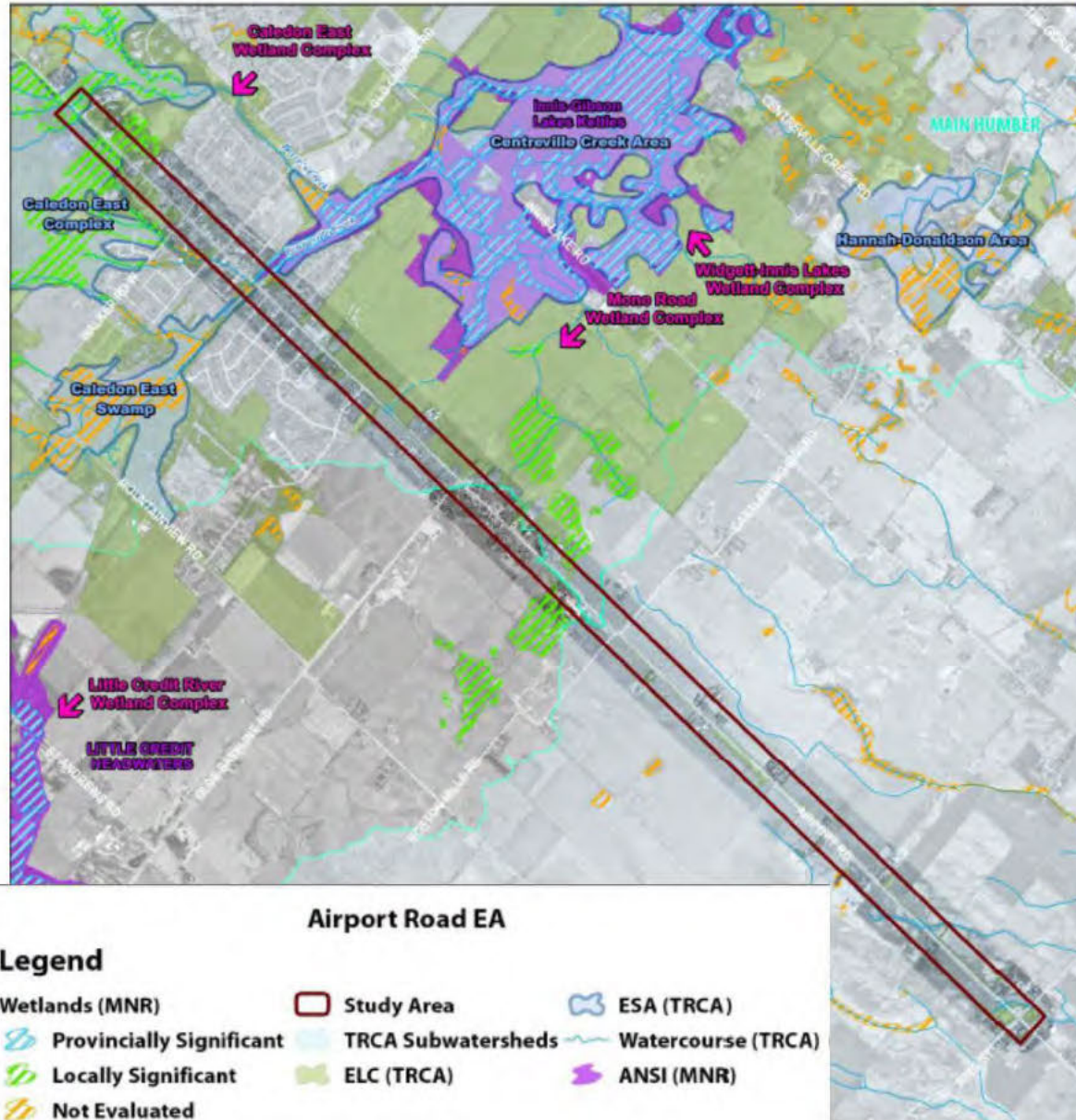
V/C – Volume to Capacity

EBL – East Bound Lane

NBT – North Bound Through

Source: Region of Peel Goods Movement Strategic Plan – Caledon East Study

Natural Areas

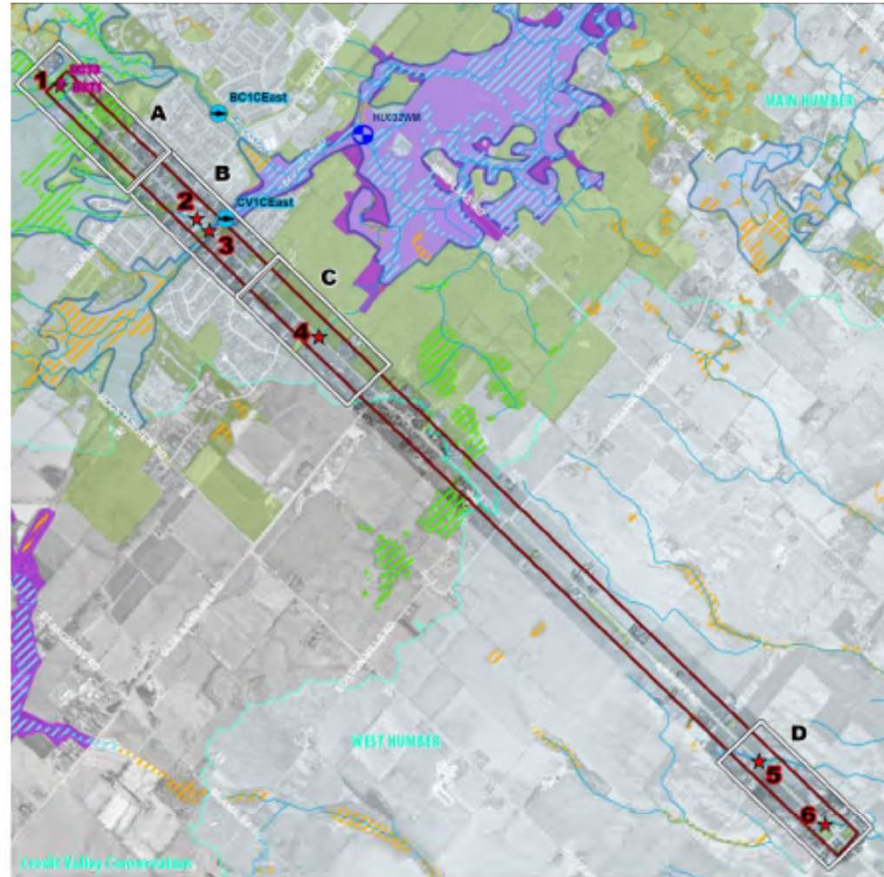


Toronto and Region
Conservation
for The Living City

0 250 500 1,000 Meters

June 22, 2017
Orthophoto: Spring 2016, First Base Solutions

Watercourses and Headwater Drainage Features



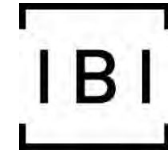
 <p>Toronto and Region Conservation for The Living City</p>	<p>Legend</p> <ul style="list-style-type: none">  Study Area  Index  TRCA Subwatersheds  ELC (TRCA - 2016)  ESA (TRCA) <p>Caledon East Project</p> <ul style="list-style-type: none">  Benthic Macroinvertebrates Sampling Site 	<p>Airport Road EA</p> <ul style="list-style-type: none">  Crossing (2016)  RWMP Site  Watercourse (TRCA)  Caledon East Project Fish Sampling Site 	<ul style="list-style-type: none">  ANSI (MNRF)  Wetlands (MNRF)  Provincially Significant  Locally Significant  Not Evaluated
<p>0 250 500 1,000 Meters</p> <p>October 2, 2017 Orthophoto: Spring 2016, First Base Solutions</p>			

Heritage Properties



- 16024 Airport Road – Cranston-Moses-Graham House
- 16078 Airport Road – Knox Presbyterian Church
- 16081 Airport Road – Johnston-Wallis House
- 16114 Airport Road – Allison's Grove
- 16000 Airport Road – To be confirmed





Active Transportation



Sustainable Transportation Strategy (2017)



Pedestrian
Improvement
Corridor - Airport
Road, Cranston Drive
to Leamster Trail

Sustainable Transportation Strategy (2017)



Proposed dedicated facilities along Airport Road (paved shoulders / bike lanes)

Comments received within study area:

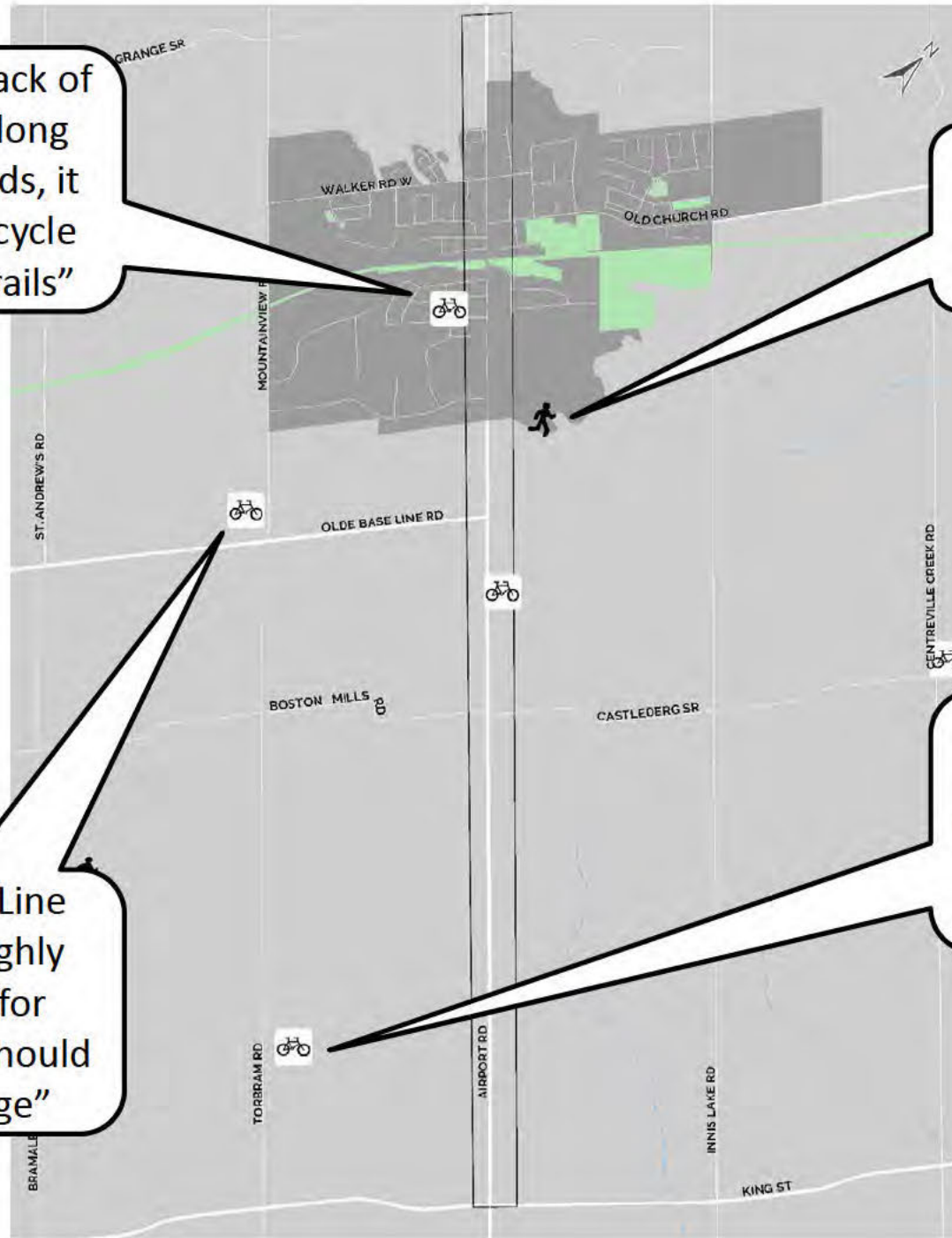
- More bike racks in Caledon East (3)
- More bike lanes: downtown Caledon East (2)
- Paved shoulders: Airport Road (1)
- Bike lane: Old Church Road through Caledon East (1)
- Bike lanes: Airport Road in Caledon East (1)

“Due to the lack of bike lanes along Regional roads, it is unsafe to cycle to existing trails”

Add sidewalks

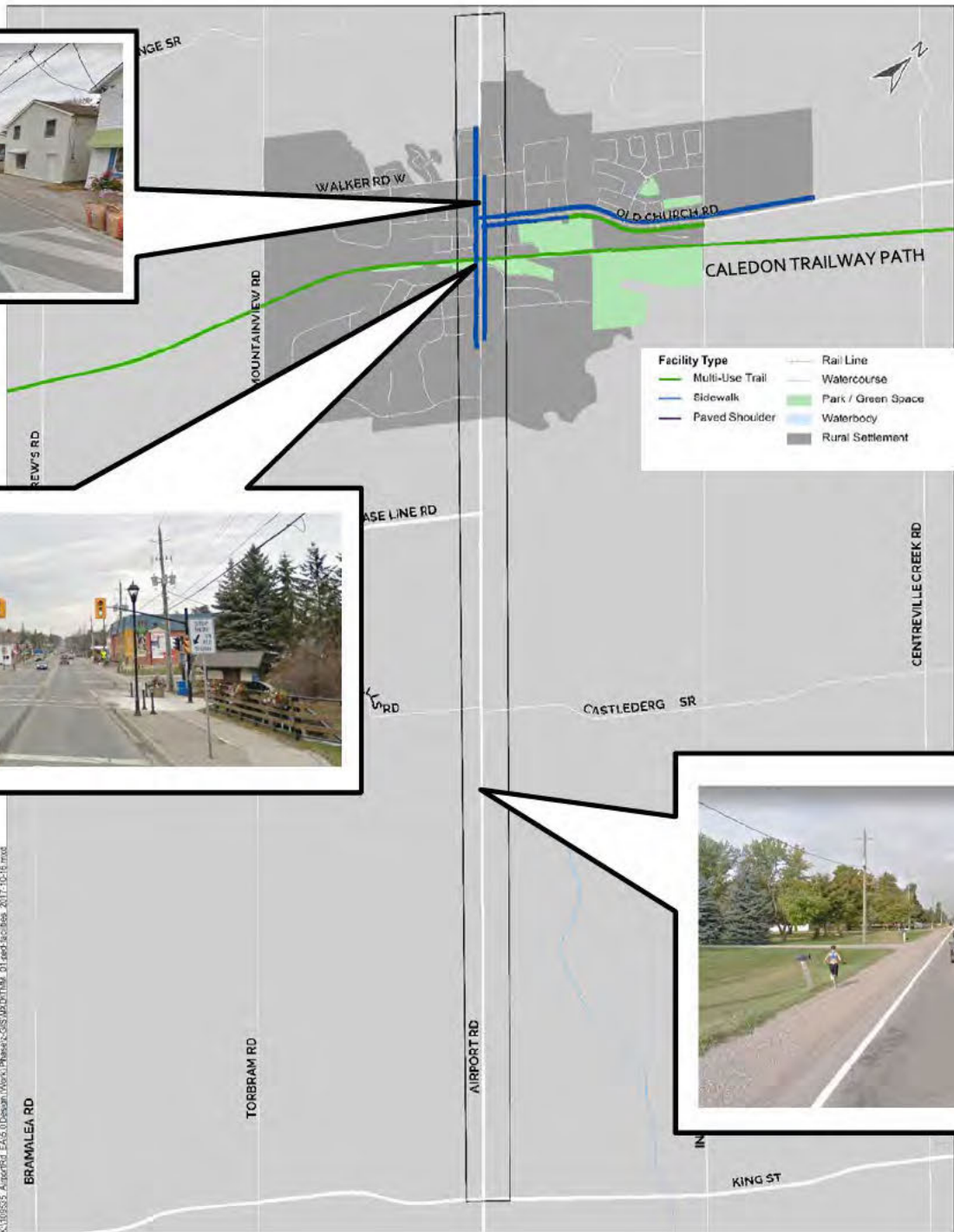
“Olde Base Line Road is a highly used road for cyclists and should have signage”

“Add more off-road bike lanes to reduce the chance of car-bike accidents”



Current Pedestrian Facilities

K:\310555 - AuerBld_EAS\01Design\Work\Planets\S\S\WPD\TDM_01\ped-facilities_2017-10-16.mxd



Current Cycling Facilities



Incomplete pedestrian network through rural settlement area

- Constraint:
 - Appropriateness of paved shoulders within rural settlement areas / feasibility of providing sidewalks

Lack of cycling facilities along full limits of corridor:

- Constraints:
 - Narrow pavement width / right-of-way
(particularly south of Caledon Trailway to Foodland)
 - Accommodating cycling facilities may require some loss / consolidation of on-street parking through rural main street limits of Airport Road
 - Truck route will govern design criteria

- Enhanced active transportation facilities clearly supported by Caledon East Community Improvement Plan
- Support for downtown pedestrian priority corridor improvements and planned cycling facilities through Peel Sustainable Transportation Strategy
- Recognition of rural main street through Caledon East through Regional Road Characterization Study
- New opportunities to provide enhanced streetscaping identified through the updated Streetscaping Toolbox

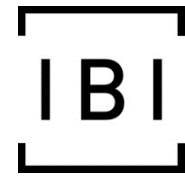
Discussion



Wrap Up and Next Steps



Next Steps

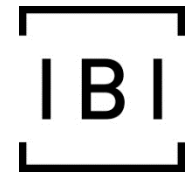


1. Identify Problem and/or Opportunity
 - Complete Transportation and Traffic Analysis
 - Describe Existing Environmental Conditions
 - Establish Community Working Group

2. Identify Alternative Solutions
 - Assess Alternative Solutions
 - Meet with Technical Advisory Committee



Contact



Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Public Works

Region of Peel

10 Peel Centre Drive, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800 ext. 7801

Fax: 905-791-1442

Email: sonya.bubas@peelregion.ca

Visit <http://peelregion.ca/airport-road-ea>



Lauren Wilcox

From: Bubas, Sonya
Sent: Tuesday, December 19, 2017 1:32 PM
To: zone2scheduling@hydroone.com
Cc: Saddi, Asha
Subject: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)
Attachments: 16-4360 Minutes Kick-off Meeting (2017 10 25).pdf; 16-4360 Presentation Kick-off Meeting (2017 10 25) FINAL.pdf

Hi Julie,

Please find attached minutes of the Project Kick-off Meeting held on October 25 for the Airport Road Class EA in Caledon.

We will add your email to the mailing list to receive invitations to future Technical Advisory Committee meetings.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Environmental Assessment
Airport Road from King Street to Huntmill Drive**

Technical Advisory Committee (TAC) Meeting

**Thursday, April 26, 2018
Chinguacousy Ski Chalet (lower lounge)
9050 Bramalea Road, Brampton
1:30 p.m. – 3:30 p.m.**

AGENDA

1. Welcome and Introductions

2. Environmental Assessment

a. Phase 1: Identifying Problem and Opportunity

- Public Comments
- Existing and Future Transportation Conditions
- Problem and Opportunity Statement

b. Phase 2: Identifying Alternative Solutions

- Existing Environmental Conditions
- Alternative Solutions and Assessment
- Display for Public Information Centre No. 1

3. Critical Areas

- Active Transportation and Parking in Caledon East
- Airport Road and Old Church Road Intersection
- Cranston Drive and Airport Road Intersection
- Other

4. Next Steps

- Community Working Group
- Public Information Centre No. 1

Minutes

Technical Advisory Committee Meeting No. 1
Airport Road from King Street to Huntmill Drive
Environmental Assessment

Thursday, April 26, 2018
1:30 p.m. – 3:30 p.m.

Chinguacousy Ski Chalet, Lower Lounge
9050 Bramalea Road, Brampton

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Region) welcomed all present. The purpose of the meeting was to: <ul style="list-style-type: none"> ➢ Provide an update on the Environmental Assessment (EA), including the technical findings to date, and ➢ Review the information to be shared with the public at the Community Working Group (CWG) meeting on May 17 and Public Information Centre (PIC) 1 on May 31. The Region provided an overview of the information slides prepared for the upcoming PIC (e.g., purpose and key messages of each slide); A draft electronic copy of the information slides was circulated to the Technical Advisory Committee (TAC) in advance. The Region provided an update on technical findings as they appeared in the slide deck (e.g., public comments to date, existing and future traffic conditions, existing environmental conditions, problem and opportunity statement, alternative solutions and EA assessment). Members were invited to write comments or mark up any areas of concern on the aerial roll plan, which was displayed in the room. No written comments or mark ups were returned. Members were asked to provide verbal comments on the information slides during the meeting and/or written comments to the Region's Project Manager by May 3. Roundtable introductions took place. See attached table for a list of attendees. 	All
2 a	<p>Environmental Assessment</p> <p>Phase 1: Identifying Problem and Opportunity</p> <p>"Consultation Process" summarized the:</p> <ul style="list-style-type: none"> Consultation Plan - How the Project Team is consulting with the public. Two PICs and two CWG meetings will be held during the EA. The first CWG meeting is scheduled for May 17 and PIC 1 is scheduled for May 31. The Region's project website, advertisements in the local newspapers and social media are being used to reach out to the public. Comments to Date – What the Project Team has heard from the public, which assisted in identifying problems and opportunities within the corridor. Regional Staff noted that a road reconstruction project was completed for a section of Old Church Road east of Airport Road. Active transportation facilities were included in the reconstruction project and attempts should be made to tie into any proposed active transportation facilities, streetscaping and street lighting. The Region noted that the EA study area includes the intersection and 300m along the east leg; and Regional Staff had previously suggested that sidewalk conditions on Old Church Road be looked at through this EA. <p>"Planning Context" shows how the EA fits into the broader planning context.</p> <ul style="list-style-type: none"> The Region noted that the Sustainable Transportation Strategy was approved this year, which identified sidewalk gaps in the study area. Members were asked to inform the Region of any additional, relevant policies or recommendations. Regional Staff noted that wording under the 2012 Long Range Transportation Plan Update to widen Airport Road to 4 lanes may be confusing to the public if this EA does not consider widening (e.g., the 2015 Caledon East Feasibility Studies indicated no widening along Airport Road and the current Traffic Operations Analysis for the EA supports the need for local operational improvements). Additional wording can be included to emphasise why road widening is not being considered in this EA. 	Region/ IBI
		Region

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<ul style="list-style-type: none"> Regional Staff suggested that it may be beneficial to reference development applications (e.g., “The Region recognizes that there are other planning initiatives within the study area and are working with the Town of Caledon and developers...”). The Project Team did not include reference to development applications to focus the meeting on the EA for Airport Road. 	
<p>“Active Transportation” shows relevant existing conditions, challenges and opportunities.</p> <ul style="list-style-type: none"> The Region noted that the Streetscaping Toolbox Update was introduced on this slide. Some Regional Staff noted that providing an age-friendly environment may be an opportunity in the EA (e.g., include age appropriate infrastructure, such as benches, in the streetscape). Other Regional Staff thought this was a good point but was not the focus of this EA. The Region noted that “age-friendly environments” was considered in the evaluation criteria for alternative solutions. Regional Staff mentioned that some residents had expressed safety concerns about coming out onto Airport Road from the subdivision. The Region noted that crossing Airport Road for school aged children is being considered. 	
<p>“Pedestrian and Cycling Considerations” is a new slide emphasizing key considerations for improving multi-modal uses. Post-meeting note: Updated slide deck was circulated to TAC on April 27.</p> <ul style="list-style-type: none"> As a pilot, IBI Group (IBI) applied the City of Ottawa methodology for multi-modal level of service (MMLOS) to this EA. The MMLOS measures the performance of the corridor from a cycling and pedestrian perspective. The application and results were reviewed with the Region’s Public Health and Sustainable Transportation Staff. A hardcopy of the slide was circulated during the meeting and no suggested mark ups were returned. The MMLOS was applied to Airport Road from Hilltop Drive to Walker Road, where the LOS was considered not optimal for cyclists and pedestrians. The EA will look at ways to improve the LOS for cyclists and pedestrians. For the purpose of public review, this slide conveys key messages of the MMLOS and considerations for improvements rather than the technical results and methodology, which are subject to change. The Region is interested in developing a methodology for MMLOS that is specific to Peel, and will be hosting a workshop for Staff on this methodology. The Region’s Public Health Staff can be contacted if members are interested in attending. 	
<p>“Existing Traffic Conditions” and “Future Traffic Conditions” are updates on technical findings and show that:</p> <ul style="list-style-type: none"> Airport Road currently operates well overall. Some delay is incurred for traffic turning onto Airport Road during busy periods. There are no locations with collisions of high frequency or common type. Traffic growth will introduce new operational constraints (e.g., turning left and right onto Airport Road incurs long delays in the peak hours from several side streets, and some intersections may warrant improvements (signals or roundabout)). The Region noted that a roundabout at Huntsmill Drive may be considered to address factors other than traffic engineering (e.g., traffic calming). The Region noted that future traffic conditions to 2021, 2031 and 2041 were assessed and the results reviewed with the Region’s Traffic and Transportation Planning Staff. The second slide may be renamed to “Future Traffic Conditions (2041)” for clarification. The Town of Caledon asked if the “Existing Traffic Conditions” slide could indicate the number of trucks using Airport Road. IBI noted that the purpose of PIC 1 is to explain how the corridor currently functions and what the existing issues are. This slide could, however, acknowledge that there are heavy trucks using Airport Road. Hardcopies of these slides were circulated during the meeting and no mark ups were returned. 	<p>Region</p>

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	<p>“Problem and Opportunity Statement” is an update and describes the problems and opportunities to be addressed in the EA.</p> <ul style="list-style-type: none"> Regional Staff suggested to include that sections of the corridor are rural in nature. The Region noted that the rural character of the road was reflected in other slides that describe the planning context and designated/existing land uses. 	
b	<p>Phase 2: Identifying Alternative Solutions</p> <p>“Environmental Policies” is an update and introduces the next series of slides on general environmental conditions, which provide a baseline to develop and assess alternatives.</p> <ul style="list-style-type: none"> The Region noted that the boundaries of policy areas, including regulatory flood lines, were included on the aerial roll plan. In response to questions, the Region clarified that a small portion of the most northern area of the study corridor may fall within the Niagara Escarpment Plan policy area. IBI will check the Niagara Escarpment Commission offset requirement. Regional Staff suggested the Project Team review the new definitions in provincial policies, such as the Provincial Policy Statement and Oak Ridges Moraine Plan, for potential impacts to the EA. The Region will contact Integrated Planning Staff to confirm new planning policies that may be applicable. 	<p>IBI</p> <p>Region</p>
	<p>“Natural Environment” is an update, describing the existing natural environment conditions in the study area, including:</p> <ul style="list-style-type: none"> ➤ Provincially and locally significant wetlands and other environmentally significant areas; ➤ Watercourses and headwater drainage features that cross Airport Road, along with associated creeks/tributaries and fish habitat potential; and ➤ Potential wildlife (deer and amphibian) crossings. <ul style="list-style-type: none"> The Region informed members of the potential for Species at Risk (SARs) in the study area (e.g., Barn Swallows within and Bobolinks near the study area). No aquatic SARs (e.g., Redside Dace) are present in the study area. These results may be added to the slides, subject to consultation with the Toronto and Region Conservation Authority (TRCA) [and the Ministry of Natural Resources and Forestry (MNR)] regarding the sensitivity of this information. The Region noted that the Project Team reviewed the existing environmental conditions with the TRCA, Credit Valley Conservation (CVC) and MNR on site. An additional watercourse crossing (#7) was observed under CVC’s jurisdiction. The Region welcomed input for a less technical definition of “headwater drainage features”. CVC advised the Region has [GIS] drainage layers for the section of the study area under their jurisdiction. The Region will review and add drainage features to study area mapping as appropriate. CVC noted that mapping is not always exactly the same between conservation authorities; Natural features sometimes have different boundaries. The Region will check the watershed boundaries. In response to questions, the Region confirmed that a tree inventory and geotechnical investigations will be completed for the EA. 	<p>Region</p> <p>Region</p>
	<p>“Drainage and Stormwater Management” is an update that shows:</p> <ul style="list-style-type: none"> ➤ 6 crossing culverts (an additional 7th culvert under CVC jurisdiction is to be assessed); The Region noted that culverts #5 and #6 were included in the previous EA for Airport Road between King Street and Mayfield Road and therefore will be implemented as part of construction for the previous EA. The results of the hydraulic assessment for these culverts are consistent with the recommended improvements in the previous EA. ➤ The type of existing crossings (e.g., CSP, concrete pipe or box culvert) and where replacements may be required to address hydraulic capacity. <ul style="list-style-type: none"> The Region welcomed input for a less technical term to describe “inadequate hydraulic capacity”. TRCA confirmed that much of Caledon East (including crossings #2 and 3) is within the flood plain and that one resident in Caledon East had expressed concern over sediment 	

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<p>accumulation at Centreville Creek and the potential impact on flooding. The Town of Caledon completed a flood mitigation strategy, which may be beneficial to review. The conclusion of the study was that the area will require multiple infrastructure improvements to mitigate potential flooding.</p> <ul style="list-style-type: none"> Regional Staff noted that some residents had mentioned that Centreville Creek was rerouted/re-channelized. The Region advised that a fluvial geomorphological assessment will be completed for the EA. CVC advised that they do not have a lot of information on the new tributary (crossing #7), but noted that it will be important in the stormwater management report to illustrate how base flows to the tributary will be maintained. The Project Team is currently coordinating a meeting with the Region’s Stormwater Management and Roads Operations and Maintenance Staff to review existing conditions and will be in touch with the conservation authorities if clarification or further discussion is needed regarding their requirements. 	<p>Region/ IBI</p> <p>Region/ IBI</p>
<p>“Alternative Solutions” and “Evaluation Criteria” are updates that introduce the framework for the assessment of alternative planning solutions.</p> <ul style="list-style-type: none"> Regional Staff would prefer to maintain lane widths at 3.5m maximum (post-meeting update: 3.5m maximum and minimum), which would reduce speed limits along the road. IBI noted that the average speed south of Mono Road is over 90 km/hr. Typically, design speeds tend to be 10-20 km/hr over the posted speed limit. Regarding Alternative #2 “Manage travel demand” (TDM), there is no transit along the corridor. Regional Staff suggested making clear to the public what TDM approaches may be feasible. The Region explained that “realign intersections” was added to Alternative #3 “Improve Traffic Operations” due to the potential need for realigning the offset intersection at Boston Mills Road and Castlederg Sideroad, and/or the potential outcome of the feasibility study for Olde Base Line Road. The Region welcomed feedback on whether the alternatives were considered reasonable/feasible to address the problem/opportunity. Regional Staff indicated that Alternative #4 “Limit growth” was not feasible due to policy requirements. IBI and the Region explained that this alternative is shown among the long list of options to be screened as part of the EA process. Members were invited to share justification or rationale for screening out this alternative. Alternative #7 “Divert traffic to other routes” [refers to other truck routes]. The Region is completing a study to examine the feasibility of upgrading Olde Base Line Road to a truck route. It was suggested that it may be helpful to define criteria. CVC suggested adding “natural features” and “hazards” to the evaluation criteria; It was generally agreed that “natural features” would fall under the “natural environment” criteria and “hazards” could be included under the criteria “to adapt to / mitigate the effects of climate change” or in the evaluation of alternative design concepts. The Region welcomed feedback on how best to define and evaluate the criteria related to growth management policies. Members were asked to advise of additional criteria that they thought should be considered. 	<p>Region</p> <p>All</p> <p>Region</p> <p>Region</p> <p>All</p> <p>All</p>
<p>“Evaluation of Alternative Solutions” and “Recommended Solution” are updates, comparing the positive and negative impacts of alternative planning solutions and presenting the technically preferred solution (subject to public input). Members were asked to review the evaluation for content and traceability.</p> <ul style="list-style-type: none"> Regional Staff suggested: <ul style="list-style-type: none"> Under “Negative Impacts” for the alternative to “Provide for active transportation”, consider the practicality and/or recreational nature of cycling. The large distances between communities may prevent active transportation from being used as a commuter mode choice. Active transportation in the study area appears to be almost strictly used for recreation. 	<p>All</p> <p>Region</p>

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	<ul style="list-style-type: none"> ➤ Consider replacing “effects” with “impacts” for consistency. • The Town of Caledon suggested that the Region revise the title for “Recommended Solution” as the public may interpret that a decision has been made, while the purpose of the first PIC is to obtain public feedback before selecting a preferred solution. The Region explained that the title reflected Class EA terminology and could be revised to avoid confusion with the use of similar terminology in other planning studies (e.g., consider “preliminary preferred” rather than “recommended”). • The Region plans to meet with Design and Construction Staff to review design criteria and considerations for the next phase of the EA. 	<p>Region</p> <p>Region</p>
3	<p>Critical Areas</p> <p>The Region explained that the remaining slides are interactive, highlighting critical areas and providing the public with an opportunity for early input to design considerations. IBI Group (IBI) provided an overview of the remaining slides.</p>	
	<ul style="list-style-type: none"> • Under “Active Transportation in Caledon East”, Regional Staff suggested: <ul style="list-style-type: none"> ➤ Showing a cross section or graphics that illustrate the concepts on this slide. ➤ Rewording “pedestrians buffered from vehicles by bike lanes” (e.g., “pedestrians separated from vehicles by bike lanes”). • The Town of Caledon was not sure if the recommendations were consistent with the Town’s Transportation Master Plan (TMP). IBI will review the content of this slide with the Town’s TMP 	<p>Region</p> <p>Region</p> <p>IBI</p>
	<ul style="list-style-type: none"> • Under “Parking in Caledon East”, Regional Staff suggested that context could be provided or the second bullet point could be reworded to present the information in a more positive way and highlight potential benefits (e.g., amenities that would be provided in place of the on-street parking, such as an enhanced streetscape and bicycle facilities). • Regional Staff pointed out that it was important to strike the balance for a complete community. 	<p>IBI</p>
	<p>“Signalized Intersection and Roundabout” was a new slide, comparing the advantages and disadvantages of traffic signals and roundabouts.</p> <ul style="list-style-type: none"> • Regional Staff advised that public education is required when implementing roundabouts. The public may not understand how to cross the road at roundabouts and may not be comfortable driving around roundabouts. The Region noted that the need for public education is listed under the disadvantages for roundabouts. • A hardcopy of the slide was circulated during the meeting and written comments suggested that the Region: <ul style="list-style-type: none"> ➤ Provide available pamphlets on roundabouts, pedestrian crossings and pedestrian crossovers (PXOs) at the PIC. ➤ Add PXO considerations. ➤ Note that although roundabouts have a greater implementation cost than signals, they have lower maintenance costs. 	<p>Region</p>
	<ul style="list-style-type: none"> • Under “Airport Road and Old Church Road Intersection”: <ul style="list-style-type: none"> ➤ The Town of Caledon (Town) was asked to provide comments on Option 1; The Town suggested that Option 1 be reviewed with the Town’s Heritage Planner. ➤ Regional Staff pointed out that the picture may not convey exactly how dangerous the intersection currently is. IBI explained that there is not a high collision rate at this intersection, but it is known that there are safety concerns. ➤ It was suggested that a third option could be to convert the LCBO access to right-in/right-out and IBI explained that this option was not reviewed favourably by the Region’s Traffic Team. 	<p>Town</p>
	<ul style="list-style-type: none"> • IBI explained that the Cranston Drive and Airport Road intersection is being considered for a roundabout and a pedestrian crossing is being considered at the driveway exiting the public school. • Discussion ensued on how the timing of the EA relates to land requirements for new 	

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	development planned in this area. It was noted that comments are being provided on the development application to protect the right-of-way.	
4	<p>Next Steps</p> <ul style="list-style-type: none"> • TAC comments on the PIC slides were requested by May 3, 2018. • The Region is planning to meet with the: <ul style="list-style-type: none"> ➤ Community Working Group on May 17, 2018. ➤ Public at Public Information Centre No. 1 on May 31, 2018; Public comments will be requested by June 15, 2018. 	All

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10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
 Tel: 905-791-7800 www.peelregion.ca

**Technical Advisory Committee Meeting No. 1 Attendance
Airport Road from King Street to Huntsmill Drive
Environmental Assessment
Thursday, April 26, 2018**

Agencies	
Credit Valley Conservation (CVC)	Jakub Kilis
Toronto and Region Conservation Authority (TRCA)	Annette Lister
Town of Caledon (Town)	Kant Chawla
Region of Peel (Region)	
Development Services	Christian Binette
Infrastructure Programming & Studies	Asha Saddi (Technical Analyst) John Nemeth (Stormwater Management) Sonya Bubas (Project Manager)
Public Health	Matthew Aymar Natalie Lapos
Realty Property Acquisitions	Scott Beveridge
Roads Design & Construction	Bob Nieuwenhuysen (Acting Strategist) Olek Garbos
Roads Operations & Maintenance	Karen Levesque
Traffic Engineering	Denise Dang (Traffic Operations) Rani Kol (Traffic Development) Rebecca Caughey (Traffic Signals) Seema Ansari (Traffic Safety)
Transportation Systems Planning	Gordon Hui
Water and Wastewater	Angela Stockman
Technical Consultant	
IBI Group (IBI)	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager)

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10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Lauren Wilcox

From: Bubas, Sonya
Sent: Thursday, May 10, 2018 3:58 PM
To: Bell, Trevor (MOECC); bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; utility.circulations@zayo.com
Cc: Saddi, Asha
Subject: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)
Attachments: 16-4360 Minutes Kick-off Meeting (2017 10 25).pdf; 16-4360 Presentation Kick-off Meeting (2017 10 25) FINAL.pdf

Good afternoon,

Please find attached notes of the kick-off meeting for the Airport Road Class EA. These notes were initially sent to those who attended the meeting in October, and as a result your email may not have been included in the circulation. We would like to keep you informed of the meeting by providing the attached copy for information.

Please feel free to contact me at any time during the Class EA Study if you have any questions or comments.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



Lauren Wilcox

From: Bubas, Sonya
Sent: Wednesday, November 22, 2017 8:09 AM
To: ZZG-Peel Health & Built Environment
Subject: FW: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)
Attachments: 16-4360 Minutes Kick-off Meeting (2017 10 25).pdf; 16-4360 Presentation Kick-off Meeting (2017 10 25) FINAL.pdf

Good morning,

Please find attached minutes of the Project Kick-off Meeting held on October 25 for the Airport Road Class EA in Caledon.

Please note action items and advise of any errors or omissions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
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Minutes

**Technical Advisory Committee Meeting No. 2
Airport Road from King Street to Huntsmill Drive
Environmental Assessment**

**Thursday, August 20, 2020
1 p.m. – 3 p.m.
Microsoft Teams (Online)**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Region, Project Manager) welcomed all TAC members and explained that the purpose of the meeting was to review the technically preferred design concept for improvements to Airport Road and obtain feedback. An agenda and presentation was circulated to the Technical Advisory Committee (TAC) in advance of the meeting. Additional information on the evaluation of alternative design concepts will be circulated to TAC. Comments from this meeting and TAC's review will be considered and incorporated where appropriate into the materials for the second Public Information Centre (PIC) in the Fall. The presentation was marked as “Confidential – Draft for Discussion” to respect property owners directly impacted by the project. Property owners will be consulted after TAC members have indicated their agreement in principle with the technically preferred design being presented today. Roundtable introductions took place. 	
2	<p>Environmental Assessment</p> <ul style="list-style-type: none"> The Region (Project Manager) provided an overview of the Study Area and status of the project in the Municipal Class Environmental Assessment (EA) process. The EA is following the Schedule “C” process and is currently in Phase 3: Alternative Designs. 	
(a)	<p>Summary of Phase 1 and 2</p> <ul style="list-style-type: none"> The problem/opportunity statement and preferred solution were presented to the Public during PIC No.1. Key issues included through traffic, heavy trucks and high traffic speeds. The preferred solution was a combination of active transportation and traffic operational improvements. Traffic calming measures were considered to address safety concerns and encourage some trucks to use alternative truck routes to Airport Road. The Region provided a summary of feedback received from PIC No. 1. Some of the concerns were about increased truck traffic, pedestrian and cyclist safety and how roundabouts would work. Some suggested that the Study should support economic development and consider the small Town feel. The Community Working Group (CWG) completed a walking audit led by the Region of Peel Public Health team. The CWG were interested in sidewalk safety, maintaining sidewalks on both sides of the roadway and with curb ramps, separate sidewalks from the street traffic and ensuring snow clearing on walkways. The Region described actions that were taken in the short term to address concerns on Airport Road, such as working with the Ministry of Transportation to set up a mobile truck inspection unit for one-day in Caledon East, completing a feasibility study to consider upgrading Olde Base Line Road between Highway 10 and Airport Road to accommodate truck traffic, and addressing sidewalk issues as 	

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	part of the Region's annual inspection program.	
(b)	Phase 3: Alternative Design Concepts <ul style="list-style-type: none"> • The technically preferred design recommends an extension of Old Church Road to Ivan Avenue with sidewalks, and a multi-use path on Old Church Road from Airport Road to Marilyn Street. • To accommodate pedestrians and cyclists, paved shoulders in rural areas and multi-use paths in urban areas are recommended, with a signed bike route on Mountcrest Drive to bypass the narrow section of the corridor. • Roundabouts are proposed at Cranston Drive and Boston Mills / Castlederg Side Road. • Additional turn lanes at Olde Base Line Road and Walker Road, including turn lanes north of Boston Mills Road, address the difficulties experienced by drivers getting on and off Airport Road. Raised centre medians are also recommended north of Walker Road. • Reduced lane widths and improvements to storm sewers and water crossings are recommended throughout the corridor. 	
	Discussion: <ul style="list-style-type: none"> • The Town of Caledon (Town, Transportation Engineering) asked what recommendations were proposed for traffic calming at Olde Base Line Road as the Mono Road community had concerns related to high traffic. The Region (Project Manager) explained that the reduced lane widths proposed within Mono Road, and the approaching roundabouts proposed at Cranston Drive and Boston Mills / Castlederg Side Road would help slow traffic speeds. The Region (Designer) also noted that measures from the Town's traffic calming toolbox are being considered. 	
(i)	Urban Area - Old Church Road Intersection <ul style="list-style-type: none"> • IBI Group (IBI, Project Manager) explained that the intersection at Old Church Road was identified as a safety concern by residents due to the driveway access at the intersection and sightline and operational concerns resulting from driver confusion when the driver had priority. The Town of Caledon and the Region of Peel had also identified this intersection as a safety concern. • The following design alternatives were considered: <ul style="list-style-type: none"> ○ Restricting access to the driveway to right-in and right-out. This alternative is not geometrically feasible and does not address the sightline issue. ○ Restricting access to the driveway to one-way. This alternative would cause an inconvenience for customers accessing the business on-site. ○ Closing access to the driveway would address the safety issue, however the owner of the property would likely not find this option desirable. ○ Closing and moving the driveway access to the north. This alternative is not a viable safety option due to proximity to the intersection. ○ Signalizing the driveway access with split phasing. This alternative does not address the geometric concerns associated with the sightline issue at the driveway. ○ Extend Old Church Road to Ivan Avenue and relocate building. This alternative has high economic and cost implications. ○ Extend Old Church Road to Ivan Avenue and remove building. This alternative is the technically preferred option due to its ability to resolve safety concerns at a lower cost for building removal than relocation. • IBI presented the proposed design for the Old Church Road extension to Ivan Avenue. Building the road would impact 16000 Airport Road and severe the 	

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	<p>property. IBI shared ideas for potential use of additional land parcels, such as a parkette to the south.</p> <ul style="list-style-type: none"> • A Heritage Impact Assessment was completed for 16000 Airport Road. The assessment determined that the building at 16000 Airport Road had heritage value and recommended heritage preservation. Discussions on the potential for relocating the building and/or salvaging heritage features are presently on-going with the Town of Caledon. 	
	<p>Discussion:</p> <ul style="list-style-type: none"> • The Region (Development Services) advised that there were active development applications along Airport Road but none near Old Church Road. The Region (Project Manager) confirmed that most of the works through the Study corridor would be taking place within the Regional right-of-way. 	
(ii)	<p>Urban Area - Caledon Trailway to Walker Road</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that this section is the most urban stretch of the roadway in Caledon East. The objectives of the EA were to improve pedestrian and cycling facilities, traffic operations and safety. Consideration was given to minimize impact on parking and enhance landscaping. • The alternatives included: <ul style="list-style-type: none"> ○ Buffered bike lanes and sidewalks ○ Cycle tracks and sidewalks ○ Multi-Use Paths <ul style="list-style-type: none"> ○ The above alternatives would require removal of parking on one side of the road ○ Multi-Use Path and Sidewalk, which would require some removal of parking but not all parking on one side of the road. • The Region carried out a parking study, which found that on-street parking was well used on both sides of the road but not used all the time. 	
	<p>Discussion:</p> <ul style="list-style-type: none"> • The Town (Heritage Resource Officer) asked how the technically preferred design maintained the rural feel of the community, as was the policy intent for the Town. IBI explained that the multi-use path would provide a multi-purpose functionality. The Region (Infrastructure Programming & Studies) noted that this section is currently an urban cross-section and suggested that the graphic for the proposed cross-section show a pedestrian on the path. The Region (Project Manager) also noted that parking along this stretch of the roadway was considered as part of streetscaping through Caledon East, based on input from the Town. • The Town (Heritage Resource Officer) asked if additional property was required on both sides of the road for this alternative. The Region (Designer) explained that the proposed work is within the Regional right-of-way. The businesses present are close to the proposed work but are not impacted. 	Region
(iii)	<p>Urban Area - South of Hilltop Drive to Caledon Trailway</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that the right-of-way from the Caledon Trailway to the Foodland plaza was very narrow and it was determined that there was insufficient space for cyclists. The proposed cycling detour will be integrated with the planned future development on Airport Road and is indicated in the presentation slide by the green line. 	
(iv)	<p>Urban Area - Cranston Drive to South of Hilltop Drive</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that Cranston Drive to just past the Foodland Plaza has sufficient space to provide cyclist infrastructure (multi-use paths) and 	

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	maintain two lanes of traffic.	
(g)	Rural Area – King Street to Cranston Drive and Leamster Trail to Huntsmill Drive <ul style="list-style-type: none"> • IBI (Project Manager) explained the technically preferred design recommends a rural cross section with paved shoulders and rumble strips for cyclists. 	
(h)	Intersections <ul style="list-style-type: none"> • The Region (Designer) described the design plans for the two proposed roundabouts at Cranston Drive and Boston Mills / Castlederg Side Road, and the intersections at Olde Base Line Road, Walker Road and Huntsmill Drive (refer to the presentation). • The roundabout at Boston Mills / Castlederg Side Road will eliminate the offset configuration and encourage vehicles to slow down before moving on to Olde Base Line Road. The flared-entry design at Cranston Drive will enable two lanes of traffic to enter the roundabout with slower speeds and provide an opportunity for a gateway feature. • Additional turn lanes are proposed at Olde Base Line Road and Walker Road. In addition, raised centre medians are recommended north of Walker Road to encourage slower traffic speeds and provide an opportunity for a gateway feature. • A combination of raised medians, a northbound right (slip) lane, and paved shoulder with rumble strip are proposed at Huntsmill Drive. The raised medians will help reduce speed approaching Caledon East. The centre median may also provide a refuge area for crossing pedestrians. With the northbound slip lane, vehicles will be made aware of the environment at the T-intersection. 	
	Discussion: <ul style="list-style-type: none"> • The Town of Caledon received resident comments about speeding in the area of Olde Base Line Road and Airport Road. With the northbound left turn lane and the eastbound left turn lane, vehicle movement will be much smoother. The Town (Transportation Engineering) asked if deviation from a straight lane alignment would help with traffic calming. The Region (Designer) explained this concept could help, however the challenge is that existing properties are encroaching into the Regional right-of-way. • The Region (Project Manager) pointed out that there were heritage properties in the area of Olde Base Line Road and the rural cross section avoids direct impacts to those features, however there may be indirect impacts associated with utility setbacks and property requirements. There may also be another need for a Heritage Impact Assessment at detailed design. • The Town (Transportation Planning) pointed out that with Olde Base Line Road and Airport Road, the intent was to divert at least 20% of trucks to Olde Base Line Road. Would the configuration accommodate those trucks? The Region (Designer) explained that a truck turning template was used at this intersection and the results showed that trucks could fully complete the turning movement with the help of a beveled curve and without encroaching into the pedestrian realm. • The Town (Transportation Planning) asked if there were any impacts to the garage at Olde Base Line Road. The Region (Designer) confirmed the garage would only be impacted if the intersection was urbanization. • The Town (Transportation Planning) asked if a roundabout was considered at Olde Base Line Road. The Region (Designer) explained it was considered and would impact the gas station. • The Region (Infrastructure Programming & Studies) pointed out that the main 	Region

Public Works

	<p>concern was for traffic calming though the area and suggested that a slide be included summarizing traffic calming measures in the preferred design including gateway features, raised medians and reduced lane widths.</p> <ul style="list-style-type: none"> • In response to a question from the Town, the Region confirmed that the proposed multi-use path at Walker Road was within the Regional right-of-way and no property will be required for this purpose. • The Region (Development Services) requested that the proposed accesses to future development be shown. The Town (Chief Planner) clarified that the accesses may not be approved but may be committed, and requested that a note be added to this effect. The Region (Infrastructure Programming & Studies) suggested that the Region and Town work together to show the appropriate information. The Project Team will check with the Region (Development Services and Traffic Development) to ensure only acceptable information is shown. • The Town (Chief Planner) asked if substantial widening was proposed in front of the [REDACTED] property [on the east side at Cranston Drive]. The Region (Designer) explained the proposed design did not require land for road widening, however the Region is protecting for the ultimate cross-section in accordance with the Region of Peel Official Plan. • The Town (Chief Planner) asked what lands are required at the Foodland Plaza. The Region (Project Manager) noted that a left and right turn lane is proposed within the existing right-of-way to facilitate access to the Plaza. During this discussion: <ul style="list-style-type: none"> ○ The Region (Project Manager) noted there is a pedestrian crossing proposed at the school exit for the roundabout at Cranston Drive, subject to future development on the east side. The Region (Infrastructure Programming & Studies) pointed out that it is assumed the pedestrian walkway will be built by the Town of Caledon or the Developer. ○ The Region (Infrastructure Programming & Studies) noted that construction for the EA is anticipated in 2024 and the highest priority segment is through Caledon East where streetscape enhancements are crucial. Phase 2 of the construction will be from Boston Mills / Castlederg Side Road to King Street. • The Region (Project Manager) noted the full roll plans will be circulated to TAC as the presentation slides do not show the full corridor. • The Region (Development Services) confirmed that their concern about two subdivision development applications had been addressed. 	Region/ Town
3	<p>Olde Base Line Road Feasibility Study</p> <ul style="list-style-type: none"> • Dillon Consulting (Project Manager) presented the Feasibility Study for Olde Base Line Road from Airport Road to Highway 10 (approximately 9 km). The study found that trucks can use this roadway and the road can also be used as a cyclist route. • Property along this route was found to be very tight, affecting the ability to widen the road and the potential for farm equipment to use this road. • Repaving the road and increasing the paved shoulder spacing, within the current property limits, would result in an acceptable route for cyclist and truck usage. A full Class Environmental Assessment would be required with Public consultation. 	
4	<p>Next Steps</p> <ul style="list-style-type: none"> • The Region (Project Manager) requested TAC to advise by August 27 of any major concerns with the Technically Preferred Design so the Region is aware before approaching property owners. 	All

Public Works

<ul style="list-style-type: none"> • A detailed information package will be circulated to TAC following this meeting. The Region is planning to show the same information to the Public at the next PIC. Additional comments on the technical material and how it is presented to the Public is requested in two weeks [by September 3]. • A Public review package will be posted online in September, and a live presentation will be hosted online on September 23. The Public will be invited to complete an online survey and comment sheet. • The CWG, which is comprised of 15 people representing various interests in the community, will be consulted over the next month through an online survey and virtual meeting. 	All
<p>Discussion:</p> <ul style="list-style-type: none"> • The Region (Infrastructure Programming & Studies) asked the Town if they had an opportunity to review the materials sent over on the Old Church Road intersection. The Town (Chief Planner) responded that a meeting was held earlier in the week but the Town wanted Staff to attend the TAC meeting before providing the Region with their comments. The Town will provide comments by August 27. • The Region (Infrastructure Programming & Studies) noted that the Heritage Impact Assessment PIC slide had been amended to reflect ongoing discussions with the Town regarding mitigation for the heritage building at 16000 Airport Road. The Region informed the Town that PIC2 must move forward on September 23 and the filing of the EA cannot be delayed due to commitments made to Council and the community. Discussions regarding the property can continue without holding up filing of the EA and moving forward to the detailed design phase. The Region is committed to working with the Town to identify a mitigation solution that balances the need for safety at the intersection and respecting the heritage feature. • Trans-Northern Pipelines confirmed that there was no comment at this time concerning utilities. • The Region (Water and Wastewater) pointed out that there were Regional water and wastewater trunk sewers in the right-of-way and comments on this will be forwarded to the Project Team by August 27. • The Region (Traffic Development) will provide comments after their review and by August 27. • The Region (Infrastructure Programming & Studies) mentioned that the Project Team may have an opportunity to coordinate fibre optic improvements. The Region (Roads Design and Construction) asked how the property at 16000 Airport Road would be addressed if fibre optics were being brought into the area. The Region clarified that the preferred design will be confirmed through consultation during the EA but heritage mitigation will be determined during detailed design. • The Region (Development Services) will be circulating information on site plans next week for Regional (internal) comments. 	Town Region Region

Public Works

Attendance	
Agencies	
Credit Valley Conservation	Rebecca Stewart Sarah Labrie
Toronto and Region Conservation	Caroline Mugo (Planner)
Town of Caledon	Arash Olia (Transportation Engineering) Brian Baird (Operations) Kant Chawla (Transportation Planning) Sally Drummond (Heritage Resource Officer) Sylvia Kirkwood (Chief Planner)
Technical Consultants	
Dillon Consulting	Paul MacLeod (Project Manager)
IBI Group	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager)
Region of Peel	
CAD & GIS	James Lavhey (Manager)
Development Services	Elizabeth Trent (Technical Analyst) Larissa Svirplys-Howe (Manager)
Infrastructure Programming & Studies	Arthur Lee (Designer) Asha Saddi (Technical Analyst) Sally Rook (Manager) Sonya Bubas (Project Manager) Syeda Banuri (Stormwater Management)
Public Health	Michael Bennington (Built Environment)
Real Property Acquisitions	Joe Gallagher (Real Estate) Scott Beveridge (Real Estate)
Roads Design & Construction	Olek Garbos (Project Manager)
Roads Operations & Maintenance	Daniel Eberhardt (Technical Analyst)
Traffic Engineering	Denise Dang-Williams (Traffic Operations) Maurice Abu Nassar (Traffic Signals) Nishat Hassan (Traffic Safety) Rani Kol (Traffic Development) Seema Ansari (Traffic Safety)
Traffic Systems Planning	Parshan Bahrami (Principal Planner)
Water and Wastewater	Megan Lendvoy (Infrastructure Planning & Asset Management)
Utilities	
Trans-Northern Pipelines	Michelle Gruszecki
Enbridge	Emilio Labra
Hydro One	Nadeen Wadji-Houjeily

Public Works

Lauren Wilcox

From: Bubas, Sonya
Sent: Monday, September 14, 2020 2:02 PM
To: Arash Olia; Brian Baird; sally.drummond@caledon.ca
Cc: Kant Chawla; Sylvia Kirkwood; Saddi, Asha; Lee, Arthur
Subject: FW: Airport Road EA - August 20 TAC2 meeting notes
Attachments: Airport Road EA TAC 2 Meeting Minutes.doc

Hi Sally, Arash and Brian,

Please find attached notes from our TAC meeting on August 20 for your reference.

Apologies for the duplication if this was already forwarded to you.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: September 4, 2020 4:33 PM
To: Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>; Cc: 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Lavhey, James <james.lavhey@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gardiner, Len <len.gardiner@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Dang-

williams, Denise <denise.dang@peelregion.ca>; Bahrami, Parshan <parshan.bahrami@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Ansari, Seema <seema.ansari@peelregion.ca>; ZZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>; Trent, Elizabeth <elizabeth.trent@peelregion.ca>; Levesque, Karen <karen.levesque@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Aymar, Matthew <matthew.aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <mark.crawford@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <nancy.lotecki@peelregion.ca>; Bennington, Michael <michael.bennington@peelregion.ca>; Eberhardt, Daniel <daniel.eberhardt@peelregion.ca>; Ursitti, Franca <franca.ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar, Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <megan.lendvoy@peelregion.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>

Subject: Airport Road EA - August 20 TAC2 meeting notes

Hi All,

Attached for your review are the meeting notes from our second TAC meeting held on August 20. Please let me know of any comments or revisions by Friday, September 11.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca



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Lauren Wilcox

From: Bubas, Sonya
Sent: Monday, September 21, 2020 9:08 AM
To: Kant Chawla; Bell, Trevor (MOECC); 'Kilis, Jakub'; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; kim.peters@ontario.ca; sally.drummond@caledon.ca; Caroline Mugo; Sylvia Kirkwood
Cc: 'McGlade, Kaitlyn'; 'Stewart, Rebecca'; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki; Emilio Labra; Labrie, Sarah; Willemse, Merrilees; Alyssa Rhynold; Sandrine Exibard-Edgar; Mike.Miller@enbridge.com; Meetpal Chhina; Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Paul MacLeod; Zibby Petch; Lee, Arthur; Kovach, Steven; Beveridge, Scott
Subject: RE: Update: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Good morning everyone,

Following consultation with the Community Working Group and Town of Caledon, we have further clarified the options presented for PIC 2. The Old Church Road extension is shown as the preliminary preferred option with alternatives for heritage mitigation. The 3-legged intersection is shown as a sub-option under "Closed Access", which is currently not preferred due to limited benefit to the road network. All public materials have been posted to the Project Website for review until October 14 and an online presentation is scheduled for this Wednesday at 6pm (a link to the presentation will be posted to the Website on Wednesday). Please join us on Wednesday and let me know if you have any additional comments regarding this Project by October 14.

The Project Website is: <https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp>

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Bubas, Sonya
Sent: September 14, 2020 1:47 PM
To: Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com;

ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; kim.peters@ontario.ca; sally.drummond@caledon.ca; Caroline Mugo <Caroline.Mugo@trca.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>
Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Saddi, Asha <Asha.Saddi@peelregion.ca>; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; Zibby Petch <zibby.petch@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kovach, Steven <Steven.Kovach@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>
Subject: Update: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Good afternoon everyone,

In response to TAC comments, we added an alternative for an improved 3-leg intersection to our evaluation of design concepts for Old Church Rd / Airport Rd. For the upcoming PIC, we plan to present both the road extension and 3-leg intersection as options carried forward for further analysis and public feedback.

Attached are the updated slides relevant to this change, which explain the rationale for adding the new option to the assessment and what we currently understand to be the difference in impacts compared to the road extension. At this time, please consider the attachment as Draft for internal reference only.

Please let me know if you have any comments with the new alternative. We will keep you updated on public feedback and the results of further analysis for both alternatives.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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From: Lee, Arthur <arthur.lee@peelregion.ca>

Sent: September 2, 2020 2:48 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul

MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>
Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>
Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi All,

This is a kind reminder to provide any minor comments you may have by tomorrow September 3rd 2020.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Lee, Arthur
Sent: August 26, 2020 11:24 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Annette Lister <alister@trca.on.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin <Damien.Edwin@enbridge.com>; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>
Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>
Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi all,

This is a kind reminder from the TAC meeting to provide any major comments and/or concerns for Airport Road by tomorrow August 27th 2020. Any minor comments can be provided by September 3rd 2020.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Lee, Arthur

Sent: August 21, 2020 10:22 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; Annette Lister <alister@trca.on.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin <Damien.Edwin@enbridge.com>; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>

Cc: 'McGlade, Kaitlyn' <Kaitlyn.McGlade@cvc.ca>; 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>

Subject: RE: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

Hi all,

Thank you for attending our Technical Advisory Committee meeting for the Airport Road Environmental Assessment yesterday afternoon. By now, you should have received an email invite from the Region's file sharing system "Tempo Box" to download and review any of the technical reports and roll plans.

If you have any trouble accessing Tempo box or if you have not received a Tempo Box invite, please do not hesitate to reach out to me directly.

Best Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

-----Original Appointment-----

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: August 6, 2020 2:58 PM

To: Bubas, Sonya; Lavhey, James; Koethe, Wayne; Beveridge, Scott; Gardiner, Len; Garbos, Olek; Banuri, Syeda; Tatla, Manvir; ZZG-PWI; Dang-williams, Denise; Bahrami, Parshan; Kol, Rani; Ansari, Seema; ZZG-Peel Health & Built Environment; Rook, Sally; Trent, Elizabeth; Kant Chawla; Bell, Trevor (MOECC); 'Kilis, Jakub'; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; meetpal.chhina@enbridge.com; Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Lee, Arthur; Paul MacLeod; Levesque, Karen; Caughey, Rebecca; kim.peters@ontario.ca; Zibby Petch

Cc: Thomsen, Jeanne; Saiyed, Sabbir; Gallagher, Joe; Aymar, Matthew; Svirplys-Howe, Larissa; Crawford, Mark; Hassan, Nishat; Nieuwenhuysen, Bob; Lotecki, Nancy; Bennington, Michael; 'McGlade, Kaitlyn'; 'Stewart, Rebecca'; Eberhardt, Daniel; Caroline Mugo; Nadeen.Wajdi-Houjeily@HydroOne.com; Ursitti, Franca; Ghai, Kiran; Michelle Gruszecki; Abu-

Nassar, Maurice; Emilio Labra; Sylvia Kirkwood; Labrie, Sarah; Lendvoy, Megan; Willemse, Merrilees; Sharon Lingertat; Alyssa Rhynold; Sandrine Exibard-Edgar

Subject: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

When: August 20, 2020 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Join us for this second meeting of the Technical Advisory Committee for the Airport Road Class EA. The purpose is to review the progress of Phase 3: Alternative Design Concepts for improvements to Airport Road between King Street and Huntsmill Drive. An agenda is attached and additional materials for review will be circulated in advance and/or following the meeting. This meeting will be held on Microsoft Teams and details to connect are outlined below.

Please feel free to contact me at sonya.bubas@peelregion.ca if you have any questions.

Regards,

Join Microsoft Teams Meeting

[Redacted] Canada, Toronto (Toll)

[Redacted] Canada (Toll-free)

Conference ID: [Redacted]

[Redacted]

Town of Caledon

Lauren Wilcox

From: Bubas, Sonya
Sent: Tuesday, February 9, 2021 4:50 PM
To: Arash Olia
Cc: Andrew Pearce; Rook, Sally; Dang-williams, Denise; Ansari, Seema; Kol, Rani; Nieuwenhuysen, Bob; Lee, Arthur
Subject: Airport Rd EA - Traffic Comments

Hi Arash,

Sorry for the delay. Please see the following response to the Town's recent comments on the traffic report for Airport Road.

Traffic calming through and upstream/downstream of Mono Road	
Explore detailed traffic calming measures with the Town of Caledon during Detailed Design	<ul style="list-style-type: none">• Detailed traffic calming measures will be included in the detailed design. The type and location of detailed measures will be confirmed during the detailed design phase in consultation with the Town of Caledon. Examples of detailed measures include pavement markings, flashing "slow" signs or radar speed signs.
Consider raised gateway upstream/downstream of Mono Road to address concern for speeding	<ul style="list-style-type: none">• A raised median on the northbound approach to Mono Road is not recommended in combination with the proposed roundabouts. Vehicles are expected to exit the proposed roundabout at Boston Mills Side Road at a significantly lower speed, and continue at a lower speed as they approach the Mono Road community.• Within Mono Road, the length of the median would be limited to 20m at most in order to maintain full move access to properties on both sides. Locating the median to the south of the southern most residential driveway could leave vehicles with enough distance to pick up speed as they approach Olde Base Line Road.• A raised median on the southbound approach to Mono Road is not recommended due to the impact on existing ditch drainage and grading on both sides of the road, which would likely require additional property north of Old Base Line Road. Bevelled curbs are proposed at Olde Base Line Road (raised curbs are not proposed due to grading impacts to property on the west side).• The use of raised medians to encourage reduced speeds through horizontal deflection is proposed at or in proximity to intersections, where they are considered to be more effective than at mid-block within the rural corridor. North of Walker Road, the semi-urban cross-section and horizontal deflection from the raised median is expected to signal southbound drivers to slow down. The intersection at Huntmill Drive has a pedestrian collision history and a raised median could assist pedestrians crossing.• The Town of Caledon Traffic Calming Toolbox (2020) does not recommend raised median islands as part of a traffic calming improvement for rural roads (see Table 4 from the Toolbox below). However, other alternatives such as dragon's teeth, full lane transverse bars, and radar speed signs are described as effective alternatives that can be explored.

Table 4: Town of Caledon, Traffic Calming Toolbox – New or Road Reconstruction

Measure		As part of Rehabilitation of Road Reconstruction			
		Urban Streets		Rural Streets	
		Local	Collector	Local	Collector
Horizontal Deflection	Chicane, 1-Lane	✓	✓	✗	✗
	Chicane, 2-Lane	✓	✓	✗	✗
	Curb Radius Reduction	✓	✓	✗	✗
	Traffic Circle	✓	✓	✗	✗
	Mini Roundabout	✓	✓	✗	✗
Vertical Deflection	Speed Cushion	✓	▲	✓	▲
	Speed Hump	✓	▲	✓	▲
	Speed Table	✓	✗	✓	✗
	Raised Crosswalk	✓	▲	▲	✗
Roadway Narrowing	Curb Extension	✓	✓	✗	✗
	Lane Narrowing	✓	✓	▲	▲
	Raised Median Island	✓	✓	✗	✗
	Vertical Centreline Treatment	✓	✓	▲	▲
Pavement Marking and Road Diet	Textured Crosswalk	✓	✓	▲	▲

Consider visual cues to provide friction (e.g., coloured paved shoulders between Castlederg and Mono)

- To be considered during detailed design.

Consider measures on approach to warn northbound drivers of the roundabout at Castlederg to address concern for noise as a result of speeding traffic rapidly slowing down

- Standard signage in advance of the roundabout would mitigate the potential for speeding that rapidly slows down at the roundabout.

Consider different pavement mix to address potential noise concerns

- To be considered during detailed design. Note that pavement on Airport Road would need to be designed for heavy vehicles and other factors would need to be considered, such as potential hazard of a smooth surface, consideration of a pilot test, etc.

Cranston Roundabout

Consider interim or short-term solution of one-lane roundabout with expansion, when warranted

- The traffic study shows that a one-lane roundabout marginally does not work by the year 2031, and the two-lane (flared entry) roundabout is needed by 2041. From an operational perspective, implementing a one-lane roundabout in the interim will have some risk to the Region in that widening for a two-lane roundabout may be

	<p>required in five to seven years. The Region must factor in the potential for additional cost and disruption to the corridor from two closely scheduled construction periods.</p> <ul style="list-style-type: none"> • The Region believes it is too early in the process to determine whether to build an interim one-lane roundabout until such time the two-lane (flared-entry) roundabout is needed. The level of risk to the Region is dependant on whether development is anticipated to generate the traffic forecasted by 2031 or 2041. Other factors, such as the current Pandemic, may also impact future travel patterns in a way that has yet to be determined. The Region will determine the phasing of works during the detailed design phase, when the anticipated timing of forecasted traffic volumes will be better understood. • The EA will protect for the two-lane (flared-entry) roundabout and the Region will meet with the Town during detailed design to discuss proceeding with one or two lanes at that time. • Up to 2041, the operation of a one-lane roundabout may need to be revisited and may require widening to a two-lane (flared entry) roundabout to convey traffic through Caledon East.
Consider that the Secondary Plan shows the entrance feature to Caledon East further south of Cranston at the urban boundary; and this may be raised through the Town's review of urban design	<ul style="list-style-type: none"> • This comment has been noted.
Southbound Right-Turn at Walker	
Consider safety of pedestrians and cyclists	<ul style="list-style-type: none"> • The southbound right turn lane was initially proposed as it may provide a safety benefit to southbound traffic. The Town has requested the right turn lane be removed from the EA to reduce crossing distances for pedestrians, and removal may encourage slower speeds. This request has been accommodated.
Consider that making it inconvenient for drivers to turn is traffic calming	
Consider that a full traffic signal at Walker can attract left turn movements (i.e. consider latent demands in addition to current and future demand as part of signal warrant analysis)	<ul style="list-style-type: none"> • Note that traffic signals are not warranted from an operational or safety perspective at the Walker Road intersection. Recent updates to the development plans on Walker Road at Airport Road and Mountainview Road do not affect the recommendations in the EA traffic report.
Consider that pedestrian volumes will go up and whether a signal or PXO is appropriate	<ul style="list-style-type: none"> • A pedestrian crossing is proposed at the Walker Road intersection, however the type of controlled crossing (PXO or IPS) will be determined during detailed design in consultation with the Town of Caledon. To assist in identifying the appropriate controlled crossing type, the Region will continue to monitor pedestrian and vehicular activities at this intersection as a result of anticipated development in the area.
Old Church Road Intersection	
Consider other factors in the study on traffic infiltration of the proposed extension, such as convenience,	<ul style="list-style-type: none"> • Additional factors will be considered in the EA evaluation. Note that the option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. Old Church Road will not be connected at Ivan Avenue.

petition concerned with traffic, old subdivision with no sidewalk and ineffective lighting, and heritage potential	
Continue discussions with the Town regarding their land use review of the area including and abutting the west side of the intersection; The Town's study will look at opportunities for redevelopment and ultimate solutions to traffic problems	<ul style="list-style-type: none"> • The next meeting with the Town of Caledon is scheduled on February 10.
Consider removing the road extension option based on public feedback to not connect to Ivan Avenue	<ul style="list-style-type: none"> • The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.
Consider having the driveway configuration be determined by the Town through their conceptual land use study and/or future development planning process	
Council Report	
The Region was invited to present the project to Town Council in March to augment the Staff report	<ul style="list-style-type: none"> • The Region will present to the Planning Committee on March 23 and file the EA after the Council meeting on March 30.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Bubas, Sonya
Sent: February 5, 2021 5:36 PM

To: Arash Olia <Arash.Olia@caledon.ca>
Subject: Airport Rd EA - Traffic Comments

Hi Arash,

I am reviewing our response to your traffic comments with Staff and hope to forward to you on Monday.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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Lauren Wilcox

From: Bubas, Sonya
Sent: Tuesday, April 14, 2020 1:38 PM
To: Peggy Tollett; Rook, Sally
Cc: Carey Herd; Farr, Andrew; Douglas McGlynn; Casey Blakely; Arash Olia; Ian Todhunter; Kant Chawla; Avsec, Joe; Nieuwenhuysen, Bob; Gorman, Gayle; Beveridge, Scott; Gallagher, Joe; Fuwing Wong; Sylvia Kirkwood; Ryan Grodecki
Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Peggy,

Thank you for your email. We will keep the Town informed of next steps in the EA.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Peggy Tollett <Peggy.Tollett@caledon.ca>
Sent: April 14, 2020 8:54 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Cc: Carey Herd <Carey.Herd@caledon.ca>; Farr, Andrew <andrew.farr@peelregion.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Avsec, Joe <joe.avsec@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Gorman, Gayle <gayle.gorman@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>
Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

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Hi Sonya,

Thanks for your email.

From a traffic perspective and to re-align the intersection engineering staff are supportive of this initiative if it contributes to enhancing the safety of the intersection by the elimination of intersection skew. It can be supported from the safety standpoint;

We would like some additional information to understand the additional trips that will be diverted to Ivan Avenue while we recognize it will be low it would be important to have this information from a residents point of view. We would recommend additional traffic calming measures be consider as to avoid traffic using Ivan Avenue as a by-pass. We are also assuming the Environmental Assessment of Airport road would cover this extension to Ivan Avenue.

The rear portion of the property is TRCA regulated and it would be important to consult with them as early as possible as this area is also in the flood plain.

Overall, we are supportive of this action however, to support the removal of the LCBO building the public would need to understand where it would go and how do we ensure that. I would think that Council would be supportive of the removal as long as the business is not lost.

A final thought would be the re-development of the full area including the vacant property beside the LCBO should be looked at for future access to Airport road to ensure re-development in the future.

While we recognize this property is listed on the Town's Heritage Register the benefit from a traffic perspective and the re-align of the intersection from a safety point of view is more important.

Peggy Tollett, CPA, CGA

General Manager
Community Services

Office: 905.584.2272 x.4112

Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Tuesday, April 7, 2020 12:02 PM

To: Peggy Tollett <Peggy.Tollett@caledon.ca>

Cc: Rook, Sally <sally.rook@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi Peggy,

As a kind reminder, could you forward the Town's comments regarding Airport/Old Church Road, or let me know when we can receive comments?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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From: Bubas, Sonya

Sent: April 2, 2020 11:15 AM

To: Peggy Tollett <Peggy.Tollett@caledon.ca>; Sally Drummond <sally.drummond@caledon.ca>

Cc: Farr, Andrew <Andrew.Farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>; Gallagher, Joe <Joe.Gallagher@peelregion.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Peggy,

I hope you are doing well. I am writing as a follow-up to my email below.

Could the Town forward feedback on the traffic and EA assessment for the Old Church Rd / Airport Rd intersection that was circulated in March? Feedback was requested by March 27 and I understand if there was a delay under current circumstances.

The Region is scheduled to provide Councillor Innis with an update next week and we will need to let her know the status of the Town's review concerning the proposed road extension. Could you please forward your comments or let me know the status of the Town's review by **April 6**?

I added Kant Chawla to this message to keep him informed as the Town's main contact on TAC.

I look forward to your reply.

Thank you and take care,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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From: Bubas, Sonya
Sent: March 12, 2020 9:22 AM
To: Peggy Tollett <Peggy.Tollett@caledon.ca>; Sally Drummond <sally.drummond@caledon.ca>
Cc: Farr, Andrew <Andrew.Farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>
Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Peggy,

Attached you will find 2 EA files pertaining to intersection improvements at Airport Road and Old Church Road for the Town's review and comments, respectfully requested by **March 27**. Please treat the attachments as Draft for internal review only.

The attached files include:

1. Relevant pages from the traffic report that explain the safety concerns related to the Airport / Old Church Road intersection and benefits of a road extension.
2. Draft Assessment of Old Church / Airport Road Intersection Options. Previously, the Town reviewed the options that were considered at the time (e.g., right-in/right-out access, signalize driveway, road extension). The attached assessment provides more information on options and impacts with respect to the heritage building.

I look forward to the Town's feedback on this assessment. Please let me know if you have any questions or wish to meet to discuss further.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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From: Bubas, Sonya
Sent: February 21, 2020 11:27 AM
To: Peggy Tollett <Peggy.Tollett@caledon.ca>; Sally Drummond <sally.drummond@caledon.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>
Cc: Farr, Andrew <Andrew.Farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>
Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Peggy,

Thank you for the update. I will follow-up with the information requested. We can meet after your review of this information should the Town have outstanding questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
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From: Peggy Tollett <Peggy.Tollett@caledon.ca>
Sent: February 21, 2020 10:55 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Sally Drummond <sally.drummond@caledon.ca>; Avsec, Joe <joe.avsec@peelregion.ca>
Cc: Farr, Andrew <andrew.farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>
Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

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Hi Sonya,

Staff meet again on this matter and we have another alternative:

If the Region can provide information as to the safety concerns related to this intersection, the benefits of re-aligning it, how maintaining this structure will impact their ultimate design for the road and most importantly the quantitative/qualitative analysis of alternatives, environmental, technical/social economical/ transportation/financial. We can look at options for the LCBO either re-location, preserving elements, re-use, etc. If there is enough to support from traffic and engineering the heritage aspect is only one element.

Please let me know if you need to meet further on this issue.

Peggy Tollett, CPA, CGA

General Manager
Community Services

Office: 905.584.2272 x.4112

Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

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From: Peggy Tollett

Sent: Thursday, February 13, 2020 1:49 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Sally Drummond <sally.drummond@caledon.ca>; Avsec, Joe (joe.avsec@peelregion.ca) <joe.avsec@peelregion.ca>

Cc: Farr, Andrew (andrew.farr@peelregion.ca) <andrew.farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>

Subject: FW: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Good Afternoon,

Staff meet early this week to discuss options for the EA for Airport Road in regards to the LCBO on 16000 Airport Road.

Based on our discussion the HIA that was completed meets the 3 main criteria under the Heritage Act for Contextual, Architectural and Associative. The HIA does not provide any direction of alternatives for mitigation based on retention or demolition. There is no options for moving the building, different ways to show the street, or changes to the layout of the road at this location.

It is difficult to provide a decision without the understanding of regulated floodplain implications with TRCA comments or a future traffic impact study for the area, impacts on the local roads with a road extension (i.e. Ivan Ave.)

Other issues:

- The redevelopment in the area is unknown at this time and re-configuring the road may or may not help future development.
- ROP should demonstrate how maintaining this structure will impact their ultimate design for the road.
- ROP to provide quantitative/qualitative analysis of alternatives, environmental, technical/social economical/transportation/financial;

At this point, given this is a landmark building and listed with the Heritage properties, and all the other unknowns we are recommending the building remain and other alternatives are reviewed to correct the intersection.

Below is all our other previous comments as well. If you still want to meet to discuss please let me know.

Peggy Tollett, CPA, CGA

General Manager
Community Services

Office: 905.584.2272 x.4112

Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

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From: Arash Olia

Sent: Tuesday, December 17, 2019 11:20 AM

To: Kant Chawla <Kant.Chawla@caledon.ca>

Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Peggy Tollett <Peggy.Tollett@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Kant,

In principle, Transportation and Engineering are supportive of the safest engineering design. However, similar to any EA studies a matrix showing the pros and cons of the Old Church Road extension needs to be provided to the Town and Public for input. It is premature in nature to provide any comment in the absence of such analysis and investigation, for example how to address cut-through traffic and traffic calming issues on the side roads.

Thanks,

Arash Olia, Ph.D., P.Eng.

Interim Manager, Transportation Engineering
Finance & Infrastructure Services

Office: 905.584.2272 x.4073

Email: arash.olia@caledon.ca

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Friday, December 13, 2019 2:55 PM
To: Kant Chawla <Kant.Chawla@caledon.ca>
Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Rook, Sally <sally.rook@peelregion.ca>; Avsec, Joe <joe.avsec@peelregion.ca>; Peggy Tollett <Peggy.Tollett@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>
Subject: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

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Hi Kant,

Thank you for taking the time to reconnect on the Airport Road Class EA. Per our discussion, I am reaching out to you as the Town's main point of contact for the Class EA.

I would appreciate if you could forward a consolidated response regarding the Town's position on the road extension alternative at Old Church Road. The messages below provide the status of the heritage impact assessment that was completed to better understand the potential impacts and mitigation for this alternative. [REDACTED]

I have copied all who were part of the messages below so they are aware that I have shared this correspondence with you and that you may be reaching out to them.

Feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Bubas, Sonya
Sent: November 21, 2019 4:46 PM
To: 'Peggy Tollett' <Peggy.Tollett@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>
Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; 'Fuwing Wong' <fuwing.wong@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>
Subject: RE: 16000 Airport Road HIA comments

Hi Peggy,

Thank you for letting me know and I look forward to the Town's collective position.

As background for Ryan and Arash, our last discussion on this option with the Town was in January. My understanding at that time was the Town (Planning and Engineering) were generally supportive of the road extension option with heritage mitigation as the outstanding issue to be addressed. Please let me know if you have any questions or need further information.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Peggy Tollett <Peggy.Tollett@caledon.ca>
Sent: November 21, 2019 3:55 PM
To: Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>
Subject: RE: 16000 Airport Road HIA comments

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Hi Sonya,

From my department we only commented on the HIA. I have copied both Ryan and Arash if they wish to provide any comments on a road extension alternative. They might need some additional details.

Peggy Tollett, CPA, CGA
General Manager
Community Services

Office: 905.584.2272 x.4112
Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

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From: Douglas McGlynn
Sent: Thursday, November 21, 2019 3:45 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Peggy Tollett <Peggy.Tollett@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>
Subject: RE: 16000 Airport Road HIA comments

Hi Sonya,
Thanks for the email. Sorry but I have hardly been at my desk all day today.
I will have to confer with both Sylvia and Peggy concerning the road extension alternative as this falls out with my remit to provide a solution.
Will hope to have an answer for you tomorrow.
Cheers
Douglas

Douglas McGlynn
Heritage | Urban Design Planner
Office: 905.584.2272 x.4232

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Thursday, November 21, 2019 3:42 PM
To: Douglas McGlynn <Douglas.McGlynn@caledon.ca>
Subject: RE: 16000 Airport Road HIA comments
Importance: High

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Hi Douglas,

I left a message this morning regarding the HIA report for 16000 Airport Road. Can you confirm if the Town will provide a position on the road extension alternative by the requested date of Nov 25 (Monday) while we address your comments on the report? IBI/ASI are reviewing your comments and have a few clarification questions. They may be in touch with you directly.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Bubas, Sonya
Sent: November 20, 2019 9:52 AM
To: Douglas McGlynn <Douglas.McGlynn@caledon.ca>
Subject: RE: 16000 Airport Road HIA comments

Thank you Douglas. I will share your comments with IBI/ASI and Regional Staff on the Project Team, and reply with any questions we may have.

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Douglas McGlynn <Douglas.McGlynn@caledon.ca>
Sent: November 20, 2019 9:41 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Peggy Tollett <Peggy.Tollett@caledon.ca>
Subject: 16000 Airport Road HIA comments
Importance: High

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Good morning Sonya,
My apologies for sending this to you on November 20th, however I feel that we need to get this right. I have marked up the PDF with more detailed comments and provide a list of the primary points that I feel should be addressed below.

- There is a lack of detail in the ownership and possible building date. We have a map of survey from 1855 and a reference to a building on the site from as early as 1860 from historic resources. Please find attached.
- There is no recognition of the building being a landmark until much later in the report. The building has a major impact on both Old Church Road and Airport Road and its location is a vital part of the streetscape.
- ASI recognize that the property meets 2 of the criteria under 9/06 for designation whereby it only requires to meet one for designation, yet they do not state that designation is an option.

- I feel that the building also meets the criteria for representative architectural form as the only changes to the exterior are the lack of front porch columns, the change in siding material to stucco and the removal of a ground floor window. The rest of the building still maintains its form, style and multiple other attributes such as second floor windows, roof line, chimneys etc.
- The proposed mitigation is based on retention or demolition and there is no discussion about moving the building, designating it or considering other options feasible for the functional requirements of the road's extension. There is also no recognition of the flood plain or the associated impacts this will have on the development of the road.
- There needs to be a clear justification for the requirement for extending Old Church Road through to Ivan Avenue. Is this for ease of access to the northerly adjacent site? Once the LCBO is gone what would the new road's purpose be when historically there has been no requirement to change the layout of the road at this location.
- The mapping also shows no buildings in the site in the 19th century but when analyzed the river and railway lines do not line through, so georeferencing these properly would show buildings along the west side of Airport Road.
- There are photos which show the property's integrity as a landmark along Old Church Road and these have not been shown, which I believe show the most impact to the buildings loss, should that be decided.

As previously mentioned I have provided more detailed comments in the PDF.

Please feel free to contact me Sonya, if you have any further questions.

Cheers

Douglas

Douglas McGlynn BSc(Arch) BA Hons MA CAHP

Heritage | Urban Design Planner

Office: 905.584.2272 x.4232

Email: douglas.mcglynn@caledon.ca

“The heritage of the past is the seed that brings forth the harvest of the future.” — Wendell Phillips

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DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Transportation								
Improves traffic operations	<ul style="list-style-type: none"> Constrained traffic operations in 2041, however carried forward for comparison purposes. 	<ul style="list-style-type: none"> Could only be implemented through signage. A raised curb / median is not geometrically feasible given driveway location or configuration. With signage this option is unlikely to be effective, will experience violators, is difficult to enforce, will experience additional driver confusion, thus does not address safety issues. Does not provide a signalized egress to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Inbound entrance on Airport Road may be implemented through narrow entry, raised medians. Traffic exiting the property uses Ivan Avenue, then Parsons Avenue, to access Airport Road. Potential for infiltration is low as Ivan Avenue does not lead to major destinations. Traffic diverted to Parsons Avenue and Airport Road does not operate well during peak times. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The affected property would only have a rear access to Ivan Avenue, and traffic to the property would need to turn onto Parsons Avenue, then Ivan Avenue, to access the site. Potential for infiltration is low as Ivan Avenue does not lead to major destinations. Traffic operations at the Parsons Avenue and Airport Road unsignalized intersection are poor during peak times and will deteriorate further over time with traffic growth. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The access would be relocated approximately 70m to the north of the intersection with a driveway leading to the existing location of parking and building. Access on Ivan Avenue would not be affected. Does not provide a signalized egress to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Reduces capacity compared to current conditions resulting in notable increase in congestion. Likely to experience complaints with concerns regarding negative impact to road function for through traffic. A minor benefit is some potential to divert through traffic away from Airport Road due to congestion. Longer traffic delays for all movements due to traffic signals that phase in green light for one direction at a time. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Improves traffic operations at intersection and for west neighbourhood. Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses. 	<ul style="list-style-type: none"> Improves traffic operations at intersection and for west neighbourhood. Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses.
Improves traffic safety	<ul style="list-style-type: none"> Poor safety performance (significant concerns with operation under current configuration), however carried forward for comparison purposes. 	<ul style="list-style-type: none"> Little to no benefit under signage plan. Does not address sightline issue. Drivers turning right out of the parking lot will be looking left for oncoming vehicles. View of pedestrians walking north is blocked by the building. 	<ul style="list-style-type: none"> Notable benefit provided by removal of outbound traffic at driveway on Airport Road. Drawback in safety due to some occurrence of violators (exiting onto Airport), non-standard intersection (one-way driveway), and increased traffic at Parsons Avenue. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Increase in traffic at unsignalized exit at Parsons Avenue may affect safety. 	<ul style="list-style-type: none"> Resolves safety issue at driveway. Resolves sightline and related safety constraints at intersection. 	<ul style="list-style-type: none"> Improves safety performance with signals for private driveway. Does not resolve sightline and related safety constraints. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Resolves sightline and related safety constraints. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Full signalization would eliminate split phases and resolve sightline issue.
Improves road geometrics	<ul style="list-style-type: none"> No change to road geometrics. 	<ul style="list-style-type: none"> Right-in and right-out raised curb is not geometrically feasible. 	<ul style="list-style-type: none"> Improves driveway geometrics. 	<ul style="list-style-type: none"> Trucks and large vehicles may not be able to manoeuvre in and out of the narrow parking lot. 	<ul style="list-style-type: none"> Geometrically feasible. 	<ul style="list-style-type: none"> Improves road geometrics for truck movements from westbound Old Church Road to northbound Airport Road. 	<ul style="list-style-type: none"> Significantly improves road geometrics. 	<ul style="list-style-type: none"> Significantly improves road geometrics.
Conforms to transportation planning policies and plans	<ul style="list-style-type: none"> Does not support the goals of the Region of Peel Long Range Transportation Plan and Vision Zero; and Caledon East Community Improvement Plan (i.e., does not improve road network connectivity and safety performance). 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issues). 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issue). 	<ul style="list-style-type: none"> Supports the goals of Vision Zero and Community Improvement Plan through resolved safety issues and constraints. Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Partially supports the goals of Vision Zero and Community Improvement Plan (i.e., improves safety performance and does not resolve sightline issue). Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue. 	<ul style="list-style-type: none"> Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Natural Environment								
Complies with Provincial environmental planning policies	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Policy interpretation to be confirmed. 	<ul style="list-style-type: none"> Policy interpretation to be confirmed.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> No impacts to environmentally sensitive lands. Potential loss of some mature trees. No impact to watercourse crossings. Minor encroachment into meadow community of urban concern. Potential encroachment into buffer surrounding treed swamp community. No impact to species at risk and their habitat. 	<ul style="list-style-type: none"> No impacts to environmentally sensitive lands. Potential loss of some mature trees. No impact to watercourse crossings. Minor encroachment into meadow community of urban concern. Potential encroachment into buffer surrounding treed swamp community. No impact to species at risk and their habitat.
Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunities to improve wildlife crossing. 	<ul style="list-style-type: none"> Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community. 	<ul style="list-style-type: none"> Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community.
Maintains or reduces risk for natural hazards	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. Most of the land potentially affected by the driveway is within the flood plain with only a small portion on usable land, and therefore may not be feasible. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Healthy Communities								
Provides for active transportation	<ul style="list-style-type: none"> Does not provide for active transportation. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road and Old Church Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road and Old Church Road.
Promotes healthy, age-friendly and accessible environments	<ul style="list-style-type: none"> No opportunities to promote healthy, age-friendly and accessible environments. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Closed access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Relocated access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at Old Church Road intersection. No refuge medians or pedestrian islands at Old Church Road intersection. Opportunity for flaring of sidewalks at Old Church Road intersection (to be confirmed). Upgrade at Old Church Road intersection will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at intersection(s). No refuge medians or pedestrian islands at intersection(s). Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at intersection(s). No refuge medians or pedestrian islands at intersection(s). Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act.
Avoids or reduces negative impact on air quality	<ul style="list-style-type: none"> No air quality impacts. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan.
Avoids or reduces noise impacts	<ul style="list-style-type: none"> Avoids noise impacts. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Social, Cultural and Economic Environment								
Conforms to Municipal planning policies	<ul style="list-style-type: none"> Does not fully conform to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements). 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements). 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Partially conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (i.e., removal of building and retaining/re-using materials is less supportive of the goal to conserve cultural heritage resources than relocating the building).
Compatible with existing and planned future land uses	<ul style="list-style-type: none"> No impact to existing and planned future land uses. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No impact to existing land uses in addition to the impacts assessed under traffic operations and property. No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection. 	<ul style="list-style-type: none"> No impact to existing land uses in addition to the impacts assessed under property. No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection. 	<ul style="list-style-type: none"> Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential). Currently no active or approved development adjacent to the intersection. Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection and shared driveway. 	<ul style="list-style-type: none"> No impact to existing and planned future land uses. 	<ul style="list-style-type: none"> Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential). 	<ul style="list-style-type: none"> Could provide an alternative access to Old Church Road versus Airport Road for the adjacent property to the north.
Avoids or reduces property impacts (including cultural heritage and local economic impacts)	<ul style="list-style-type: none"> Avoids property impacts. No impact to businesses. No opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Allows property to continue as existing. Driveway currently functions as a full-movement access to property. Removal of access could increase property impact. Property owner and/or commercial tenant may be concerned about inconvenience to customers. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Driveway currently functions as a full-movement access to property. Removal of access could increase property impact. Could become an inconvenient site for commercial uses potentially leading to an under utilized or vacant site. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Relocated access on Airport Road may not be acceptable given proximity (70m) to the Old Church Road intersection. Property owner and/or commercial tenant may be concerned about inconvenience to customers. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> No private properties required (low property impact). No buildings or structures displaced. Driveway access improved. Improved driveway access may attract new patrons to business on-site. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Various properties impacted (high property impact). Major disruption to residential and business tenants due to relocation of building. Road extension with relocation of building to the north would provide a new access to the building (potential for revised site plan to provide rear parking and no access from Airport Road). Temporary disruption to business due to relocation of building. Access to one business may be affected during construction. Opportunity for onstreet parking in Caledon East. Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)). 	<ul style="list-style-type: none"> One property displaced (major property impact). One building displaced with major disruption to residential and business tenants. Potential loss of business if it cannot be relocated within the Study Corridor. Access to one business may be affected during construction. Opportunity for onstreet parking in Caledon East. Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)).

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential (to be confirmed for driveway location on adjacent properties). 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> One built heritage resource relocated (currently not designated under Ontario Heritage Act). Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> One built heritage resource displaced (currently not designated under Ontario Heritage Act). Heritage materials would be retained for record and/or re-use and a commemorative plaque considered near the former site. Lands impacted are disturbed with no archaeological potential.
Supports Goods Movement	<ul style="list-style-type: none"> No impact to goods movement corridors. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Minor delay to delivery of goods to commercial use at closed driveway. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and existing Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and existing Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road.
Reduces complexity of construction	<ul style="list-style-type: none"> No construction cost. No change to road operations and maintenance costs. No conflict with utilities and municipal infrastructure. No construction staging. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Minor increase in operations cost for extra traffic light. No change to road maintenance cost. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. No change to road operations and maintenance costs. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Road operations and maintenance impacts to be confirmed. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Minor increase in operations cost for extra traffic light. No change to road maintenance cost. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Greater cost to construct than intersection improvements. High cost. Greater cost to construct than road extension with removal of building due to combined property and building relocation/reconstruction impacts. Greater cost to operate and maintain than intersection. Utilities and municipal infrastructure to be relocated. Minimal construction staging and traffic impacts. 	<ul style="list-style-type: none"> Greater cost to construct than intersection improvements. High cost. Less cost to construct than road extension with relocation of building due to less property and building relocation/reconstruction impacts. Greater cost to operate and maintain than intersection. Utilities and municipal infrastructure to be relocated. Minimal construction staging and traffic impacts.
Evaluation								
Summary	Does not address problem & opportunity.	Not geometrically feasible with raised curb and not effective through signage alone.	Not preferred due to potential traffic and economic impacts.	Not preferred due to potential traffic and economic impacts.	Not preferred due to potential access restrictions and land development constraints.	Least preferred due to increase in traffic delay / congestion at intersection.	Second Preferred due to transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal.	Preferred due to transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation.
	Not carried forward	Not carried forward	Not Preferred	Not Preferred	Not Preferred	3rd Preferred	2nd Preferred	1st Preferred

Lauren Wilcox

From: Bubas, Sonya
Sent: Friday, August 14, 2020 11:10 AM
To: Maraj, Kelly; Rook, Sally; Lee, Arthur; sjohnston@IBIGroup.com; Arash Olia; Ian Todhunter; Fuwing Wong; Sylvia Kirkwood; Ryan Grodecki; Kant Chawla; sally.drummond@caledon.ca; Stephanie.McVittie@caledon.ca; Marisa Williams
Cc: Beveridge, Scott; Avsec, Joe; Brian Baird
Subject: RE: CONFIRMED - Airport Rd EA – Technically Preferred Designs
Attachments: 16-4360_Draft Assessment of Old Church Rd Intersection Options_All (2020 03 12).pdf

Hi everyone,

Attached is the detailed evaluation matrix for Old Church Road.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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-----Original Appointment-----

From: Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca>
Sent: August 6, 2020 10:49 AM
To: Maraj, Kelly; Rook, Sally; Bubas, Sonya; Lee, Arthur; sjohnston@IBIGroup.com; Arash Olia; Ian Todhunter; Fuwing Wong; Sylvia Kirkwood; Ryan Grodecki; Kant Chawla; sally.drummond@caledon.ca; Stephanie.McVittie@caledon.ca; Marisa Williams
Cc: Beveridge, Scott; Avsec, Joe; Brian Baird
Subject: CONFIRMED - Airport Rd EA – Technically Preferred Designs
When: August 14, 2020 10:00 AM-11:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

****Agenda attached****

Purpose: To touch base regarding the technically preferred designs, including the potential extension at Old Church Road

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
905-791-7800 ext. 7801



[Join Microsoft Teams Meeting](#)

[Redacted] Canada, Toronto (Toll)
[Redacted] Canada (Toll-free)

Conference ID: [Redacted]

[Redacted]

Environmental Assessment

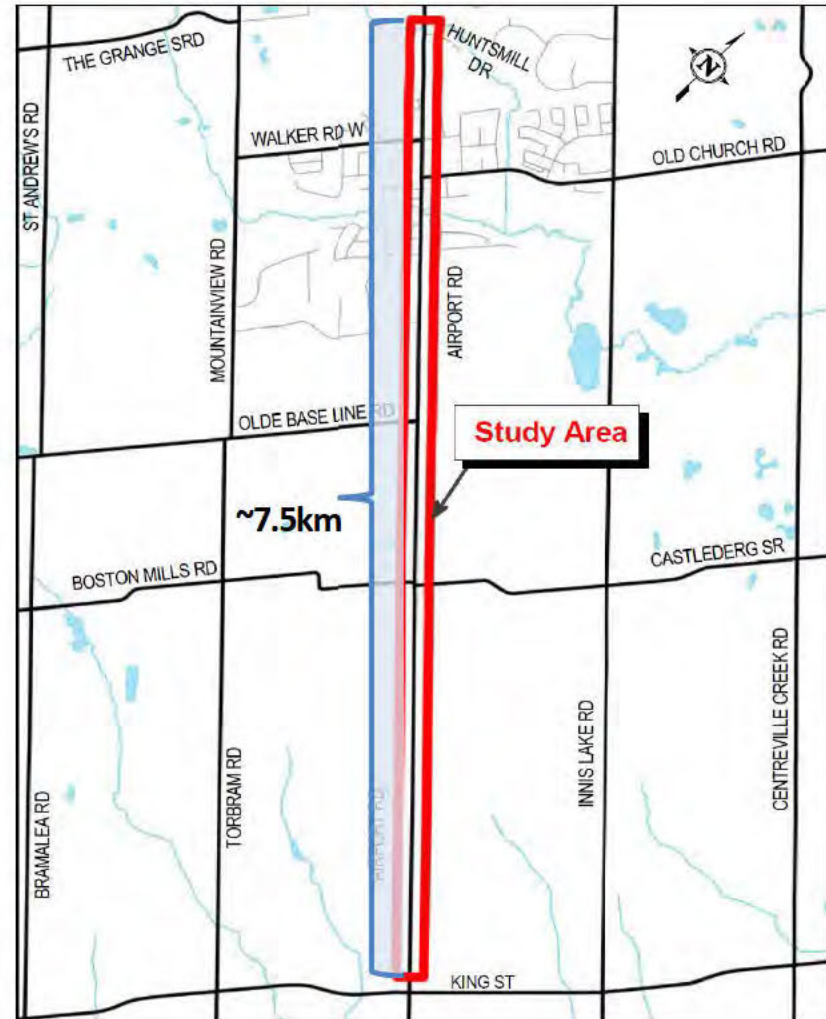
Airport Road from King Street to Huntsmill Drive



Town of Caledon Council
Planning and Development Committee
March 23, 2021

Why improve Airport Road?

- Address planned future growth
- Enhance corridor safety
- Promote walking and cycling
- Address increased truck traffic
- Support economic viability and downtown vibrancy in Caledon East

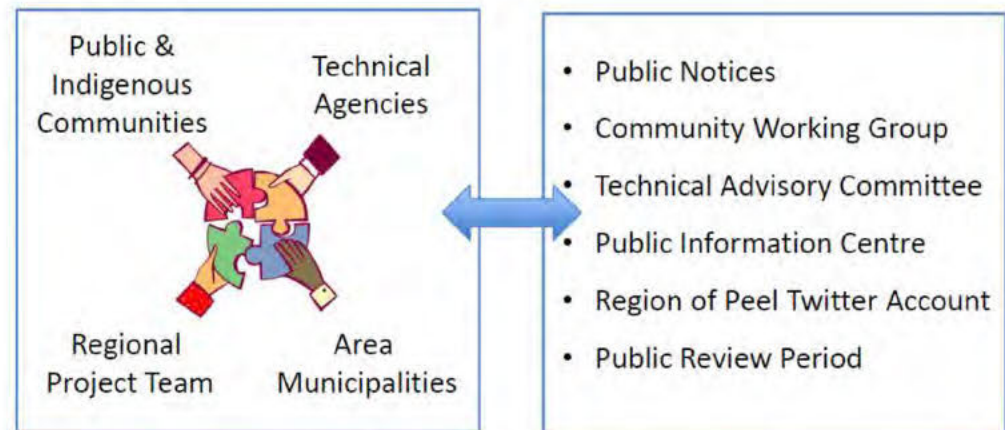


2-lane Major Regional Road serving local, through and truck traffic

What we heard...



- Increased truck traffic
- High speeds
- Pedestrian and cyclist safety
- “Small Town” character
- Increased traffic on local roads



Study Website: <http://peelregion.ca/airport-road-ea>

Corridor improvements

South of Cranston Drive to South of Hilltop Drive



Caledon Trailway to Walker Road



South of Hilltop Drive to Caledon Trailway



King Street to South of Cranston Drive and Leamster Trail to Huntsmill Drive



Two new roundabouts planned



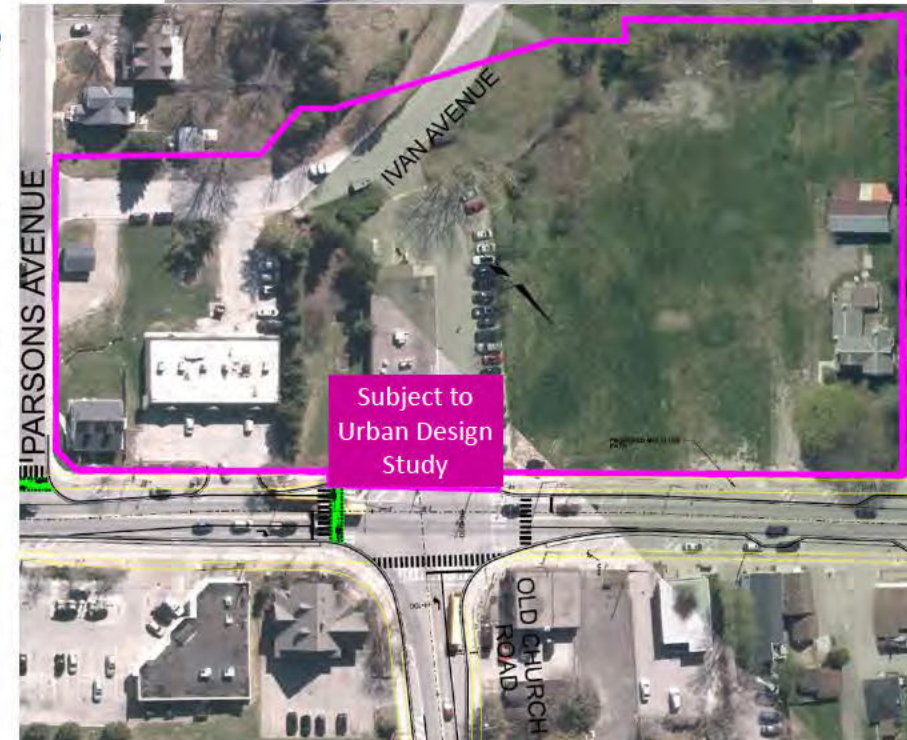
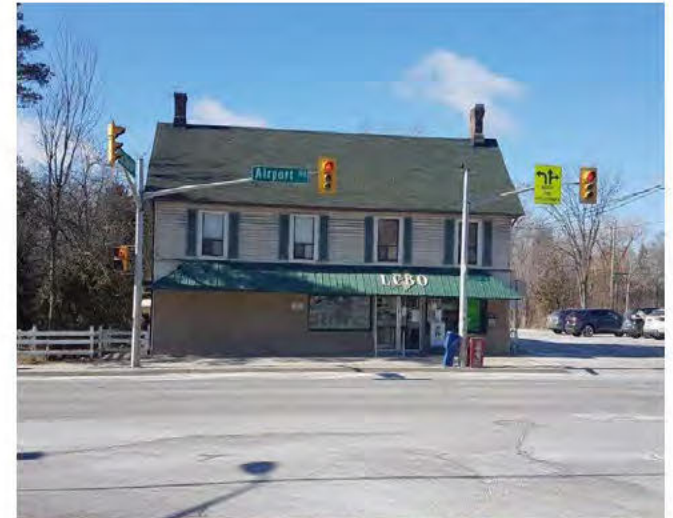
- A **one-lane roundabout** at Boston Mills Road and Castleberg Side Road to allow for alignment of the offset intersections



- A **two-lane flared roundabout** is needed by 2041 at Cranston Drive
- Further analysis will be completed in detailed design phase to confirm opportunity for a phased-in approach to construction: build one-lane followed by two-lane roundabout

Old Church Road intersection

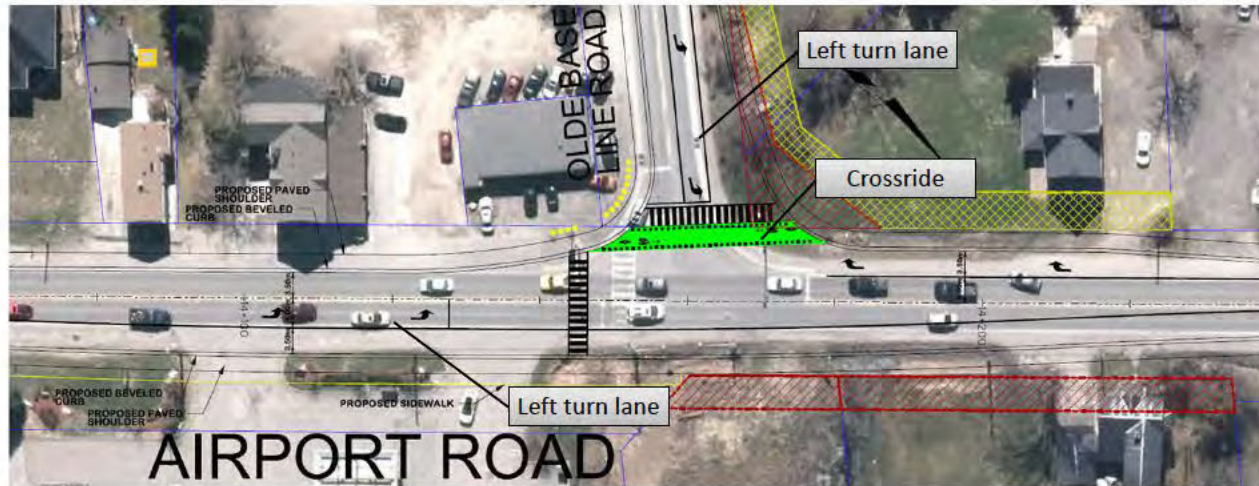
- The 'preliminary preferred solution' presented at Public Information Centre #2 included extending the west leg of Old Church Road through to Ivan Avenue.
- Based on feedback from the public and the Town of Caledon's Heritage Advisory Committee, the 'preferred solution' was updated to not include extending Old Church Road to Ivan Avenue.
- A separate Urban Design Study for the broader area will inform the ultimate intersection configuration (to be carried out by the Town of Caledon in collaboration with the Region in 2021).



Enhancements to other major intersections

- Northbound left turn lane on Airport Road and eastbound left turn lane on Olde Base Line Road
- Southbound right turn lane on Airport Road
- Crossside and improved crosswalks

Airport Road at Olde Base Line Road



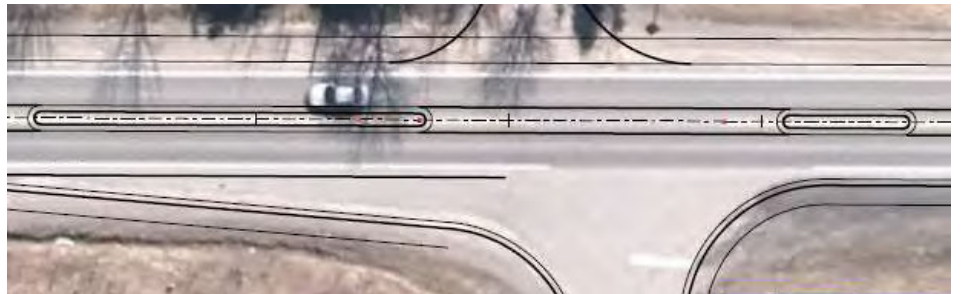
- Northbound and southbound left turn lanes on Airport Road
- Crossside and improved crosswalks
- Controlled pedestrian crossing (pushbutton)

Airport Road at Walker Road



Summary of Speed Reduction Measures

- Reduced lane widths to reduce speeds throughout Airport Road study corridor
- Roundabouts at Castlederg Side Road – Boston Mills Road and Cranston Drive with opportunity for gateway feature at Cranston Drive
- Layby parking with enhanced streetscaping from Caledon Trailway to Walker Road
- Raised centre medians north of Walker Road and at Huntsmill Drive with opportunities for gateway feature at Huntsmill Drive



Summary of Active Transportation Improvements

- Improved cycling and pedestrian crossings at all intersections with multi-use path
- Active transportation facilities upgraded throughout Study corridor (combination of multi-use paths, sidewalks and paved shoulders in rural areas)
- Old Church Road from Airport Road to Marilyn Street - Improved sidewalks on north side, new multi-use path and crossrides on south side



Next steps

- File Environmental Study Report (ESR) for minimum 30-day public review period
- Work with the Town of Caledon through their Urban Design Study to inform the ultimate intersection configuration at Old Church Road
- Subject to ESR filing and annual approval of the Capital Program, implement improvements on Airport Road in two phases:
 - Phase 1 from Castleberg / Boston Mills Side Road to Huntsmill Drive by 2024
 - Phase 2 for the remainder of the Study corridor by 2026

Thank you

Lauren Wilcox

From: Bubas, Sonya
Sent: Friday, December 4, 2020 5:16 PM
To: Andrew Pearce
Cc: Rook, Sally; Lee, Arthur; Dang-williams, Denise; sjohnston@IBIGroup.com; Hailey McWilliam
Subject: Airport Rd EA - Transportation

Hi Andrew,

The following transportation-related reports have been uploaded to the ftp site:

- (1) Transportation Study
- (2) Old Church Road Extension Traffic Update
- (3) Caledon East - Airport Road On-Street Parking Analysis
- (4) Roundabout Traffic and Safety Assessment, and Functional Design Review

Note that the technical recommendations of the above reports were further refined and assessed through the EA process (see evaluations posted to the Project Website). For example, multi-use paths were considered through Caledon East, roundabouts were considered for traffic calming, and intersection improvements at Olde Base Line Rd were mitigated to reduce property impacts. We also have minor comments on the Old Church Road Extension Update that are not shown here.

I can arrange a call on MS Teams if you have any questions for the Team, who are copied on this email.

To access this FTP site please go to [REDACTED] or [REDACTED]

Login user name: [REDACTED]

Password: [REDACTED]

This account will be deleted on 2020-12-31 04:40:11 (UTC).

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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Lauren Wilcox

From: Zibby Petch <zibby.petch@ibigroup.com>
Sent: Tuesday, December 11, 2018 5:32 PM
To: Bubas, Sonya
Cc: Scott Johnston; Hailey McWilliam; Lee, Arthur
Subject: RE: Airport Rd EA - Alternative Designs and Assessment

Hi Sonya,

Just one comment on the draft minutes from our meeting with the Town:

- Regarding item ii, under heading 4/5:
 - The notes indicate that a reduced two-lane semi-urban cross-section with multi-use path on the west side and paved shoulder/rumble strip on the east side may be acceptable through the Mono community; My recollection of this discussion was that although we talked about a multi-use path on the west side, we settled on a sidewalk on the west side and then uni-directional cycling facilities (likely paved shoulder on the east side as the cross-section would remain rural, and either buffered bike lanes on the west side if the road is urbanized, or paved shoulders if it remains rural). I think we talked about the opportunity to provide the sidewalk connection regardless of whether the road is urbanized on the west side – as it could potentially be added behind the ditch if the road remains rural.

Let me know if that makes sense.

I will aim to get you comments on the cycle track options Arthur sent over tomorrow – my first impression of the plan was that it looked like it had potential.

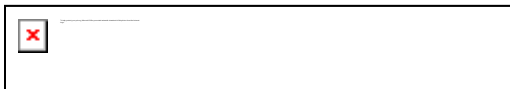
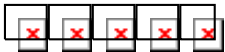
Thanks!

Zibby

Zibby Petch P.ENG.

IBI GROUP

Suite 200, East Wing-360 James Street North
Hamilton ON L8L 1H5 Canada
tel +1 905 546 1010 ext 63123



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From: Bubas, Sonya [mailto:sonya.bubas@peelregion.ca]

Sent: Friday, November 30, 2018 3:32 PM

To: Casey Blakely <casey.blakely@caledon.ca>; Eric Chan <Eric.Chan@caledon.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; ohi.izirein@caledon.ca; Rob Hughes <Rob.Hughes@caledon.ca>; Ryan A. Grodecki <ryan.grodecki@caledon.ca>; Steve Mathew <Steve.Mathew@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Douglas.McGlynn@caledon.ca

Cc: Zibby Petch <zibby.petch@ibigroup.com>; Rook, Sally <sally.rook@peelregion.ca>; Dang, Denise <denise.dang@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gorman, Gayle <gayle.gorman@peelregion.ca>; Scott Johnston

<sjohnston@IBIGroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>

Subject: RE: Airport Rd EA - Alternative Designs and Assessment

Good afternoon,

Further to my message below, please find attached notes of our meeting on November 20 and advise of any errors or omissions by **December 14**.

As with the meeting materials, please respect the notes as draft and confidential.

Thank you,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya

Sent: November 22, 2018 4:54 PM

To: 'Casey Blakely'; 'Eric Chan'; 'Kant Chawla'; 'ohi.izirein@caledon.ca'; 'Rob Hughes'; Ryan A. Grodecki (ryan.grodecki@caledon.ca); 'Steve Mathew'; 'Sylvia Kirkwood'; 'Arash Olia'; 'Douglas.McGlynn@caledon.ca'

Cc: Zibby Petch; Rook, Sally; Dang, Denise; Nieuwenhuysen, Bob; Beveridge, Scott; Gorman, Gayle;

sjohnston@IBIGroup.com; 'Hailey McWilliam'; Lee, Arthur; Kol, Rani; Garbos, Olek

Subject: Airport Rd EA - Alternative Designs and Assessment

Importance: High

Good afternoon,

Please treat this email and attachment as confidential (draft for internal discussion only). This information will be kept confidential until the Region of Peel has consulted with potentially affected property owners.

Further to our meeting regarding the Airport Road Class EA, please find attached presentation with the alternative design concepts and summary of advantages/disadvantages for your review and comment by **December 14**.

Kindly, we ask for the Town of Caledon to provide a written response to the following questions:

1. Are there other alternatives that should be considered?
2. Do you support a roundabout at:
 - a. Castleberg Side Road / Boston Mills Road? If not, please explain why
 - b. Cranston Drive? If not, please explain why

3. Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East?
4. Do you support a road extension of Old Church Road to Ivan Avenue?
 - c. If not, please explain why
 - d. If not, would the Town consider a tertiary plan for this area including adjacent lands?
5. Do you support the loss of parking on one side of the road to accommodate active transportation between the Caledon Trailway and Walker Road? If not, please explain why
6. Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and ultimately along future local roads connecting to Airport Road south of Hilltop Drive.

Thank you in advance for your input. Your comments will be incorporated into the evaluation of alternatives and will help determine the preferred solution(s).

We plan to follow-up with the meeting notes early next week. In the meantime, please feel free to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

<< File: 16-4360_Presentation_Town of Caledon (2018 11 20).pdf >>

<< OLE Object: Picture (Device Independent Bitmap) >>

-----Original Appointment-----

From: Bubas, Sonya

Sent: October 23, 2018 4:41 PM

To: Bubas, Sonya; Casey Blakely; Eric Chan; Kant Chawla; ohi.izirein@caledon.ca; Rob Hughes; Ryan A. Grodecki (ryan.grodecki@caledon.ca); Ryan Tucker; Steve Mathew; Sylvia Kirkwood; Lee, Arthur; Kol, Rani; Garbos, Olek; sjohnston@IBIGroup.com; Hailey McWilliam; Rook, Sally; Dang, Denise; Nieuwenhuysen, Bob; Arash Olia; Beveridge, Scott; Gorman, Gayle; Douglas.McGlynn@caledon.ca

Cc: Ian Todhunter; Zibby Petch

Subject: Airport Rd EA - Meeting with Town of Caledon re Evaluation of Alternative Design Concepts (Agenda attached)

When: November 20, 2018 9:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: MtgRm-Sleswick Room (Caledon East Fire Hall- 6085 Old Church Road)

<< File: 16-4360_Agenda_Town of Caledon Meeting (2018 11 13).pdf >>

Lauren Wilcox

From: Bubas, Sonya
Sent: Thursday, December 20, 2018 2:30 PM
To: Douglas.McGlynn@caledon.ca
Cc: sjohnston@IBIGroup.com; Hailey McWilliam; Gorman, Gayle; Beveridge, Scott
Subject: Airport Rd EA - Cultural Heritage Resource Assessment

Importance: High

Good afternoon Douglas,

A copy of the Draft Cultural Heritage Resource Assessment Report for the Airport Road Class EA Study (King St. to Huntsmill Dr) has been uploaded to the following link for your review by **January 25**:

[REDACTED]

Kindly, we ask that you treat the Draft Report as confidential for internal review only. The report includes drawings that are not for public information at this stage of the Study.

As you review the report, please note:

- The current draft report is based on a worst case scenario of alternatives and will be updated based on the preferred plan once determined by the EA Study
- 16000 Airport Road appears in the list of identified resources for the Roundabout option, however this may change as a roundabout is currently not an option for the Old Church / Airport Road intersection
- Page 33, Section 4 may change to list 5978 Olde Base Line Road (BHR 48) and 14799 Airport Road (CHL 6) under the Roundabout rather than Signalized option; and 15426 Airport Road (BHR 15) and 5 Walker Road West (BHR 40) under the Signalized rather than Roundabout option
- Page 22 indicates that ASI was waiting for information from the Town at the time of preparing this report. Has the Town provided the information or can the information be provided with your comments?

Please feel free to contact me if you have any questions on the report or Class EA Study,

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

Lauren Wilcox

From: Douglas McGlynn <Douglas.McGlynn@caledon.ca>
Sent: Friday, December 21, 2018 12:38 PM
To: Bubas, Sonya
Cc: Sylvia Kirkwood
Subject: RE: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE

[REDACTED] [REDACTED]

Hi Sonya,
Just an FYI on question 5.
The property that is designated is actually 16078 Airport Road, not 16078 Walker Road.
Merry Christmas.
Cheers
Douglas

Douglas McGlynn BSc(Arch) BA Hons MA CAHP
Heritage | Urban Design Planner
Office: 905.584.2272 x.4232
Email: douglas.mcglynn@caledon.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Friday, December 21, 2018 12:30 PM
To: Kant Chawla <Kant.Chawla@caledon.ca>
Cc: Rook, Sally <sally.rook@peelregion.ca>; Ganesh, Steve <steve.ganesh@peelregion.ca>; Peggy Tollett <Peggy.Tollett@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Eric Chan <Eric.Chan@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE

[REDACTED]

Hi Kant,

Thank you for providing the Town's response to our questions. I will review your response with the Project Team and let you know if we have questions or would like to discuss further.

Wishing you and all who are copied on this email a safe and happy holiday!

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Kant Chawla [<mailto:Kant.Chawla@caledon.ca>]

Sent: December 21, 2018 12:08 PM

To: Bubas, Sonya

Cc: Rook, Sally; Ganesh, Steve; Peggy Tollett; Sylvia Kirkwood; Casey Blakely; Eric Chan; Douglas McGlynn; Arash Olia

Subject: Airport Rd EA - Alternative Designs and Assessment -TOWN RESPONSE

Importance: High



Good Morning Sonya, hope you are well !

Please see below the consolidated Town response to the Region's questions. The Town response to each question is noted in blue .

Please advise if you have any questions or would like to have further discussion. We thank you for keeping the Town engaged on this important EA study. I will continue to coordinate the project and assist in appropriate Town representation for timely response and circulation of materials.

Have a safe and good holiday season !

Regards,
Kant

1. Are there other alternatives that should be considered?

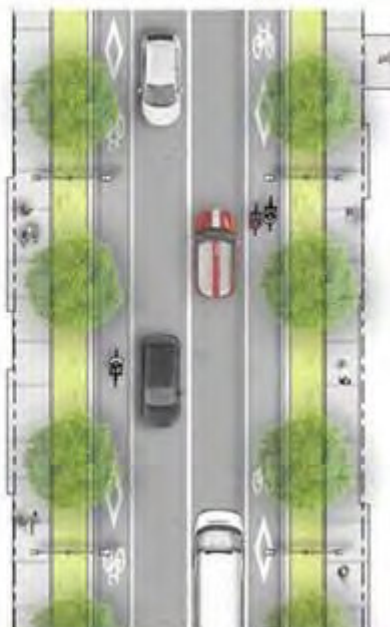
It has been noted that the existing carriage way and the designated right-of-way widths (ROW) vary within the Caledon East section of the Airport Road. Considering , the intended function of the road and the ROW constraints, it is suggested that the on-street parking should be considered/provided north of the Caledon Trail in order to support local businesses. We understand that Region's adoption of context-sensitive design approach would ensure the land use and mobility objectives of the Caledon East community are met. We suggest the following alternative options for your consideration:

- The option for the placement of the bike lane between the sidewalk and the on-street parking should be examined. We believe this option would lend additional safety and potentially minimize the likelihood of door accident by creating a buffer separating the cycling lane and moving traffic. This option is illustrated in Figure 1 from the Niagara Region Complete Streets Design Guidelines ([Link](#), p11)
- The existing right-of-way from Hilltop Drive to Caledon Trail way is 20m with the prevailing speed limit of 50 km/h. Town staff suggests that a reduced speed limit from 50 to 40 km/h be considered for enhanced safety. Based on further review as a part of the EA work, decreased lane widths within this section can be considered to accommodate all the road users within the 20m Right-of-Way. As an example, this option is illustrated in Figure 2 from the Niagara Region Complete Streets Design Guidelines ([Link](#), p16)

Figure 1: 26m ROW



Figure 2: 20m ROW



2. Do you support a roundabout at:

- **Castleberg Side Road / Boston Mills Road? If not, please explain why**

Town staff **supports** the provision of the roundabout. It will help to slow down the traffic heading north and would enhance the safety of the intersection by removing the offset and realigning the Castleberg Side Road / Boston Mills Road with Airport Road.

- **Cranston Drive? If not, please explain why**

A roundabout at Cranston Drive is **not supported** from a functional and Urban Design perspective. The Region is likely aware, there is a large [REDACTED] development to the east of Airport Road which is proposed to have 600 units with a diverse range of housing options. There is also discussion for a potential senior's development to the west side of Airport Road. In order to maintain the urban design intent for the provision of pedestrian and cyclist friendly community, a two-lane cross-section would be supported. We believe, the 45m ROW with 4-lane widening would be contrary to this vision. Additionally, it is believed:

- A roundabout can be uneasy for a pedestrian, especially for persons with accessible or special needs.
- Allowance of inside lane turn-outs maneuvers, creates a dangerous situation for cyclists, owing to the blind spots.
- Region should refer to the Traffic Impact Study submitted as a part of Draft Plan approval process.

3. Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East?

Given the fact that Airport Road carries heavy truck traffic, Town staff is in support of the separation of cyclist/pedestrian from the through traffic using segregated facilities such as Multi-Use Trails. The Town would support a trail link on the west side of Airport Road. There are heritage properties that line both sides of the road at the Olde Baseline /Airport Road junction. The properties to the west have a greater setback from the road line and would allow more space for this trail. The property to the south east of the junction of Olde Baseline and Airport is too close to the road to allow for the slip road and a trail.

Additionally, the Town would **support** the signalized system at the Olde Baseline and Airport Road junction and not a roundabout. There are numerous heritage properties that would be negatively impacted should a roundabout be constructed at this location.

4. Do you support a road extension of Old Church Road to Ivan Avenue?

c. If not, please explain why

d. If not, would the Town consider a tertiary plan for this area including adjacent lands?

The road extension cannot be supported by the Town at this time. The extension of Old Church Road would result in the demolition of 16000 Airport Road which is the LCBO. The LCBO building is a heritage property and although the lower level has been altered, the mass, proportion and window openings of the second floor are still intact. The building is a landmark on the street and provides a definitive street frontage to the intersection of Airport and Old Church.

There needs to be a further discussion regarding this intersection and the redevelopment of the lands to the north. The TRCA should also be involved, as a portion of these lands are subject to flooding.

5. Do you support the loss of parking on one side of the road to accommodate active transportation between the Caledon Trailway and Walker Road? If not, please explain why

The on-street parking between the trailway and Walker Road is an integral part of the streetscape. On street parking is part of the Caledon East experience and without a further proposal for accommodating local shopping or community parking within Caledon East, the removal of parking on one side of the street cannot be supported. It also appears that there is the proposal to remove on street parking on both sides of the street as Airport Road heads north past Old Church Road. Airport Road is also treelined which gives a balance between the hard-urban street and the built form. To remove the trees along the street line would be detrimental to the street form and its function.

The proposal to provide a roundabout at Airport and Walkers Road would also prove to be problematic as 16078 Walker Road at the south west corner of the junction is a designated property . In addition, the Town is concerned with the impact a roundabout would have on the residential and commercial planning application proposed at the north west corner of Airport Road and Walker Road.

A Parking Utilization/Justification Study would enable to make more informed decision. Please confirm if the Region would be undertaking this assessment.

6. Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and ultimately along future local roads connecting to Airport Road south of Hilltop Drive.

The proposed by-pass can be considered if the connection between the Mountcrest Road and the subdivision be available so that Cyclist be encouraged using the proposed signalized intersection at the northern accesses to make a safe left-turn on to the Airport Road.

Additional Comments

- Please confirm if the Region would be undertaking a Parking Utilization/Justification Study as part of the EA process.
- It is our understanding that the improvements proposed as a part of the Region's Olde Base Line Study may potentially encourage truck traffic, to use the improved Olde Base Line Road. We would request that the Town be provided with the detailed analysis reflecting the number of trucks/vehicle volume

which are anticipated to be diverted on to the Olde base Line Road. We also wish to ensure trucks do not use the Town's truck restricted roads.

- The servicing (hydro, etc.) should be buried to allow for a better cross section and the opportunity for promoting broad band by laying fibre optics, etc.
- A school zone should be implemented along Airport Road, in the vicinity of the Caledon East Public School to assist with traffic calming and safe crossing of children
- The Town is not supportive of the Region acquiring the full extent of the right-of-way width for the purposes of implementing 4 lanes through the section north of Cranston. Airport Road through the length of the village needs to promote the village feel.
- Traffic calming through implementing a school zone (flashing light, safe signaled crossing adjacent to school – similar to Palgrave) will also divert some truck traffic from Airport Road along Old base Line Road
- Please highlight any traffic safety features/improvements as a result of the Regional Council-approved Traffic Safety Operational and Strategy Plan (a.k.a Vision Zero).
- The roundabouts should be geometrically designed to accommodate smooth flow of trucks and farming vehicles
- It is noted that Active Transportation users are mainly local residents/visitors with low-medium cycling skills (i.e. children going to elementary/high schools, local residents going to restaurants/shops, and visitors from the Caledon Trailway exploring the village). The design elements be consistent with needs of the community. It is suggested that multi-use trail with appropriate crossing treatments at driveways and intersections should be considered

Thanks again !!

Kant Chawla, MPig, MCIP, RPP

Senior Planner, Transportation | Policy & Sustainability Division
Community Services Department

Office: 905.584.2272 x.4293

Email: kant.chawla@caledon.ca

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Thursday, November 22, 2018 4:54 PM

To: Casey Blakely <casey.blakely@caledon.ca>; Eric Chan <Eric.Chan@caledon.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Ohi Izirein <Ohi.Izirein@caledon.ca>; Rob Hughes <Rob.Hughes@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Steve Mathew <Steve.Mathew@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Cc: Zibby Petch <zibby.petch@ibigroup.com>; Rook, Sally <sally.rook@peelregion.ca>; Dang, Denise <denise.dang@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gorman, Gayle <gayle.gorman@peelregion.ca>; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>

Subject: Airport Rd EA - Alternative Designs and Assessment

Importance: High

████████████████████

Good afternoon,

Please treat this email and attachment as confidential (draft for internal discussion only). This information will be kept confidential until the Region of Peel has consulted with potentially affected property owners.

Further to our meeting regarding the Airport Road Class EA, please find attached presentation with the alternative design concepts and summary of advantages/disadvantages for your review and comment by **December 14**.

Kindly, we ask for the Town of Caledon to provide a written response to the following questions:

1. Are there other alternatives that should be considered?

2. Do you support a roundabout at:
 - a. Castlederg Side Road / Boston Mills Road? If not, please explain why
 - b. Cranston Drive? If not, please explain why

3. Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East?

4. Do you support a road extension of Old Church Road to Ivan Avenue?
 - c. If not, please explain why
 - d. If not, would the Town consider a tertiary plan for this area including adjacent lands?

5. Do you support the loss of parking on one side of the road to accommodate active transportation between the Caledon Trailway and Walker Road? If not, please explain why

6. Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and ultimately along future local roads connecting to Airport Road south of Hilltop Drive.

Thank you in advance for your input. Your comments will be incorporated into the evaluation of alternatives and will help determine the preferred solution(s).

We plan to follow-up with the meeting notes early next week. In the meantime, please feel free to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



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Lauren Wilcox

From: Bubas, Sonya
Sent: Tuesday, February 9, 2021 8:29 AM
To: Andrew Pearce; Arash Olia; sjohnston@IBIGroup.com; Rook, Sally; Dang-williams, Denise; Ansari, Seema; Lee, Arthur; Beveridge, Scott
Cc: Kol, Rani; Sylvia Kirkwood; Marisa Williams
Subject: RE: Airport Rd EA - Meeting Notes

Hello everyone – please refer to this version with spelling corrected in Item 3:

I noted the following during our discussion on February 3 . Please let me know of any errors or omissions.

1. Status of Traffic Comments and Responses

a. Walker Road

i. Southbound Right-Turn Lane

1. The Region is looking at collision history to weigh in the safety factor.
2. The Town suggested the right-turn lane is counterproductive to pedestrian and cyclist users.

ii. Consideration of Traffic Lights:

1. Updates to active developments at 16114 and 89 Walker Road are not expected to change the EA traffic analysis or its findings that traffic lights are not warranted.
2. The Region noted that pedestrian crossing volumes do not meet the warrant for an IPS at Walker Road (traffic volumes also play a role).
3. The Town noted the existing IPS at the Caledon Trailway. The Region noted this crossing could have more pedestrian [volumes].
4. The Town noted the proposed IPS at the School exit (north of Cranston Drive) under the recently approved development on the east side of Airport Road. The EA team would need background on the development approval of the IPS to consider this type of controlled crossing in the EA.
5. The type of controlled crossing (PXO or IPS) at Walker Road could be determined subject to review during detailed design.

b. Cranston Drive Roundabout

- i. The Town noted that the one-lane roundabout is shown to only marginally not work by 2031.
- ii. IBI clarified that the northbound PM peak hour [shows a critical constraint in capacity].
- iii. IBI described a couple of options that could be considered based on previous experience in Waterloo Region:
 1. Construct roundabout and paint-out lanes not needed in the short term. The Region (traffic operations) also suggested that the inner circle of the one-lane roundabout could be built larger to protect for the future flared two-lane entry roundabout. Further discussion indicated that overbuilding at the onset was not favorable.
 2. Carry out property grading and utility relocation to protect for the flared two-lane entry roundabout but with curb built for the one-lane configuration
- iv. The Region would protect land for the flared two-lane entry roundabout:
 1. The Region (traffic operations and safety) indicated that the one-lane roundabout could be built in the interim and the flared two-lane entry roundabout in the future. There is some risk to the Region for the potential that widening is needed in five to seven years.

2. **The Region will discuss the potential for phasing the one-lane roundabout to the flared two-lane entry roundabout with the Region's Roads Design and Construction team.**

2. Communications re Old Church Rd and Urban Design Review

- a. Updates to the EA recommendation for Old Church / Airport Road were provided to the Technical Advisory Committee, Regional Councillor, Community Working Group, and one of the Petition Organizers.
- b. Updates are being posted to the Project Website and provided to residents who submitted comments through the Regional Councillor.
- c. The Region and Town received calls from property owners at [REDACTED] and [REDACTED] for clarification on the EA recommendation and the Urban Design Review.
- d. To ensure accuracy and consistency in the message, a follow-up update and study area map can be forwarded to all interested parties to clarify the Urban Design Review and why we need to undertake that review to inform the ultimate configuration of the intersection (the Town is preparing details for this update).

3. Other

- a. The Town confirmed that the Region's presentation to Town Council Planning Committee on March 23 will be limited to 10 minutes (6-10 slides).
- b. The Town is preparing their draft Staff Report to Council for internal review by February 11:
 - i. **The Region will work to forward the response to traffic comments, draft presentation slides and noise study report to the Town in advance of February 11 (preferably February 9).**
 - ii. **The Region asked IBI for the updated noise study report to meet this schedule.**

Thank you,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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Lauren Wilcox

From: Bubas, Sonya
Sent: Wednesday, January 27, 2021 2:03 PM
To: Andrew Pearce; Sylvia Kirkwood; Arash Olia; Rook, Sally; Beveridge, Scott
Subject: Airport Rd EA - Meeting Notes

Hi everyone,

I noted the following during our discussion this morning. Please let me know of any errors or omissions.

1. The upcoming ToC Study and how to best move forward with the EA while pending results of the Study
 - The Region will update the Community Working Group and Petitioners on the new plan at Old Church Rd well in advance of the Feb 1 deadline for delegations on the Regional Council Agenda.
 - The upcoming ToC Study will be referred to as "Urban Design Review".
 - The Town is working on a scope of work for the Consultant, [REDACTED], to assist with the Urban Design Review.
 - Key messages to Petitioners:
 - The Region will not connect the road through to Ivan Avenue (i.e., no local road connection)
 - The Region will support/partner with the Town on an urban design review for a broader geographic area that will inform the ultimate configuration at the Old Church / Airport Rd intersection.
 - Rationale for EA recommendation at Old Church / Airport Rd intersection:
 - Two options remain:
 - Close access
 - Align west leg in the form of a driveway
 - Preferred option is subject to holistic study (urban design review)
 - Public consultation will be scoped as part of the urban design review
2. Schedule to present to ToC Council in March (prior to EA filing)
 - The Town indicated Councillor Innis is aware of the plan to present to Council in March and then file the EA:
 - The Town will report back to Councillor Innis after this meeting
 - The Region will present the EA to ToC Planning Committee of Council on March 23:
 - The Region will forward presentation slides to the Town in advance of the Committee Agenda deadline on March 16
 - The Town will advise the Region of the time limit for presentations (anticipated 5-10 minutes)
 - The Public may request delegations at the Committee Meeting, however Councillors will direct questions to the Presenters
 - The Town will confirm if the Region is required to formally request a delegation
 - The Town Report will supplement the presentation by the Region
 - Subject to the Planning Committee, the Region will file the EA after Town Council meeting on March 30

4. Comments on scope of work for Study
 - The Town will share the Draft Terms of Reference for the urban design review with the Region for feedback
5. Other items
 - Status of Traffic Comments:
 - The Town will confirm the latest development plans at Walker/Airport and Mountainview/Airport for the EA Team to confirm potential impact to traffic signal warrants at Walker/Airport
 - The Region will respond to the Town's traffic comments by February 5
 - The Region will schedule re-occurring meetings with the Town to touch base on the EA until filing. The next touch base will focus on the Cranston Drive Roundabout.
 - Wednesday, February 3 at 4pm
 - Wednesday, February 11 at 10am
 - Thursdays at 10am in the following weeks
 - The Region will follow-up with the Town to confirm circulation of Traffic Reports with updated Old Church Rd evaluation matrix to the Community Working Group

Thank you,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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March 31, 2021

Sent via E-Mail: Kathryn.Lockyer@peelregion.ca

Kathryn Lockyer, Regional Clerk and Interim Commissioner of Corporate Services
Region of Peel
10 Peel Center Drive
Brampton, ON L6T 4B9

Dear Ms. Lockyer,

RE: STAFF REPORT 2021-0071: TOWN COMMENTS REGARDING THE REGION OF PEEL'S CLASS ENVIRONMENTAL ASSESSMENT STUDY OF AIRPORT ROAD, WARD 3

I am writing to advise that at the Town Council meeting held on March 30, 2021, Council adopted a resolution regarding Town Comments for the Region of Peel's Class Environmental Assessment Study of Airport Road. The Town is requesting that the Region of Peel address staff's comments regarding the recommended options for the proposed improvements of Airport Road as outlined in Staff Report 2021-0071 through the subsequent detailed design phase of the project.

The resolution reads as follows:

That the Region of Peel be requested to address staff's comments regarding the recommended alternatives of the proposed Airport Road improvements as outlined in Staff Report 2021-0071 through the subsequent detailed design phase of the project;

That staff report on the outcome and recommendations of the Urban Design Focus Area Study to a future Planning and Development Committee meeting; and

That a copy of this report be forwarded to the Region of Peel.

A copy of Staff Report 2021-0071 has been included for your reference.

For more information regarding this request, please contact Arash Olia, Manager, Transportation Engineering, Engineering Services, for the Town of Caledon by email to arash.olia@caledon.ca or by phone at 905.584.2272 ext. 4073.

Thank you for your attention to this matter. We look forward to hearing from you.

Sincerely,

Laura Hall, Director, Corporate Services / Town Clerk

Cc: Arash Olia, Manager, Transportation Engineering, Town of Caledon, arash.olia@caledon.ca

Lauren Wilcox

From: Saddi, Asha
Sent: Wednesday, May 16, 2018 2:02 PM
To: Bubas, Sonya
Subject: FW: Community Working Group Meeting - May 17, 2018

Hi Sonya,
FYI

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



From: Kant Chawla [mailto:Kant.Chawla@caledon.ca]
Sent: May 16, 2018 2:00 PM
To: Saddi, Asha; Ohi Izirein
Cc: Casey Blakely; Sylvia Kirkwood
Subject: RE: Community Working Group Meeting - May 17, 2018

Asha, I reviewed the below comments . I trust , as part of the EA process , the background research, PIC material and the parallel feasibility study being undertaken for Old Base line (Diverting truck traffic) provide you the required details to address the concerns/suggestions of community members.

Unfortunately, Town staff is unable to attend tomorrow's community working group meeting. We will likely attend the PIC rescheduled for June 4th.

Please let us know if we can assist in anyways prior to the meeting.

Regards,
Kant

Kant Chawla, MPig, MCIP, RPP
Senior Planner, Transportation | Policy & Sustainability Division
Community Services Department

Office: 905.584.2272 x.4293
Email: kant.chawla@caledon.ca

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From: Saddi, Asha [<mailto:asha.saddi@peelregion.ca>]
Sent: Wednesday, May 16, 2018 1:18 PM
To: Kant Chawla; Ohi Izirein
Subject: Community Working Group Meeting - May 17, 2018

Hi Kant and Ohi,
Attached are 3 comments received from some Community Working Group (CWG) members following our CWG Orientation meeting. These comments will be addressed by the Project Team tomorrow evening and it would also be helpful if you could elaborate on the Town's active transportation plan, if required.

I look forward to meeting you both tomorrow. Kant, please confirm your attendance. Thanks.

1. [REDACTED]:

I have read the Meeting Notes and Presentation. I have one, very picky comment and that is on the Details section of the notes #3. Project Overviews - Questions and Comments. Quote 'Pedestrians and seniors ...' Are seniors not part of the pedestrians?

I also have a question. With the Studies done in 2012 and 2015 ending up deciding that there is sufficient capacity on Airport Road, 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 could see that part of Airport Road could be widened but then would bottlenecked when it came to the 'Village' for several reasons. 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 and Boston Mills so that land could be allocated? Just a fleeting thought since I know that widening the road is not being looked at here!

Thanks,

[REDACTED]

2. [REDACTED]

I thank you all for the obvious care and professional effort that went into the initial meeting of the Citizen's on November 30th, 2017.

I believe that the meeting effectively aired most of the issues and concerns that need to be explored. It also provided much needed clarity to some of the mechanics of the planning process and factors that expand our understanding of why the process faces obstacles in coming to, what we might have considered to be, easy or quick decisions.

After the meeting I found myself examining the corridor with a reformed perspective and would like to submit a few observations and suggestions as a way of clarifying in my own mind one the path forward.

I am focusing my comments on the section of Airport Road between Cranston and Huntmill Dr. that passes through the town of Caledon East. It is clear that it is this stretch that faces the most difficult planning challenges and was the focus of most of the comments made by members of the committee.

The infrastructure through Caledon East is adequate much of the time for the traffic currently using it each day, evening and night, with the following provisos;

- 1. It is under strain from vehicular traffic during the morning and evening rush hours.*
- 2. It is inadequate during peak periods such as long weekends and holiday afternoons.*

3. It is compromised by heavy transport truck usage.

4. Transport truck usage rises dramatically during the construction season. From April through November the activity of the aggregate industry create a unique and very disruptive element to the truck issue.

The residential expansion currently taking place on Olde School Rd. and soon to begin on Walkers Lane and on Airport Rd. south of the Plaza will dramatically intensify the deficiencies in the current infrastructure. With this in mind the following are the areas which I hope that the planning process targets as we move forward.

1. The current transport truck intensity seriously compromises the environment, the business community, and the safety of pedestrian and vehicular traffic. Diversion and controlling speed need to be addressed.

2. Speed is and will be a continuing problem. The current infrastructure with a single traffic light and a single pedestrian/cyclist crossing encourages speeding. As we all know from personal experience a significant percentage of drivers set their speed not by the letters on the road or the flashing lights reminding them of the speed 'limit' but by the amount of open pavement ahead. As a result excessive speed is a critical concern that must be addressed with the current 'traffic calming' measures being woefully inadequate. Pedestrian deaths have occurred and risks are increasing.

3. The lack of safe pedestrian crossings between Mountainview and Cranston must be addressed.

4. The traffic access to the Foodland plaza is woefully inadequate now and the problems will be escalating rapidly with the completion of each residential project

5. Safe routes for cyclists crossing Airport Rd. must be expanded with consideration of the cycling infrastructure along arteries such as Olde Base Line.

I will be looking for initiatives in the meetings ahead to add lights at Walkers Line and rework access to the Plaza with the addition of a set of lights somewhere to improve safety for pedestrians and vehicles.

Given the announcement that was reported in the December 28th Caledon Enterprise that Photo Radar is being considered by the Region in problem areas I will be supporting efforts to add this technology as soon as possible to deal with speeding.

Currently those traveling through Caledon East are anticipating a travel time of 2:45 seconds to 3:00 minutes and face two possible stoppages. This is the mindset of all vehicles currently driving through Caledon East. That mindset must be realigned if we are to achieve a safe and functioning urban environment. A significant percentage of drivers have little regard for pedestrian safety and accelerate through town and up the hill at either end. With the addition of Photo Radar and additional lights the travel time will reach about 4:00 minutes to 4:30 seconds. That additional time will improve safety for pedestrians, cyclists and motorists. Reduced speeds will reduce road noise, discourage some transport traffic and make a significant improvement to the quality of life for the residents while enhancing opportunity for business improvement. In short these measures are needed to save the town.

I look forward to working with all of you as this process continues.

██████████

3. ██████████

Folks

With regards to possibly having a round-about at Cranston I have couple of points:

1) With the ██████ proposal now received they are showing an A/T route (as part of Caledon East Community Trail) running along south and east side of development which TOC will put a connection to Caledon Trailway/ Great Trail/ Greenbelt Cycle Route.

2) TOC is considering designating Cranston Dr as a cycle route from Airport to Mountainview to accommodate cyclists wanting to go west/east from/to ██████ development.

3) Considering above info how can we ensure safe east/west crossing at Airport Rd using round-a-bout as based on my experience cycling through round-about on Old Base is extremely dangerous, but really safe for cars?

4) By having lights at Cranston it would allow for a "break" in traffic for those trying to exit/enter on to Airport both south and north of intersection.... how would this happen with round-a-bout?

5) It is not that I am against round-a bouts as I am not but just need to understand how we can use with above concerns.

Any questions or clarifications please call or email.

Regards,



Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

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Minutes

Meeting with the Town of Caledon
Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)

Tuesday, November 20, 2018
9:00 a.m. – 12:00 noon
Caledon East Fire Hall, Sleswick Room
6085 Old Church Road, Caledon

Town of Caledon (Town): Arash Olia, Casey Blakely, Douglas McGlynn, Kant Chawla, Ohi Izirein

Region of Peel (Region): Bob Nieuwenhuysen, Denise Dang, Gayle Gorman, Sally Rook, Scott Beveridge, Sonya Bubas, Olek Garbos

IBI Group (IBI): Scott Johnston, Hailey McWilliam, Zibby Petch

#	DESCRIPTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> • The Region welcomed attendees and initiated roundtable introductions • The Region noted all meeting materials are draft and confidential until potentially affected property owners have been consulted: <ul style="list-style-type: none"> - Meeting agenda was circulated to the Town in advance of the meeting - PowerPoint Slides summarizing the Study to date, alternative design concepts and assessment of advantages/disadvantages. Post-meeting note: PowerPoint Slides were circulated to the Town on November 22. - Aerial Roll Plan and Design Plates showing alternative design concepts • The purpose of the meeting was to review and receive the Town's comments on the alternative design concepts and assessment of advantages/disadvantages for improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive
2	<p>Class EA Study Update</p> <ul style="list-style-type: none"> • The Region provided a Study update (see PowerPoint Slides 5 to 7 for details) • In summary, Phases 1 and 2 of the Class EA concluded: <ul style="list-style-type: none"> - Improvements are required to better accommodate all uses in the corridor (vehicular traffic, goods movement, walking and cycling) to improve safety and support local communities - A combination of solutions: Providing for active transportation, improving traffic operations and encouraging goods movement to use alternatives to Airport Road through Caledon East • The Region and IBI clarified: <ul style="list-style-type: none"> - The study that examines the feasibility of upgrading Olde Base Line Road to a truck route is on-going and will be completed shortly. Preliminary results indicate that upgrading Olde Base Line Road as a truck route is feasible. - Prior studies looked at diverting trucks to other Regional roads or Provincial highways (e.g., Highway 10 or Highway 50). The Region would not require trucks to divert to local roads, including Mountainview Road. - IBI completed a study that examined the feasibility of creating a Caledon East by-pass by using Mountainview Road, and the results showed the by-pass was not feasible. - The Region will not restrict trucks on Airport Road, but will implement traffic calming measures on Airport Road to encourage some trucks to use alternative truck routes.

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3	<p>Alternative Design Concepts</p> <ul style="list-style-type: none"> • The Region introduced the alternative design concepts for improvements to Airport Road, and provided an overview of how the alternatives were developed and assessed (see PowerPoint Slides 8 to 15 for details) • In summary, a set of road design alternatives were developed for: <ul style="list-style-type: none"> A. The rural area outside Caledon East, from north of King Street to south of Cranston Drive and from Walker Road to north of Huntsmill Drive: <ol style="list-style-type: none"> (1) Do Nothing (2) Reduced Two-Lane Rural Cross-Section with Paved Shoulders and Rumble Strips (3) Reduced Two-Lane Urban Cross-Section with Buffered Bike Lanes and Sidewalks (4) Reduced Two-Lane Urban Cross-Section with Multi-Use Paths (5) Reduced Two-Lane Semi-Urban Cross-Section with Multi-Use Path on West Side and Paved Shoulder/Rumble Strip on East Side B. The urban area within Caledon East, from south of Cranston Drive to Walker Road: <ol style="list-style-type: none"> (1) Do Nothing (2) Reduced Two-Lane Urban Cross-Section with Bike Lanes, Improved Sidewalks and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road (3) Reduced Two-Lane Urban Cross-Section with Multi-Use Path on West Side, Improved Sidewalk on East Side and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road (4) Reduced Two-Lane Urban Cross-Section with Multi-Use Paths and Streetscaping between West Side Parking Lay-bys from Caledon Trailway to Walker Road (5) Reduced Two-Lane Urban Cross-Section with Sidewalks, Cycle Tracks and Streetscaping between West Side Parking Lay-bys from Caledon Trailway to Walker Road C. At major Intersections (Castleberg Side Road / Boston Mills Road, Olde Base Line Road, Cranston Drive, Walker Road and Huntsmill Drive): <ol style="list-style-type: none"> (1) Do Nothing (2) Traffic Signals with Turn Lanes (3) Roundabout. The Town asked if there was room for roundabouts. The Region noted there would be property impacts for both roundabouts and intersection improvements. D. At Old Church Road: <ol style="list-style-type: none"> (1) Do Nothing (2) Signalized Driveway and/or Split Phase Signals (3) Old Church Road Extension to Ivan Avenue
4 & 5	<p>Preliminary Assessment and Discussion</p> <p>Airport Road</p> <ul style="list-style-type: none"> • Preliminary assessment suggests a combination of alternatives to address varying needs of the corridor: <ol style="list-style-type: none"> i. A paved shoulder for active transportation from north of King Street to south of Old Base Line Road, and from Leamster Trail to north of Huntsmill Drive. Rumble strips would discourage drivers from encroaching onto the paved shoulder.

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- ii. Reduced Two-Lane Urban Cross-Section with Multi-Use Paths from north of Olde Base Line Road to south of Cranston Drive to link the communities of Mono Road and Caledon East with active transportation. The Region noted insufficient space through Mono Road community for Multi-Use Paths. A Reduced Two-Lane Semi-Urban Cross-Section with Multi-Use Path on West Side and Paved Shoulder/Rumble Strip on East Side may be acceptable; The Region will review if this alternative is feasible.
- iii. Aside from resurfacing, no improvements can be made from Mountcrest Drive to Hilltop Drive due to physical constraints. The Region asked if the Town would consider a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive.
- iv. The Region noted that the most ideal alternatives for cyclists and pedestrians require the loss of parking on one side of the road from Caledon Trailway to Walker Road:
 - Reduced Two-Lane Urban Cross-Section with Sidewalks, Cycle Tracks and Streetscaping between West Side Parking Lay-bys from Caledon Trailway to Walker Road. Although this alternative is preferred from the perspective of active transportation, it requires the loss of parking on one side of the road and would result in a less than ideal cycling crossing at Old Church Road in order to accommodate the road alignment and truck movements to/from Airport Road and Old Church Road.
 - Reduced Two-Lane Urban Cross-Section with Multi-Use Paths and Streetscaping between West Side Parking Lay-bys from Caledon Trailway to Walker Road. Although this alternative provides separation between the active transportation facility and roadway, it requires the loss of parking on one side of the road and the function of a bidirectional, multi-use facility along both sides of the corridor with numerous business frontages and driveways would be less than optimal for cyclists.
 - Reduced Two-Lane Urban Cross-Section with Multi-Use Path on West Side, Improved Sidewalk on East Side and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road. Although this alternative would retain parking on both sides of the road, the function of a bidirectional, multi-use facility along a corridor with numerous business frontages and driveways would be less than optimal for cyclists.
 - During discussion, it was noted that:
 - 2m sidewalks would allow children to cycle through constrained corridor
 - Bike lanes sometimes are interpreted as an extra wide lane, which can speed up traffic
 - When determining the appropriate cycling facility, guidelines indicated that this section of Airport Road does not fully meet criteria for either a designated or separated facility, but falls in a grey area between the two options
 - The Town recommended that street trees be replanted in all of the alternatives, where appropriate. Trees provide a separation between the road and sidewalk for pedestrians, and are beneficial because they help mitigate the urban heat island effect experienced in the summer.
 - A parking study is being undertaken and will help inform decisions. The Town expressed interest in the results.
 - Reduced Two-Lane Semi-Urban Cross-Section with Multi-Use Path on West Side and Paved Shoulder/Rumble Strip on East Side to fill the sidewalk gap between Walker Road and Leamster Trail. Although this section is within the urban area, it transitions between the urban and rural areas, and was therefore assessed along with rural, semi-urban and urban cross-sections.

Airport Road and King Street

- A roundabout will be implemented at Airport Road and King Street as per recommendations of the Class EA Study for Airport Road from Mayfield Road to King Street.

Airport Road and Castleberg Side Road / Boston Mills Road

- The Region noted that roundabouts work best in succession for traffic calming and there would be three

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roundabouts in succession if a roundabout is implemented at Castleberg Side Road / Boston Mills Road. Two roundabouts will be implemented at King Street and Old School Road as per recommendations of the Class EA Study for Airport Road from Mayfield Road to King Street.

- The Town asked if roundabouts would discourage truck traffic on Airport Road. The Region explained that roundabouts could potentially discourage truck traffic because trucks must reduce their speed at roundabouts.
- IBI explained that the intersection has very low side street volumes and does not warrant a signal or roundabout from a traffic volume perspective. If the intersection is realigned, the volumes may increase and then a signal may be warranted.
- IBI explained:
 - The corridor becomes constrained and congested in 2041
 - The Region's Official Plan states that the corridor will accommodate four lanes
 - The roundabout may become a two-lane roundabout for the above reasons and therefore it may be prudent to protect land for this scenario
 - The Town agreed it is beneficial to protect for two lanes
 - The Region's preference is to meet with landowners once rather than twice regarding property impacts
- IBI explained that the traffic volumes at this intersection work well for a roundabout as there are low side street volumes
- The Region and IBI noted that turning lanes are considered to address public concerns regarding access to Glen Echo nurseries, north of the intersection

Airport Road and Olde Base Line Road

- The Region noted that this intersection is currently signalized and a roundabout has significant property impacts
- The Town noted that:
 - Properties to the north and south of the intersection are listed on the Town's Built Heritage Resource Inventory (BHRI). The BHRI will be presented to Council in March / April 2019 to become designated under the *Ontario Heritage Act*.
 - **Action:** The Region will share the Cultural Heritage Resource Assessment for the Class EA with the Town and Region's Realty Staff
- The farm house on the northeast side and adjacent property northwest of the intersection would be negatively impacted and are considered to have the highest cultural significance in the corridor. The farm house on the northeast side is most significant.
- The Region will review whether the design concepts can be modified to reduce impacts. The Town would like to see the alternative version(s).
- The Town noted that urbanizing Mountainview Road, as recommended in the Town's on-going Class EA Study, may make the signalized option with active transportation facilities at Old Base Line Road most beneficial
- The Town asked if the right-turn lane is warranted. IBI confirmed yes and that the right-turn lane length was determined through the traffic analysis. The storage lane length can be reduced if necessary to minimize impacts to heritage.
- The Region and Town agreed that the roundabout option was not feasible given the significant property impacts. The Region will look into optimizing the signalized intersection design option to reduce heritage and property impacts, leaving some room for flexibility in the detailed design.
- During discussion, it was noted that a Multi-use Trail (MUT) that transitions to sidewalk is not ideal

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Airport Road and Cranston Drive

- A roundabout is considered due to traffic needs and as a gateway feature opportunity
- The Region noted that a school is located on the northwest side and development is proposed on the east side
- IBI explained that the development proposal on the east side recommends a signal at the school exit to the north of the intersection for pedestrians
- The Town noted that they asked the Applicant of the development proposal to coordinate cycling facilities with the School Board and improve walkability; The Applicant submitted a revised, second submission and the Town will provide additional comments to the Applicant.
- During discussion, it was noted that the Developer is not in favour of the roundabout option due to property impacts
- During discussion, it was noted that the Foodland Plaza would have to provide for the designated 45 metres right-of-way if any expansion is considered

Airport Road and Old Church Road

- IBI explained that signaling the LCBO driveway requires split-signal phasing. Traffic impacts would result in longer delays and queues in the centre of town.
- The Region asked the Town to consider whether adjacent properties on the west side can be planned as one parcel to minimize access requirements on Airport Road
- The Region clarified that the Town of Caledon would maintain the extension to Ivan Avenue
- The Town noted that a Heritage Impact Assessment would be required on the LCBO frontage, which is listed on the Town's BHRI
- In response to questions, IBI explained that a right-in and right-out entrance at the LCBO is difficult to enforce and makes it difficult for trucks to enter. Right-in/right-out and status quo options are undesirable for pedestrians and cyclists.
- The option of closing access to LCBO from Airport Road was discussed. Ramifications for closing access to LCBO could result in a potential Part II Order request or request for compensation.
 - **Action Item:** The Region will circulate the alternative design concepts and summary of advantages/disadvantages as shown on the PowerPoint Slides for the Town's review and comment
 - **Action Item:** The Town will review the options with Senior Management to provide comment

Airport Road and Walker Road

- Signals are not warranted at this intersection and IBI is reviewing the warrant for left turns
- The roundabout option would impact heritage property/building
- The Region noted that Walker Road is a signed bike route and options to facilitate cyclists crossing Airport Road may need to be considered
- The Town noted that development northwest of the intersection is under discussion

Airport Road and Huntsmill Drive

- Signals are not warranted at this intersection and a roundabout would impact environmentally sensitive lands and private driveway
- Options to facilitate the Town's future trail crossing at Huntsmill Drive were discussed. It was agreed that the trail network is outside the scope of the Class EA and options to facilitate a trail crossing Airport Road, such as pedestrian signals and/or refuge median, would be considered separate of the Class EA at the time the trail is

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	implemented.
6	<p>Next Steps</p> <ul style="list-style-type: none"> • The Region requested written comments from the Town by December 14. <ul style="list-style-type: none"> - Comments by the Town will be incorporated into the evaluation of alternatives and help determine the preferred solution(s) • The following questions were raised during discussion and/or forwarded to attendees on November 22 for the Town's written response: <ol style="list-style-type: none"> (1) Are there other alternatives that should be considered? (2) Do you support a roundabout at: <ul style="list-style-type: none"> ▪ Castleberg Side Road / Boston Mills Road? If not, please explain why ▪ Cranston Drive? If not, please explain why (3) Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East? (4) Do you support a road extension of Old Church Road to Ivan Avenue? <ul style="list-style-type: none"> ▪ If not, please explain why ▪ If not, would the Town consider a tertiary plan for this area including adjacent lands? (5) Do you support the loss of parking on one side of the road to accommodate active transportation between the Caledon Trailway and Walker Road? If not, please explain why (6) Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and ultimately along future local roads connecting to Airport Road south of Hilltop Drive. • In summary, the Region's next steps are to: <ul style="list-style-type: none"> - Review Comments by the Town - Assess Alternative Design Concepts for Watercourse Crossings - Evaluate Design Concepts for Road Corridor and Crossings - Meet with the Technical Advisory Committee - Meet with the Public

Lauren Wilcox

From: Bubas, Sonya
Sent: Friday, November 30, 2018 3:32 PM
To: Casey Blakely; Eric Chan; Kant Chawla; ohi.izirein@caledon.ca; Rob Hughes; Ryan A. Grodecki (ryan.grodecki@caledon.ca); Steve Mathew; Sylvia Kirkwood; Arash Olia; Douglas.McGlynn@caledon.ca
Cc: Zibby Petch; Rook, Sally; Dang, Denise; Nieuwenhuysen, Bob; Beveridge, Scott; Gorman, Gayle; sjohnston@IBIGroup.com; Hailey McWilliam; Lee, Arthur; Kol, Rani; Garbos, Olek
Subject: RE: Airport Rd EA - Alternative Designs and Assessment
Sensitivity: Confidential

Good afternoon,

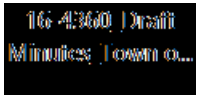
Further to my message below, please find attached notes of our meeting on November 20 and advise of any errors or omissions by **December 14**.

As with the meeting materials, please respect the notes as draft and confidential.

Thank you,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: November 22, 2018 4:54 PM
To: 'Casey Blakely'; 'Eric Chan'; 'Kant Chawla'; 'ohi.izirein@caledon.ca'; 'Rob Hughes'; Ryan A. Grodecki (ryan.grodecki@caledon.ca); 'Steve Mathew'; 'Sylvia Kirkwood'; 'Arash Olia'; 'Douglas.McGlynn@caledon.ca'
Cc: Zibby Petch; Rook, Sally; Dang, Denise; Nieuwenhuysen, Bob; Beveridge, Scott; Gorman, Gayle; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Lee, Arthur; Kol, Rani; Garbos, Olek
Subject: Airport Rd EA - Alternative Designs and Assessment
Importance: High
Sensitivity: Confidential

Good afternoon,

Please treat this email and attachment as confidential (draft for internal discussion only). This information will be kept confidential until the Region of Peel has consulted with potentially affected property owners.

Further to our meeting regarding the Airport Road Class EA, please find attached presentation with the alternative design concepts and summary of advantages/disadvantages for your review and comment by **December 14**.

Kindly, we ask for the Town of Caledon to provide a written response to the following questions:

- (1) Are there other alternatives that should be considered?
- (2) Do you support a roundabout at:
 - a. Castleberg Side Road / Boston Mills Road? If not, please explain why
 - b. Cranston Drive? If not, please explain why
- (3) Do you support providing sidewalks or multi-use trails from Olde Base Line Road to south of Hilltop Drive to connect Mono Road community to Caledon East?
- (4) Do you support a road extension of Old Church Road to Ivan Avenue?
 - a. If not, please explain why
 - b. If not, would the Town consider a tertiary plan for this area including adjacent lands?
- (5) Do you support the loss of parking on one side of the road to accommodate active transportation between the Caledon Trailway and Walker Road? If not, please explain why
- (6) Do you support a signed or painted bike route on local roads as a detour between Mountcrest Drive and Hilltop Drive to mitigate the fact we cannot provide cycling facilities on this section of Airport Road due to insufficient space? Please share your thoughts on a signed or painted bike route along Mountcrest Drive and ultimately along future local roads connecting to Airport Road south of Hilltop Drive.

Thank you in advance for your input. Your comments will be incorporated into the evaluation of alternatives and will help determine the preferred solution(s).

We plan to follow-up with the meeting notes early next week. In the meantime, please feel free to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

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Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

<< File: 16-4360_Presentation_Town of Caledon (2018 11 20).pdf >>

<< OLE Object: Picture (Device Independent Bitmap) >>

-----Original Appointment-----

From: Bubas, Sonya
Sent: October 23, 2018 4:41 PM

To: Bubas, Sonya; Casey Blakely; Eric Chan; Kant Chawla; ohi.izirein@caledon.ca; Rob Hughes; Ryan A. Grodecki (ryan.grodecki@caledon.ca); Ryan Tucker; Steve Mathew; Sylvia Kirkwood; Lee, Arthur; Kol, Rani; Garbos, Olek; sjohnston@IBIGroup.com; Hailey McWilliam; Rook, Sally; Dang, Denise; Nieuwenhuysen, Bob; Arash Olia; Beveridge, Scott; Gorman, Gayle; Douglas.McGlynn@caledon.ca

Cc: Ian Todhunter; Zibby Petch

Subject: Airport Rd EA - Meeting with Town of Caledon re Evaluation of Alternative Design Concepts (Agenda attached)

When: November 20, 2018 9:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: MtgRm-Sleswick Room (Caledon East Fire Hall- 6085 Old Church Road)

<< File: 16-4360_Agenda_Town of Caledon Meeting (2018 11 13).pdf >>

Meeting Notes

**Meeting with the Town of Caledon
Airport Road from King Street to Huntsmill Drive
Environmental Assessment (EA)**

**Friday, August 14, 2020
10:00 a.m. – 11:30 a.m.
Microsoft Teams**

Town of Caledon (Town): Arash Olia, Brian Baird, Fuwing Wong, Ian Todhunter, Kant Chawla, Marisa Williams, Ryan Grodecki, Sally Drummond, Stephanie McVittie, Sylvia Kirkwood

Region of Peel (Region): Arthur Lee, Joe Avsec, Sally Rook, Scott Beveridge, Sonya Bubas

IBI Group (IBI): Scott Johnston

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region welcomed all and initiated roundtable introductions The purpose of the meeting was to present and discuss the proposed improvements for Airport Road (i.e., technically preferred design concept) with key focus on Old Church Road, Caledon East and intersections. The meeting agenda and presentation were circulated to the Town in advance. The presentation was prepared to address all agenda items. The Town was asked to treat the information presented as “Confidential – Draft for Discussion” until affected property owners have been consulted. The Region initiated the meeting with an overview of the Study Area and status of the project in the Municipal Class EA process. The Region previously met with the Town to review the problem/opportunity and alternative planning solutions; and to obtain initial feedback on alternative design concepts. 	All
2	<p>Summary of Phase 1 and 2</p> <ul style="list-style-type: none"> The Region summarized the identified problems/opportunities in the Study corridor (e.g., increased traffic, heavy traffic, high speeds) and the preferred planning solution (i.e., combination of active transportation and traffic operational improvements, including traffic calming to encourage lower speeds and divert some truck traffic to other truck routes). 	
3	<p>Phase 3: Technically Preferred Design Concept</p> <ul style="list-style-type: none"> The EA is examining alternative designs to improve traffic operations and safety for all road users in the Study corridor, including at intersections. Current recommendations include: <ul style="list-style-type: none"> Roundabouts at Castleberg / Boston Mills Side Road and Cranston Drive with a pedestrian crossing north of Cranston Drive Additional turn lanes at Olde Base Line Road and Walker Road, including turn lanes north of Boston Mills Road and raised centre medians north of Walker Road Paved shoulders in rural area and multi-use path(s) in urban area with signed bike route on Mountcrest Drive Extension of Old Church Road to Ivan Avenue with sidewalks, and a multi-use 	

Public Works

	<p>path on Old Church Road from Airport Road to Marilyn Street</p> <ul style="list-style-type: none"> ○ Reduced lane widths throughout corridor ○ Improved storm sewers and water crossings throughout. 	
	<p>Old Church Road Intersection</p> <ul style="list-style-type: none"> • Sightline, safety and operational concerns were identified at the Old Church Road / Airport Road intersection. IBI explained the evaluation of alternatives that led to the technically preferred concept to extend Old Church Road to Ivan Avenue. In addition to resolving the identified problems at the intersection, the extension introduced an opportunity to provide an alternative access to Airport Road for the West neighbourhood. • IBI described the proposed design plan, which shows an Eastbound left turn lane, layby parking and sidewalk. The proposed road extension is approximately 70m and meets existing Ivan Avenue at a stop-controlled T-intersection. The plan would directly impact the existing building at 16000 Airport Road and result in additional land parcels adjacent to the proposed road Right-of-Way. IBI shared ideas for potential use of the additional land parcels. • A Heritage Impact Assessment was completed for 16000 Airport Road. The building on this property retains cultural heritage value and is eligible for designation. Three options were assessed to mitigate the heritage impact: <ul style="list-style-type: none"> ○ Realignment of proposed extension to avoid heritage attributes was considered not technically feasible ○ Relocation of structure to ensure retention of heritage attributes was considered not technically preferred based on preliminary environmental assessment ○ The current recommendation is to salvage and document heritage attributes (i.e., prepare a Salvage and Documentation Report and commemorative plaque with historical information and archival photographs). 	
	<p>Discussion</p> <ul style="list-style-type: none"> • Would the extension be under Regional jurisdiction? What will the function/character be for this extension? Who would be taking ownership of the road? The extension would function as a local road. Jurisdiction and ownership is to be determined. The focus in the EA is to find a solution that resolves the current safety issues. The Town suggested the extension could be considered as the west leg of the Old Church Road intersection rather than a road segment given the length of the extension and left turn lane. • What is the length of the extension? Length is approximately 70m. The extension is considered a very short road that will encourage low speeds and a user-friendly atmosphere. The Town commented that 70m extension may not be long enough to be considered a separate road. • Is the left turn lane at Airport Road required? The left turn lane is required to maintain proper alignment with the existing configuration on the East side of the intersection. The proposed left turn lane will provide opportunity for residents and businesses from the west neighbourhood to turn left onto Airport Road through a signalized intersection. • What is the cost estimate to move the existing Heritage building onto the adjacent site? A structural engineering assessment is required to provide a detailed cost estimate. The magnitude of impact was considered based on factors contributing to cost (e.g., anticipated property, business, relocation/removal impacts). • The detailed evaluation and outcome was previously provided to the Town and the Region received feedback indicating general support for the road extension (Post 	<p>Region/ Town</p>

Public Works

<p>meeting note: Although the current assessment indicates removal of the heritage building, the Region is open to further exploring mitigation options with the Town, such as relocation if a suitable site was available). The Region will forward the evaluation matrix to the Town (Marisa Williams, Sylvia Kirkwood and Sally Drummond). The Town will review the matrix along with the Town's previous comments and position regarding the proposed extension.</p>	<p>Region/ Town</p>
<ul style="list-style-type: none"> • The affected property is listed on the Town's Heritage register and there is a process to change the register. Are residents aware of this alternative? The option to extend Old Church Road to Ivan Avenue was introduced to the Public at the first Public Information Centre (PIC). The option was also introduced to the Community Working Group in advance of the PIC. • The proposed layby parking potentially affected by a future entrance to commercial property on the North side is confusing. A potential entrance to the property on the North side would likely affect the size of the layby parking. The location of an entrance is subject to review by the Region's Traffic Development and Real Estate teams. Currently, there is no commitment to property on the South side. • Concern regarding volume of cut-through traffic. How does one quantify this? As part of the transportation study, IBI Group performed a desktop exercise using information on the type of destinations along Ivan Avenue and Walker Road. No new generators of traffic are anticipated along Ivan Avenue compared to what there is today. Ivan Avenue does not provide access to other developments. Although there is a new proposed development on Walker Road, the current Regional roads would still be used as part of the preferred travelling route. A forecast for the intersection was completed based on the existing traffic configuration. • Are there any recommendations to discourage drivers from cutting through the West neighborhood on Ivan Avenue? The current alignment introduces a curvature along the road and meets Ivan Avenue at a full stop. This configuration would encourage low speeds and therefore discourage the convenience of this route for cut through traffic. Other improvements proposed on the road extension such as the urbanized narrow travel lanes and streetscaping make it further undesirable for cut-through traffic. 	<p>Region</p>
<ul style="list-style-type: none"> • The Town suggested consultation with property owners on Ivan Avenue and Oliver Lane should be part of the conversation regarding potential cut through traffic and any additional trips. 	<p>Region</p>
<ul style="list-style-type: none"> • Recommendations of the Heritage Impact Assessment do not appear to follow the Town's policy for mitigation. Has the Assessment been updated based on the Town's comments? The Assessment was updated based on comments received and the Region will forward the updated report to the Town (Sally Drummond). 	<p>Region</p>
<ul style="list-style-type: none"> • With a 4-leg intersection, is there appetite to explore options other than signalization, such as a roundabout? A roundabout at this location would cause significant impacts to adjacent commercial properties. 	<p>Town</p>
<ul style="list-style-type: none"> • Is there a potential for through traffic to access property on the North side? Can the Region show a driveway location for the North side property? No development information is available for this property. The Town will consider ideas for potential development or land use that can be shown for this property. 	<p>Region</p>
<ul style="list-style-type: none"> • The Town planning department requested details regarding the ROW requirements for the development east of Airport Road and Cranston Drive. 	<p>Region</p>

Public Works

	<p>Caledon East</p> <ul style="list-style-type: none"> • IBI reviewed the alternatives for active transportation in Caledon East: <ul style="list-style-type: none"> ○ Buffered Bike Lanes and Sidewalks ○ Cycle Tracks and Sidewalks ○ Multi-use Path and Sidewalk ○ Multi-use Paths • IBI further reviewed the results of a Parking Study undertaken by the Region to better understand parking utilization and potential impacts of alternatives. • Based on the preliminary assessment, the technically preferred alternative is: <ul style="list-style-type: none"> ○ “Reduced Lane Widths with Multi-use Path on West Side and Improved Sidewalk on East Side (Streetscaping included)”. Upon further review, this alternative was technically preferred over the previously recommended cycle tracks ○ Signed bike route through East Neighborhood from south of Caledon Trailway to south of Hilltop Drive to bypass narrow portion of corridor and maintain connectivity ○ Reduced Lane Widths with Multi-Use Paths from south of Hilltop Drive to Cranston Drive. • Reduced Lane Widths and Paved Shoulders with Rumble Strips are recommended within the Rural Area. Upon further review, this alternative is preferred from Olde Base Line Road to Cranston Drive, which was previously recommended to be urbanized. 	
	<p>Discussion</p> <ul style="list-style-type: none"> • Why is the multi-use path (MUP) proposed on the West side? With a constrained Right-of-Way through Caledon East, a MUP on the West side would effectively connect the community at Leamster Trail to Caledon Trailway. Having the MUP on the West side also mitigates expensive hydro utility relocation. There would be significant engineering cost to bury hydro and telecom lines into a joint use trench with service lines directly to each individual business. A joint use trench close to the culvert and flood zone would add an additional layer of engineering complexity. 	
	<p>Intersections</p> <p>The Region presented recommended designs at intersections:</p> <ul style="list-style-type: none"> • Flared two-lane entry roundabout at Cranston Drive to encourage slower traffic speeds while providing an opportunity for a gateway feature to Caledon East • One-lane roundabout at Boston Mills / Castlederg Side Road to encourage slower traffic speeds and eliminate the existing offset intersection configuration • Northbound and Eastbound left turn lanes, and Southbound right turn lane with widening to the West and a shift to the North at Olde Base Line Road • Northbound and Southbound left turn lanes, and Southbound right turn lane with a pedestrian crossover at Walker Road, including raised centre medians on the North leg to encourage slower traffic speeds and provide an opportunity for a gateway feature to Caledon East • Northbound right (slip) lane, raised medians and narrower lanes with paved shoulder and rumble strip at Huntsmill Drive in part to encourage slower traffic speeds approaching Caledon East. 	
4	<p>Next Steps</p> <p>The Region is scheduled to:</p> <ul style="list-style-type: none"> • Meet with the Technical Advisory Committee on August 20. The Town was invited to attend the TAC meeting, provide feedback and confirm their position on the proposed road extension at Old Church Road 	Town

Public Works

	<ul style="list-style-type: none">• Consult with the Community Working Group between August 27 and September 15• Host Public Information Centre No. 2 with an on-line presentation on September 23. The Town was invited to attend the PIC to represent the Town's position on the preliminary preferred design concepts.	Town
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Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Lauren Wilcox

From: Lee, Arthur
Sent: Wednesday, September 2, 2020 4:57 PM
To: Rook, Sally; Bubas, Sonya; sjohnston@IBIGroup.com; Arash Olia; Ian Todhunter; Fuwing Wong; Sylvia Kirkwood; Ryan Grodecki; Kant Chawla; sally.drummond@caledon.ca; Stephanie.McVittie@caledon.ca; Marisa Williams
Cc: Beveridge, Scott; Avsec, Joe; Brian Baird
Subject: RE: CONFIRMED - Airport Rd EA – Technically Preferred Designs
Attachments: Meeting Notes - Airport road EA Town of Caledon_AL.doc

Hi all,

I've attached the meeting notes for the meeting of Friday August 14, 2020.
Please feel free to reach out to me directly if you have any comments.

Thanks and regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

-----Original Appointment-----

From: Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca>
Sent: August 6, 2020 10:49 AM
To: Maraj, Kelly; Rook, Sally; Bubas, Sonya; Lee, Arthur; sjohnston@IBIGroup.com; Arash Olia; Ian Todhunter; Fuwing Wong; Sylvia Kirkwood; Ryan Grodecki; Kant Chawla; sally.drummond@caledon.ca; Stephanie.McVittie@caledon.ca; Marisa Williams
Cc: Beveridge, Scott; Avsec, Joe; Brian Baird
Subject: CONFIRMED - Airport Rd EA – Technically Preferred Designs
When: August 14, 2020 10:00 AM-11:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

****Agenda attached****

Purpose: To touch base regarding the technically preferred designs, including the potential extension at Old Church Road

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
905-791-7800 ext. 7801

[Join Microsoft Teams Meeting](#)

[Redacted] Canada, Toronto (Toll)
[Redacted] Canada (Toll-free)

Conference ID: [Redacted]

[Redacted]

Lauren Wilcox

From: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>
Sent: Wednesday, September 16, 2020 12:19 PM
To: Bubas, Sonya
Cc: Rook, Sally
Subject: Re: Airport Rd EA - Old Church Rd Option

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya, yes this reflects our conversation this morning. Thank you, Sylvia

Get [Outlook for iOS](#)

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Wednesday, September 16, 2020 12:03:13 PM
To: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>
Cc: Rook, Sally <sally.rook@peelregion.ca>
Subject: Airport Rd EA - Old Church Rd Option

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi Sylvia,

Just wanted to recap our discussion this morning. Please let me know if my understanding is incorrect.

We agreed to move forward to the PIC with the road extension shown as the preliminary preferred option from a safety/technical perspective, outlining the potential removal of the heritage building as an impact and briefly showing other alternative heritage mitigation options (not preferred mitigation option). This would remove the 3-leg intersection from the options shown as "carried forward".

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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Lauren Wilcox

From: Bubas, Sonya
Sent: Monday, September 21, 2020 11:40 AM
To: Sylvia Kirkwood; Kant Chawla
Cc: Rook, Sally; Saddi, Asha; Lee, Arthur
Subject: Airport Rd EA - Comments by Community Working Group

Hi Sylvia and Kant,

We received the following comments from the Community Working Group on Airport Rd for the Town's consideration:

- Request MTO to have "pop-up" mobile stations or a permanent station deployed to Airport Rd between Charleston SR and Olde Base Line Rd
- Ensure proposed detour bike route running east off Airport Rd (via Mountcrest Rd) is connected further south within the new [REDACTED] development
- Request for crossing similar to Caledon Trailway at Huntsmill Dr if a trail is being established by the Town in the area of Huntsmill Dr. If a trail is confirmed, Town staff can reach out to Peel staff to discuss crossing requirements and options.
- Interest in various developments, including at the potential Tim Horton's site, property to the north of LCBO, [REDACTED] Line development lands, and Walkers Rd

Let me know if you have any questions or wish to discuss these comments further.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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Staff Report 2021-0071

Meeting Date: March 23, 2021

Subject: Town Comments regarding the Region of Peel's Class Environmental Assessment Study of Airport Road

Submitted By: Arash Olia, Manager, Transportation Engineering, Engineering Services

RECOMMENDATION

That the Region of Peel be requested to address staff's comments regarding the recommended alternatives of the proposed Airport Road improvements as outlined in Staff Report 2021-0071 through the subsequent detailed design phase of the project;

That staff report on the outcome and recommendations of the Urban Design Focus Area Study to a future Planning and Development Committee meeting; and

That a copy of this report be forwarded to the Region of Peel.

REPORT HIGHLIGHTS

- The Airport Road Class Environmental Assessment study (EA) identifies the necessary improvements along the segment of the corridor between King Street and Huntmill Drive to address planned future growth, enhance corridor safety, and promote walking and cycling opportunities. The recommendations from the Study are intended to also support economic viability and downtown vibrancy in Caledon East by introducing traffic calming measures, roundabouts, and improved road geometrics.
- The EA recommends two new roundabouts on Airport Road at Boston Mills Road and Cranston Drive.
- Town staff are supportive of the EA's recommendations subject to the Region addressing the comments as outlined in this report through the subsequent detailed design phase of the project.
- The Town will be leading the Urban Design Focus Area Study for the commercial lands west of the intersection of Airport Road and Old Church Road.

DISCUSSION

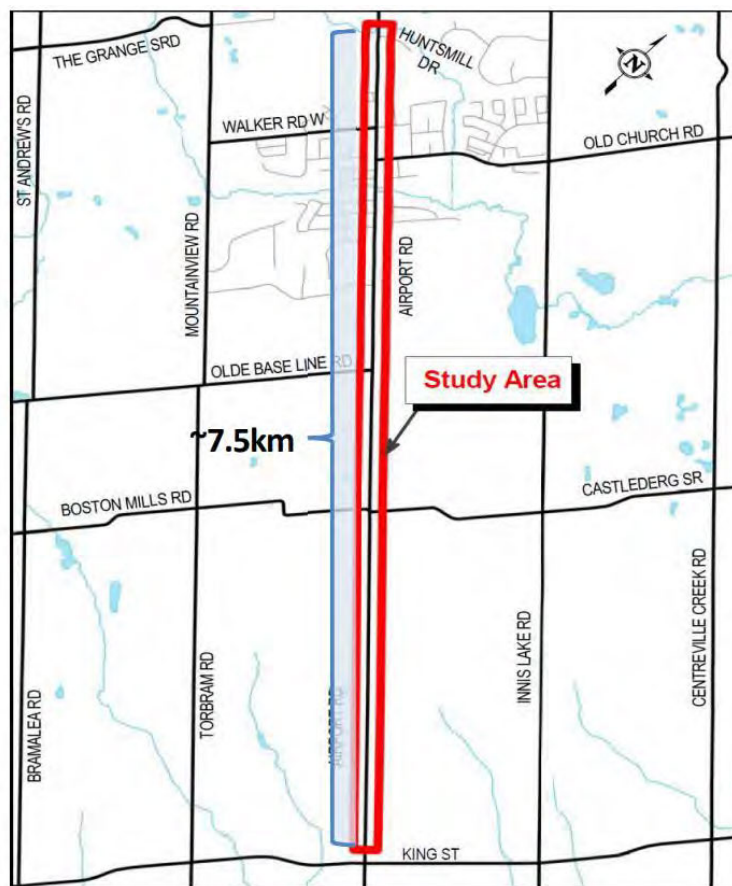
The purpose of this Report is to supplement the Region of Peel's presentation regarding the Region of Peel's Class Environmental Assessment (EA) for Airport Road from north of King Street to Huntmill Drive and to provide staff's recommended comments.

The Region of Peel has undertaken a Class Environmental Assessment for Airport Road from north of King Street to Huntmill Drive as illustrated in **Figure 1** below. There are two communities in the study area, Caledon East and Mono Road, where increasing traffic volume,

heavy trucks, noise and speeding have been identified as significant concerns by local residents within the noted area. Previous studies have also identified a need for improved walking and cycling infrastructure along the corridor.

The study area is approximately 7.5 kilometers long. It extends from 100 meters north of King Street to 300 meters north of Huntsmill Drive as illustrated in **Figure 1**. The corridor is a major regional road serving through traffic, goods movement, and local traffic. The corridor includes Caledon East, where Airport Road is urbanized with direct frontage residential, commercial, and retail land use. The corridor also travels through the small community of Mono Road. Outside of the communities, Airport Road has a mix of land-uses such as residential, small businesses, and agriculture, most of which have direct access to the roadway.

Figure 1: Study Area



This EA was subject to the Schedule 'C' planning and design process of the Municipal Class Environmental Assessment (Class EA). This EA study has completed phases 1 to 3 of the Municipal Class EA by establishing the need and justification for the project, considering all alternatives, and proactively involving the public in defining a recommended plan for both short-term and long-term improvements. The EA study is nearing completion and the

associated Environmental Study Report (ESR) is expected to be filed for public review in April 2021.

The summary of findings based on Phase 1 and Phase 2 of the Study is as follows:

Phase 1: Problem and Opportunities:

- Busy arterial road provides access to Caledon East and Mono Road community
- Community concerns with through traffic, heavy trucks and high traffic speeds
- Traffic volumes expected to increase due to background growth and local developments
- Limited space available for road widening
- Need to better accommodate all uses in the corridor (traffic, goods movement, walking and cycling) to improve safety and support local communities

Phase 2: Preferred solution:

- Provide for active transportation by adding or enhancing facilities that accommodate walking and cycling
- Improve traffic operations (e.g., add traffic calming measures, traffic signals or roundabouts, turn lanes; realign intersections; and/or improve road geometrics)
- Encourage goods movement travelling northwest to use alternatives to Airport Road through Caledon East.

An enhanced public consultation process was followed for the EA

The Region has had several meetings and Public Information Centres (PIC) with the public and indigenous communities, community working group, Town staff, technical agencies, and the Town's officials during the course of the Study to receive their feedback and comments.

Recommended Road Cross Sections and Active Transportation

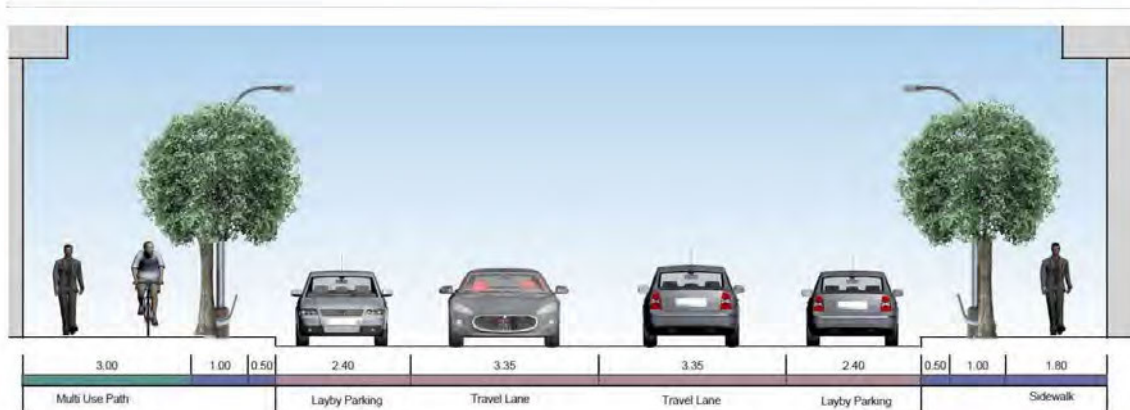
Alternative design concepts were developed for the preferred solution. Due to the different nature of the sections within the study area, separate sets of design concepts were deemed necessary. The cross-sections for the recommended design concepts are shown below. It is to be noted that the typical road cross-sections and active transportation facilities along the corridor were presented to the Caledon Active Transportation Task Force and members were supportive of the proposed recommendations.

Airport Road between Walker Road and Caledon Trail-Way

The preferred design concept for the section of Airport Road within the village core of Caledon East is shown in **Figure 2** below.

The proposed cross-section specifies a narrower travel lane as a traffic calming measure. Street parking will be maintained on both sides of the road to support area businesses and trail users and to promote slower vehicle speeds through the core. The pedestrian zones will include a multi-use path on the west side and an improved sidewalk on the east side of the road. It is anticipated that the streetscape will be enhanced with new streetlights, planting zones, street furniture and decorative hard surface treatments such as patterned concrete. The specifics of the streetscape will be addressed through the detailed design stage in consultation with Town staff.

**Figure 2: Recommended Road Cross-Section
Airport Road between Walker Road to Caledon Trailway**



Airport Road between Caledon Trailway to Hilltop Drive

The segment of Airport Road between the Caledon Trailway and Hilltop Drive is narrow, so the existing two-lane road cross-section will be maintained. Like the northern section, the width of the travel lanes will be reduced to promote slower speeds and to provide more boulevard space. Sidewalks will be provided on both sides of the road, together with new street lighting and streetscape. Because this portion of the corridor is narrow, the provision of a dedicated cycling facility is not possible. Accordingly, the EA includes a recommendation to establish an alternative signed bike route along Mountcrest Road through the residential neighborhood on the east side of Airport Road to provide connectivity in the cycling network as illustrated in **Figure 3 and 4**.

Figure 3: Signed bike route from Caledon Trailway to the south of Hilltop Drive



Figure 4: Signed bike route – connection of Mountcrest Road and Airport Road

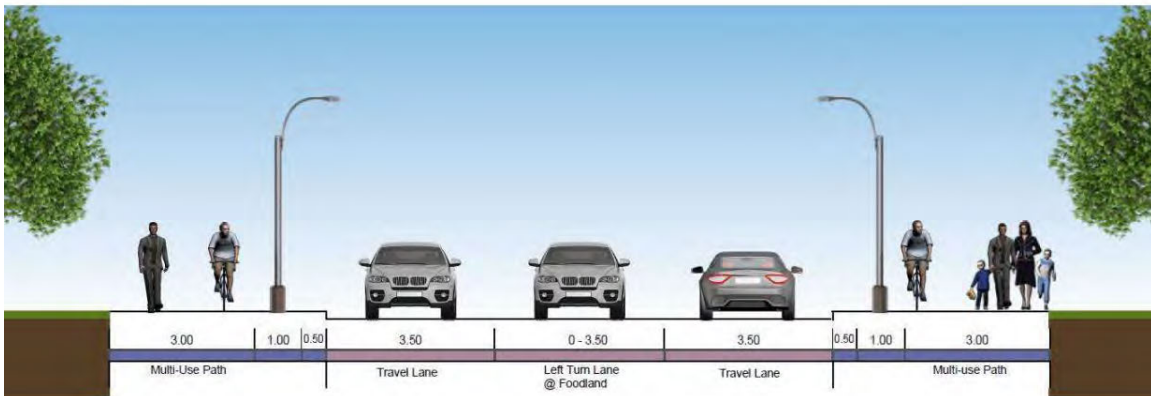


Airport Road from Hilltop Drive to south limit of Triple Crown Development

This segment of Airport Road will undergo significant change resulting from the road improvements and development in the area. Apart from next to the Foodland plaza, most of this road segment currently has a rural cross-section with gravel shoulders and ditches. With consideration for the proposed development in the area, the Region is proposing to fully urbanize this segment of Airport Road, including curb, storm sewer, multi-use paths on both sides of the road, streetlights and urban streetscape, as shown in **Figure 5**. Staff recommend, the Region, consistent with the other segments of Airport Road within the limits of the village, reduce the width of the travel lanes to 3.35 metres to encourage slower speeds during the detailed design stage and in consultation with the Town.

The approved Triple Crown residential development will have dwelling units that front onto Airport Road, as shown in **Figure 4**. Accordingly, the design of the east boulevard of Airport Road and the front yards of the adjacent dwelling units must be coordinated and designed with consideration for the approved urban design guidelines for the subdivision. This issue will be addressed through the subsequent detailed design stage.

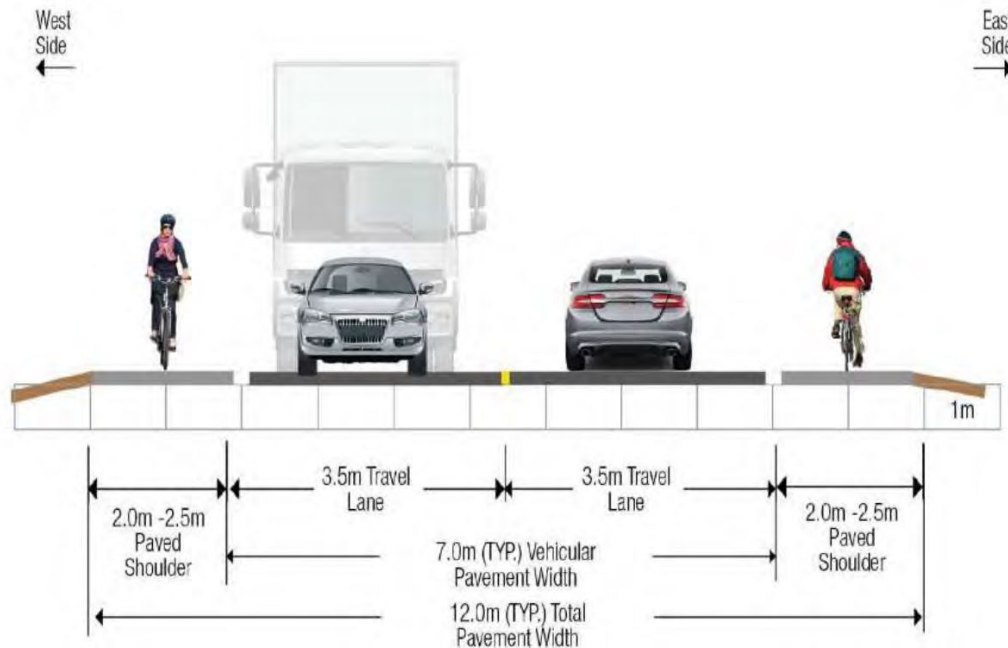
**Figure 5: Recommended Cross-Section
Hilltop Drive to the south of Cranston Drive (limit of Triple Crown Development)**



Rural Section of the Study Area - King Street to the south of Cranston Drive and Leamster Trail to Huntsmill Drive

The preferred design concept for the rural sections of the study area, being King Street to the south of Cranston Drive (including Mono Roads) and Leamster Trail to Huntsmill Drive, includes reduced lane widths and paved Shoulders with rumble strips to make it safer for cyclists and is illustrated in **Figure 6**.

**Figure 6: Recommended Road Cross-Section
Rural Section of the Study Area**



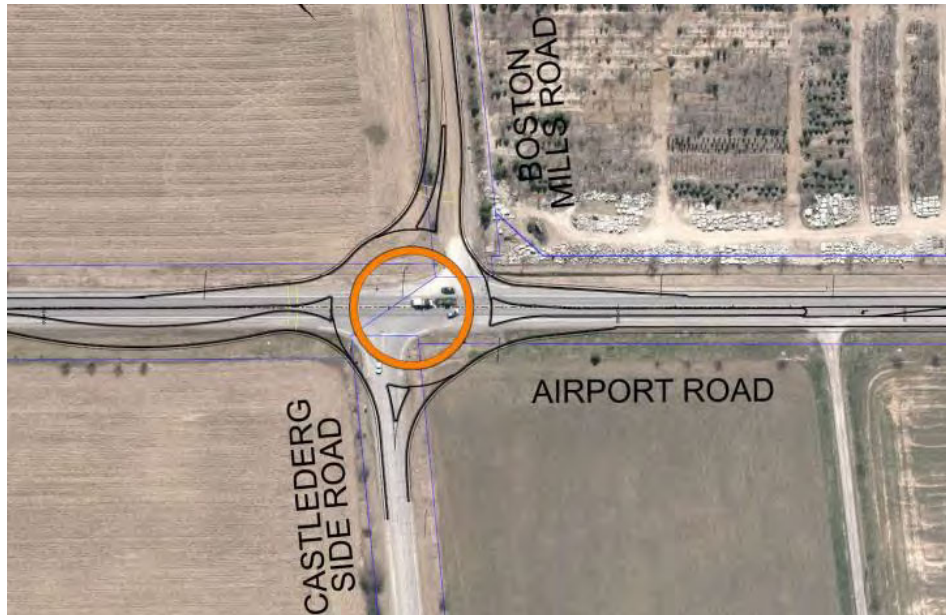
Two Roundabouts are being proposed in the corridor

Roundabouts are proven to avoid major collisions and fatalities caused by high speeds, red-light running and head-on collisions. Those collisions that do occur at roundabouts tend to be at low speed and involve side impacts.

Two roundabouts are being proposed within the corridor.

Castlederg Side Road / Boston Mills Road is a two-lane east-west major collector road that intersects Airport Road at an offset intersection with no turning lanes provided. The EA planning report suggests realigning the minor approaches to a standard four-leg intersection. This intersection was selected as a location for a one-lane roundabout because of its current geometric deficiencies (offset intersection, lack of turn lanes). In addition, the Region has received traffic and safety complaints for the entrance of a local nursery business (220m north), which is affected by the misaligned intersection (**Figure 7**).

Figure 7: Roundabout at Castleberg Side Road / Boston Mills Road



Cranston Drive is a two-lane east-west local road that intersects Airport Road at a T-intersection, with a stop-control provided on its minor approach. Through the development of the Triple Crown development, a new residential local road will be extended easterly opposite Cranston Drive. This intersection was selected as a location for a two-lane roundabout for operational reasons and to serve as a gateway and traffic calming feature as illustrated in **Figure 8**.

Figure 8: Roundabout at Cranston Drive



Unlike the roundabout at Castleberg/Boston Mills, the roundabout at Cranston is proposed to have two lanes. The Region has undertaken traffic modeling that suggests that a two-lane roundabout at Cranston Drive is required by 2041 to address a capacity issue associated with two movements during the afternoon peak travel period.

The prediction modeling suggests that a one-lane roundabout will function adequately until 2031. By 2041, however, two movements at the roundabout begin to operate poorly compared to current level of service standards, resulting in some queuing in the northbound direction during the afternoon rush hour period. The other movements through the roundabout operate satisfactorily. The Region is, therefore, proposing a two-lane roundabout at Cranston to address this 2041 deficiency.

Town staff believe a single-lane roundabout is an appropriate solution for the intersection of Cranston Drive and Airport Road

Town staff have reviewed the two-lane roundabout proposal with consideration for traffic operation, safety and the surrounding village context.

Based on the traffic modeling, a one-lane roundabout at Cranston Drive will function adequately until the actual traffic approach the predicted 2041 volumes and travel patterns. So, a single-lane roundabout is expected to operate well for many years.

It is anticipated that pedestrian activity at the Cranston intersection will increase significantly with the build-out of the Triple Crown Subdivision. It is well documented that single-lane roundabouts are generally preferable to multi-lane roundabouts near schools because they offer simpler crossings for children. The Caledon East Public School is located northwest of the Cranston Drive/Airport Road intersection.

The two most common crashes at roundabouts are failure to yield and improper lane use, which are both more frequent at multi-lane roundabouts. Single-lane roundabouts are relatively straight-forward for drivers to understand and travel through to their destination. Multi-lane roundabouts add another dynamic with lane choices and short weaving distances. This is evident when comparing the multi-lane roundabouts on King Street in Bolton to the single-lane roundabout on Olde Base Line at Dixie Road.

The roundabout at Cranston Drive is also intended to serve as a traffic calming measure for vehicles and heavy trucks entering and leaving the village core. A two-lane roundabout will increase capacity and therefore encourage higher speeds through the roundabout. This will be counterproductive from a traffic calming perspective compared to a one-lane roundabout.

With consideration for the above, Town staff believe a single-lane roundabout is the appropriate solution for the intersection of Cranston Drive and Airport Road.

Town and Regional staff have had several technical meetings to discuss the above issue and concluded that the Region will secure the necessary right-of-way for a two-lane roundabout but will consider phasing the construction of the roundabout. The roundabout could be design

and constructed to have one lane initially with provisions to add a second lane in the future if required. Regional staff have agreed to consider this phased approach during the detailed design stage of the project.

Improvements being proposed at key intersections

The Study has provided the improvements including lane reconfiguration, dedicated left and right turn access, and accessibility enhancements at the locations below:

Huntsmill Drive and Airport Road intersection

The proposed improvements as illustrated in **Figure 9**, and include:

- Northbound right-turn (slip) lane;
- Raised Medians to improve traffic operations and to serve as a gateway and traffic calming feature; and
- Narrower Lanes with Paved Shoulder and Rumble Strips

Figure 9: Airport Road and Huntsmill Drive



Walker Road and Airport Road

The proposed intersection improvements, as illustrated in **Figure 10**, include:

- North and Southbound left-turn lanes
- Raised Centre Medians with Gateway Feature, which will also serve as a traffic calming measure
- Controlled Pedestrian Crossover

Figure 10: Airport Road at Walker Road



The type of controlled pedestrian crossing at the Walker Road intersection (PXO or IPS) will be determined during detailed design in consultation with the Town staff. To assist in identifying the appropriate controlled crossing type, the Region will continue to monitor pedestrian and vehicular activities at this intersection as development in the area proceeds.

Old Church Road and Airport Road

A road safety assessment was conducted as part of the EA, which identified the following concerns with the existing intersection of Old Church and Airport Road:

- Sightline concern with the exit from LCBO – limited visibility to the south
- There is a stop sign facing the driveway; however, the right-of-way is to through traffic on a green light; this configuration can be confusing to drivers. Drivers exiting LCBO are not sure where to look or how to egress LCBO safely. Fortunately, driver confusion leads to tentative movements for the most part
- Overlapping left turns northbound and southbound – may need to model as split phasing, one phase for each approach
- Busy intersection, westbound left, and northbound right turns
- Large radius curvature for the southeast corner – likely works for traffic but increases traffic turning speed and increases pedestrian exposure

To address these noted deficiencies, various alternatives relating to the LCBO's access were evaluated, including restrict access to the right-in and right-out, one way, close access, relocate the access to the north, signalize driveway access with split phasing and Old Church Road extension, which results in relocating/demolishing LCBO Building. The Heritage Impact Assessment of the LCBO building confirmed that it has cultural heritage value.

The alternatives were assessed based on transportation operations, safety, natural environment, healthy community, social, cultural, and economic environment criteria, and accordingly, the extension of Old Church Road to Ivan Avenue was initially identified as the preferred option.

However, the option to extend Old Church Road to Ivan Avenue was re-evaluated based on input from Town staff and the public. Under the current plan, Old Church Road will not be connected to Ivan Avenue. In order to comprehensively review all options to better understanding and to develop a holistic solution, the Town's Planning Department is initiating an Urban Design Study (Study) of the lands adjacent to Airport Road within the settlement area to address the alternatives presented by the Region of Peel's EA work. This Study will analyze Airport Road (both sides of the street) from the Foodland Store to just north of Walker Road and will be conducted in sections, with a particular focus on Airport Road at the intersection with Old Church Road to be reviewed first. The purpose of the Study will be to examine land use, urban design, and streetscape features. This Study will inform the ultimate solution for the intersection at Old Church Road (**Figure 11**).

The Region will continue to work with the Town through this review on possible future access options at the intersection. The Region will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. The Region will also document that Old Church Road will not be connected at Ivan Avenue.

Figure 11: Town's Urban Design Review Study Area



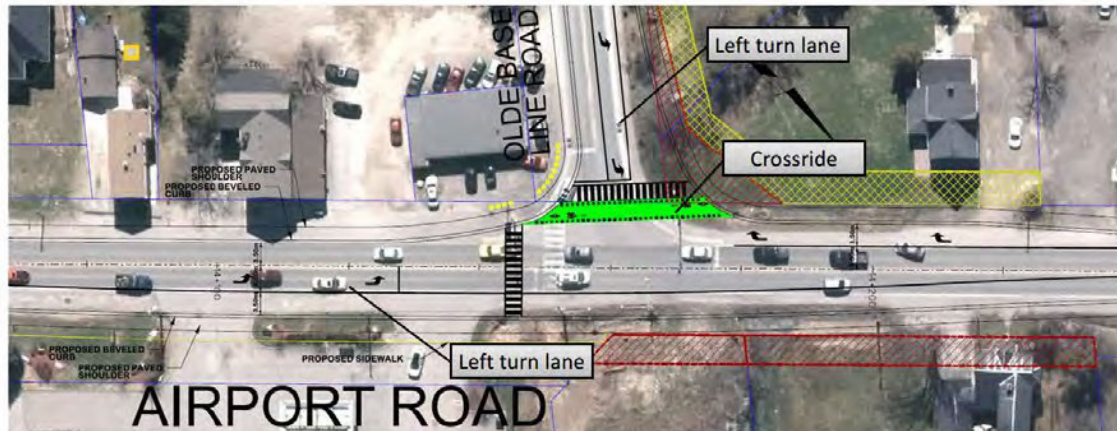
Olde Base Line Road and Airport Road intersection improvements

The proposed improvements at the intersection of Olde Base Line and Airport Road include:

- Tactile walking surface indicators to warn people with visual disabilities at intersections and crosswalks

- Accessible Signal Control at crosswalks with tactile directional arrows, high contrast push buttons, letterings, and pictogram
- Audible and vibro-tactile walk indicators at crosswalks
- Turn lanes will be added to improve the operation of the intersection (northbound left-turn lane, southbound right-turn lane and eastbound left-turn lane) as illustrated in **Figure 12** below:

Figure 12: Airport Road at Olde Base Line Road



Traffic calming measures will be incorporated into the road design

Field investigations were undertaken to review the corridor traffic, geometry, and operating environment. Human factors conditions, such as speed limits, and interactions between the corridor and adjacent land-use, were considered as part of the review. The investigations were also undertaken to observe and comment on the issues and concerns identified by the public on the corridor. The following provides a summary of the traffic calming measures that will be incorporated into the redesign of Airport Road:

- Roundabouts at Cranston Drive and Castleberg / Boston Mills Side Road
- Reduced lane widths throughout the corridor.
- Raised centre medians at Huntsmill Drive and north of Walker Road
- Layby parking with streetscaping from Walker Road to Caledon Trailway
- Further measures will be investigated during the detailed design stage of the project

On-street parking will be maintained in the village core to support businesses

The EA study included a review of the parking demand and supply in the village core. Overall, it was determined that motorists tended to park for short durations in the study area (both Zones 1 and 2 – **Figure 13** – (i.e. Post Office, Feed Mill Centre, Express Automotive, Pizza Express, bakery etc.). Motorists may park longer if going to a restaurant (i.e. Tom’s, salon etc.). Survey data have shown long durations/all-day parking occurred in Zone 1 west side from the range of two to four parking spaces on the weekday, Zone 1 east side two parking

spaces on the weekday and one parking space on the weekend. These long durations of parking were used by either business owners or employees. Therefore, no additional parking is required.

Figure 13: Parking in Caledon East



Noise Walls

The EA included an assessment of the noise impacts from traffic on Airport Road on the adjacent residential uses and amenity areas. Based on the noise impact assessment, changes in future sound levels are expected to be small. However, future sound levels are predicted to exceed 60 dBA at some receptors, which exceeds MECP noise guidelines. Noise mitigation measures at these locations have been investigated in accordance with the Region of Peel and the Town of Caledon guidelines. Furthermore, eligible existing private noise walls abutting Airport Road will be replaced under the Region of Peel noise wall conversion program.

Staff Comments on the Recommended Alternatives

Town staff have conducted a review of the Airport Road EA Report and have identified the following additional comments:

1. The Region is requested to phase the construction of the proposed roundabout at Cranston Drive to have one lane initially with provisions to add a second lane in the future if required. This issue is to be addressed through the detailed design stage of the project in consultation with the Town.
2. The Region is requested to reduce the travel lane width to 3.35m between Hilltop Drive to the south of Cranston Drive, consistent with the rest of the village core, and as a traffic calming measure. This issue is to be addressed through the detailed design stage of the project in consultation with the Town.
3. The Region is requested to incorporate traffic calming measures along the segment of Airport Road before and after the community of Mono Road. The type and location of the traffic calming measures should be confirmed during the detailed design phase in consultation with the Town of Caledon. Examples of detailed measures include pavement markings, flashing “slow” signs or radar speed signs, and visual cues.

4. The type of controlled crossing (PXO or IPS) at Walker Road should be determined during detailed design in consultation with the Town of Caledon.
5. All transition points between the proposed multi-use paths and signed bike routes, such as the proposed conversion at Airport Road and Mountcrest Road, should be confirmed during the detailed design phase and in consultation with the Town.
6. The proposed active transportation, urban design and streetscape elements along Airport Road should be coordinated with the site organization and built form of the adjacent development projects during the detailed design process.
7. The proposed streetscape and boulevard treatments along the Airport Road corridor be designed in consultation with Town staff and adhere to the Town's urban design guidelines referenced in this report.

Next Steps

The next steps are as follows:

- The Region will file Environmental Study Report (ESR) for a minimum 30-day public review period;
- The Town will work with the Region through the Urban Design Focus Area Study to inform the ultimate intersection configuration at Old Church Road;
- The Region will meet with the Town during detailed design to address the comments on the proposed Airport Road improvements as outlined in this report;
- Subject to ESR filing and annual approval of the Capital Program, implement improvements on Airport Road in two phases:
 - Phase 1 from Castlederg / Boston Mills Side Road to Huntmill Drive by 2024; and
 - Phase 2 for the remainder of the Study corridor by 2026.

FINANCIAL IMPLICATIONS

There are no immediate financial implications associated with this report.

COUNCIL WORK PLAN

Sustainable Growth

ATTACHMENTS

None.

TRCA

From: [Lee, Arthur](#)
To: Caroline.Mugo@trca.ca
Cc: [Bubas, Sonya](#)
Subject: Airport Rd EA - Agency comments on to Fluvial G
Date: Wednesday, September 2, 2020 9:22:48 AM
Attachments: [image005.png](#)
[image002.png](#)
[image004.png](#)

Hi Caroline,

I've uploaded the final draft of the fluvial geomorphology report onto the Region's Tempo box folder. Please sign in and download the document for your review and comment.


Let me know if you have any trouble accessing the document.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Lee, Arthur

Sent: August 19, 2020 1:46 PM

To: Caroline.Mugo@trca.ca; Annette Lister <Annette.Lister@trca.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: RE: CFN 55778 - Airport Rd EA - Agency comments on NER/TI/SWM

Caroline and Annette,

I've uploaded the revised Stormwater Management report for Airport Road. You can download the following files from the link below:


Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Lee, Arthur

Sent: August 13, 2020 4:00 PM

To: 'Caroline.Mugo@trca.ca' <Caroline.Mugo@trca.ca>; Annette Lister <Annette.Lister@trca.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; 'Hailey McWilliam' <hailey.mcwilliam@ibigroup.com>

Subject: RE: CFN 55778 - Airport Rd EA - Agency comments on NER/TI/SWM

Hi Caroline and Annette,

Thank you for the detailed review of the Airport Road Technical Reports.

I've attached our responses to TRCA's comment regarding natural environment, stormwater management and tree inventory.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Caroline Mugo <Caroline.Mugo@trca.ca>

Sent: November 26, 2019 3:12 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: RE: CFN 55778 - Airport Rd EA - Tree Inventory and Preservation Plan

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

Further to the Natural Environment Report, TRCA staff has reviewed the Tree Inventory and Preservation Plan and has one comment to offer.

Tree Inventory and Preservation Plan:

On page 4 of the Arborist report in the second paragraph it is stated that "92 trees are required for removal but that does not include dead trees that are presumed to require removal due to safety issues."

Adjacent to natural areas where there are trees that are dead and where direct and indirect impacts will likely not impact the tree, TRCA staff recommends exploring the opportunity of cutting the tree to an acceptable height while still allowing it to remain on the landscape as a "pegged" tree. Dead trees within and adjacent to natural areas provide important habitat and function for species and efforts should be made to keep them on the landscape while reducing their hazard capabilities.

Staff has also reviewed the draft drainage report and comments are as follows:

Stormwater Management Comments:

- It is noted that the submitted SWM report evaluates the drainage and stormwater management conditions that currently exist within the study limits. Proposed improvements require an increase in pavement area which may create increases in flows and sediments into the receiving water bodies. The proposed SWM scheme appears to be reasonable in principle. However, more details are required to quantify the effects of the proposed works, under post-development conditions.
- Staff noted that several areas within the subject site would result in a lower level of imperviousness under post-development conditions. The weighted runoff coefficients (C) appear to be too low, considering that some areas are fully paved (C=0.9). Furthermore, the coefficients used to sized the chambers should reflect those used for sizing the storm sewer. Please provide details on how the runoff coefficients were estimated for both the existing and

proposed conditions. Staff is mostly interested in areas where no quantity control will be provided.

- Please provide supporting calculations to demonstrate that overall TRCA water quality (Enhanced level) and water balance requirements will be achieved/exceeded along with detailed cross-sections and plan view of the proposed measures. Please provide a drainage plan associated with the table included in Appendix M of the SWM report along with an estimation of the Total Suspended Soil (TSS) removal (%) that would be achieved once the proposed measures are implemented.
- Please provide further details (cross-sections) of the roadside ditches. Is there enough space to accommodate them within the right of way? Staff suggests the proponent investigate opportunities to provide flat bottom swales which further improve water quality treatment. Please refer to TRCA LID SWM Planning and Design Guidelines (https://cvc.ca/wp-content/uploads/2014/04/LID-SWM-Guide-v1.0_2010_1_no-appendices.pdf) for more details.
- TRCA staff will defer to the Region to review the supporting sizing calculations for the sections of the road where existing storm sewers will be upgraded or where a new storm system is proposed.
- Please provide a digital copy of the HEC RAS model for the crossings that were assessed using the software. Please provide existing and proposed scenarios in separate files.
- Please provide the Oil and Grit Separator (OGS) sizing calculations along with the respective unit location. It is important to ensure that an operations and maintenance plan is developed for the OGS's and that the units are inputted into the Region's SWM monitoring database for further inspections.
- It is noted that some culverts do not meet the hydraulic criteria but cannot be upsized due to profile restrictions. Staff expect that the water surface elevations upstream and downstream of those culverts be maintained consistent with existing conditions. Please provide details and assumptions to support the hydraulic assessment in each case. Please refer to TRCA Technical Guidelines for Flood Hazard Mapping (<https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2016/02/17161112/Technical-Guidelines-For-Flood-Hazard-Mapping-March-2017-Final.pdf>) for further guidance.
- The proposed conditions drawing indicates that culvert 3 and 7 will be replaced while the SWM report states they will be marinated due to some restrictions. Please revise for consistency.
- Erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide an Erosion and Sediment Control (ESC) report along with plans and drawings. Please provide ESC details, locations and supporting calculations in the plans/report. The mitigation measures shall conform with the Erosion and Sediment Control Guidelines for Urban Construction (December 2006), available at www.sustainabletechnologies.ca
- It is staffs understanding that a parking lot is been proposed at the southwest corner of Airport Road and Emma Street. Staff suggests the proposed works along Airport Road be coordinated with those proposed as part of the mentioned parking lot to avoid potential construction/timing issues.

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D
Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: October 28, 2019 8:14 AM

To: Caroline Mugo <Caroline.Mugo@trca.ca>

Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: Airport Rd EA - Tree Inventory and Preservation Plan

Hi Caroline,

Thank you for your comments on the Natural Environment Report. Please find attached tree inventory and preservation plan. I would appreciate if you could forward any comments you may have on this plan by November 18.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13



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From: Caroline Mugo <Caroline.Mugo@trca.ca>

Sent: October 24, 2019 10:00 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>

Subject: RE: Airport Rd EA - Draft Natural Environment Impact Assessment Report

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS
YOU DO NOT TRUST.**

Hi Sonya,

TRCA staff has completed the review of the Draft Natural Environment Impact Assessment report for the Airport Road Class Environmental Assessment (EA) from King Street to Huntsmill Drive and has the following comments to offer:

1. The preferred alternative was not included in this report. Based on the most recent PIC boards available on the Region's website it is unclear if the preferred alternative includes roundabouts at sensitive natural heritage focus points. Based on the limit of disturbance line on figures 2a-2i within the Natural Environmental Impact Assessment Report it appears that no roundabouts are proposed at natural heritage areas and that all proposed works including grading will be contained within the road right of way, thereby avoiding many sensitive natural features adjacent to Airport Road.
2. Although it appears there are no direct impacts to the Provincially Significant Wetland and Locally Significant Wetlands with the proposed alternatives, there are still reduced impacts to these features when construction occurs within their buffers. TRCA staff recommends the impact assessment include these lesser impacts. If not included within the impact assessment, TRCA staff will need a reduction in indirect impacts at the detailed design stage.
3. TRCA staff recommends anticipating indirect impacts and mitigation methods sooner in the planning process as opposed to at detail design as suggested in the assessment (section 4.2.2) in order to efficiently and comprehensively anticipate and mitigate impacts for the proposed project.
4. TRCA staff looks forward to working through the Ecosystem Compensation Protocol for the nature heritage feature loss of 165m² of wetland. Please refer to section 4.2.1.3 – Unevaluated wetlands.
5. TRCA staff supports the second recommendation under section 4.2.5.5 to functionally reduce the speed limit from 80km/h to 50km/h so long as there is very limited to no disturbance to the adjacent Caledon East Wetland Complex.
6. In section 4.3.1 of the report, a Tree Inventory completed by Riverstone and discussed under a separate cover is mentioned. Please note TRCA staff has not received this report and looks forward to reviewing it in the EA process.
7. On page 17 there are descriptions of wildlife crossing culverts and their materials. The proposed material configurations appear to use medium stone “benches”. These “benches” in their current form do not promote the safe footing of animals crossing through the passageway as coarse gravel and cobbles can be a harsh material underfoot. Please fill interstitial spaces with material appropriate for wildlife footing, keeping in mind that many species prefer/require moist substrate and that substrate with some cover (e.g. native soil, leaf litter, branches, debris, sod) provide refuge from predators for smaller fauna. CVC's Fish and Wildlife Crossing Guidelines have excellent information on design criteria to promote increase passage and use by wildlife.
<https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf>

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D

Planner, Infrastructure Planning and Permits

Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca/101-Exchange-Avenue-Vaughan-ON-L4K-5R6) | [trca.ca](https://www.trca.ca)



From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Monday, September 30, 2019 4:34 PM
To: Caroline Mugo <Caroline.Mugo@trca.ca>
Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>
Subject: RE: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Caroline,
Does TRCA have comments on the above report?
Thanks,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
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From: Bubas, Sonya
Sent: August 21, 2019 4:42 PM
To: Caroline Mugo <cmugo@trca.on.ca>
Cc: Scott Jarvie (<sjarvie@trca.on.ca> <sjarvie@trca.on.ca>); Jan Moryk <jmoryk@trca.on.ca>
Subject: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Caroline,
Please find attached for your review, Draft Natural Environment Impact Assessment Report for the Airport Road Class Environmental Assessment (EA) from King Street to Huntmill Drive. Annette Lister previously reviewed the Natural Environment Existing Conditions Report, which was completed by TRCA and is appended to the attached report.
I would very much appreciate if you could forward any comments you may have by **September 20**. Please feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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RIVERSTONE

ENVIRONMENTAL SOLUTIONS INC.

January 16, 2020
RS# 2019-004



Hailey McWilliam
IBI Group
7th Floor – 55 St. Clair Ave. W.
Toronto, ON M4V 2Y7
Via email to: hailey.mcwilliam@ibigroup.com

SUBJECT: Response to Agency Review of the Natural Environment Impact Assessment Report, Airport Road Improvements, King Street to Huntsmill Drive Regional Municipality of Peel (July 2019)

Hailey:

The following is the response matrix addressing comments provided by Toronto Region Conservation Authority (TRCA), Credit Valley Conservation (CVC), Ontario Ministry of Natural Resources and Forestry (MNRF), Ministry of Environment, Conservation, and Parks (MECP), and the Region of Peel related to the Natural Environment Impact Assessment Report (July 2019).

TRCA – Comments provided via email on October 24, 2019	
1. The preferred alternative was not included in this report. Based on the most recent PIC boards available on the Region’s website it is unclear if the preferred alternative includes roundabouts at sensitive natural heritage focus points. Based on the limit of disturbance line on figures 2a-2i within the Natural Environment Impact Assessment Report it appears that no roundabouts are proposed at natural heritage areas and that all proposed works including grading will be contained within the road right of way, thereby avoiding many sensitive natural features adjacent to Airport Road.	Agreed.
2. Although it appears there are no direct impacts to the Provincially Significant Wetland and Locally Significant Wetlands with the proposed alternatives, there are still reduced impacts to these features when construction occurs within their buffers. TRCA staff recommends the impact assessment include these lesser impacts. If not included within the impact assessment, TRCA staff will need a reduction in indirect impacts at the detailed design stage.	Indirect impacts to the Provincially and Locally significant wetlands were considered in Section 4.2.1 of the NER. In this section, it was noted that indirect impacts to the wetlands can largely be addressed by ESC plans during detailed design.
3. TRCA staff recommends anticipating indirect impacts and mitigation methods sooner in the	Additional text related to indirect impacts (e.g., impacts of stormwater runoff, contaminant spills,

<p>planning process as opposed to at detail design as suggested in the assessment (section 4.2.2) in order to efficiently and comprehensively anticipate and mitigate impacts for the proposed project.</p>	<p>etc.) have been included in Section 4.2.2. It is RiverStone’s understanding that these impacts are being addressed through the Stormwater Management Plan prepared by others.</p>
<p>4. TRCA staff looks forward to working through the Ecosystem Compensation Protocol for the nature heritage feature loss of 165m2 of wetland. Please refer to section 4.2.1.3 – Unevaluated wetlands.</p>	<p>Noted.</p>
<p>5. TRCA staff supports the second recommendation under section 4.2.5.5 to functionally reduce the speed limit from 80km/h to 50km/h so long as there is very limited to no disturbance to the adjacent Caledon East Wetland Complex.</p>	<p>Noted.</p>
<p>6. In section 4.3.1 of the report, a Tree Inventory completed by Riverstone and discussed under a separate cover is mentioned. Please note TRCA staff has not received this report and looks forward to reviewing it in the EA process.</p>	<p>Based on correspondence provided to RiverStone, it is our understanding that TRCA have reviewed the Tree Inventory and provided comments. These comments have been addressed under a separate cover.</p>
<p>7. On page 17 there are descriptions of wildlife crossing culverts and their materials. The proposed material configurations appear to use medium stone “benches”. These “benches” in their current form do not promote the safe footing of animals crossing through the passageway as coarse gravel and cobbles can be a harsh material underfoot. Please fill interstitial spaces with material appropriate for wildlife footing, keeping in mind that many species prefer/require moist substrate and that substrate with some cover (e.g. native soil, leaf litter, branches, debris, sod) provide refuge from predators for smaller fauna. CVC’s Fish and Wildlife Crossing Guidelines have excellent information on design criteria to promote increase passage and use by wildlife. https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf</p>	<p>This section of the report has been updated to include the recommendation to fill interstitial spaces with native soil to provide a surface that will better support wildlife passage.</p> <p>Reference to the CVC Fish and Wildlife Crossing Guidelines for consideration during detailed design has also been provided.</p>
<p>CVC – Comments provided via email on September 27, 2019</p>	
	

[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
MECP – Comments provided via email on October 4, 2019	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]
MNRF – Comments provided by IBI via email November 4, 2019	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
Region of Peel – Comments provided by IBI via email November 4, 2019	
[REDACTED]	[REDACTED]
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[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Please contact us if there are any questions regarding the above, or if further information is required.

RiverStone Environmental Solutions Inc.

Bev Wicks, Ph.D.
Senior Ecologist / Principal

Glenn Cunningham, Ph.D.
Senior Ecologist / Species at Risk Specialist



RIVERSTONE

ENVIRONMENTAL SOLUTIONS INC.

January 16, 2020
RS# 2019-004

Hailey McWilliam
IBI Group
7th Floor – 55 St. Clair Ave. W.
Toronto, ON M4V 2Y7
Via email to: hailey.mcwilliam@ibigroup.com

SUBJECT: Response to Agency Review of the Tree Inventory and Preservation Plan Airport Road Improvements, King Street to Huntsmill Drive Regional Municipality of Peel (July 2019)

Hailey:

The following is the comment and response matrix addressing comments provided by Toronto Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC) related to the Tree Inventory and Preservation Plan Report (July 2019).

TRCA – Comments provided via email on November 26, 2019

On page 4 of the Arborist report in the second paragraph it is stated that “92 trees are required for removal but that does not include dead trees that are presumed to require removal due to safety issues.” Adjacent to natural areas where there are trees that are dead and where direct and indirect impacts will likely not impact the tree, TRCA staff recommends exploring the opportunity of cutting the tree to an acceptable height while still allowing it to remain on the landscape as a “pegged” tree. Dead trees within and adjacent to natural areas provide important habitat and function for species and efforts should be made to keep them on the landscape while reducing their hazard capabilities.

RiverStone agrees with the importance of wildlife habitat and retaining trees as wildlife habitat. Based on assessment of the location of dead trees within the study area, there are no dead trees required to be removed for the preferred alternative. The majority of dead trees were identified on private land and it would be up to the land-owners to weigh liability issues regarding tree topping or retention. That being said, Section 4 of the arborist report has been updated to remove the assumption that dead trees will be removed as hazard trees and a recommendation added to have dead trees over 25 cm (DBH) adjacent natural area assessed at detail design for potential topping or retention as wildlife habitat.

RIVERSTONE ENVIRONMENTAL SOLUTIONS INC.

We trust that the above responses, and associated edits to the report (where applicable) have addressed the agency comments. Please contact us if there are any questions regarding the above, or if further information is required.

RiverStone Environmental Solutions Inc.

Bev Wicks, Ph.D.
Senior Ecologist / Principal

Craig Mann, H.B.Sc.
Ecologist / Arborist

Airport Road Improvements Class EA – From King Street to Huntsmill Drive
 Draft Stormwater Management Report
 TRCA Comments Received on November 26, 2019

TRCA Comments:	IBI Group Response (January 08, 2020)
<p>Drainage and Stormwater Management</p>	
<p>1. It is noted that the submitted SWM report evaluates the drainage and stormwater management conditions that currently exist within the study limits. Proposed improvements require an increase in pavement area which may create increases in flows and sediments into the receiving water bodies. The proposed SWM scheme appears to be reasonable in principle. However, more details are required to quantify the effects of the proposed works, under post-development conditions.</p>	<p>1. Noted. The proposed project fall under the category of minor roadway development and road reconstruction/retrofit. According to the Region of Peel criteria such projects are exempted for quantity controls. Also, the hydraulic calculations indicated the proposed improvements to road will have minor impact on water quantity. However, water quantity impacts are mitigated by providing control of post-development peak flows to the pre-development levels. Water quality control are addressed through a combination of OGS units, underground infiltration chambers and Jellyfish filters.</p>
<p>2. Staff noted that several areas within the subject site would result in a lower level of imperviousness under post-development conditions. The weighted runoff coefficients (C) appear to be too low, considering that some areas are fully paved (C=0.9). Furthermore, the coefficients used to sized the chambers should reflect those used for sizing the storm sewer. Please provide details on how the runoff coefficients were estimated for both the existing and proposed conditions. Staff is mostly interested in areas where no quantity control will be provided.</p>	<p>2. Percent imperviousness was calculated as $\%IMPERV = (HARD\ SURFACE/TOTAL\ AREA)*100$. Although several catchments saw an increase in hard surface under proposed conditions, several catchments also saw an increase in green area as a result of removing compacted gravel in the proposed scenario. As such, in some locations, percent imperviousness may have increased while the overall runoff coefficient decreased since overall runoff coefficient is a weighted average including all land cover types. Please note that none of the catchment areas in existing or proposed condition are fully paved (C=0.9). All catchment areas include a mix of hard surface and green area in proposed condition, with compacted gravel also being featured in most catchments in existing condition. Refer to Appendix M for a break-down of all land cover types within each existing and proposed catchment area. The following runoff coefficients were used for each land cover type as part of the weighted average: Hard Surface = 0.9; Vegetation = 0.2; Compacted Gravel = 0.75. The same runoff coefficients were used in sizing the underground storage chambers as well as the storm sewer system.</p>
<p>3. Please provide supporting calculations to demonstrate that overall TRCA water quality (Enhanced level) and water balance requirements will be achieved/exceeded along with detailed cross-sections and plan view of the proposed measures. Please provide a drainage plan associated with the table included in Appendix M of the SWM report along with an estimation of the Total Suspended Soil</p>	<p>3. For the water balance supporting calculations, please refer to Appendix M of the SWM report. The drainage area plan has been provided in Appendix G of the SWM report corresponding to the Table included in Appendix M. The strategy outlined in the SWM report is intended to achieve 80% or more TSS removal. It is to note that this is an EA study and defines the SWM strategy to mitigate negative environmental impacts and achieve enhanced level of</p>

Airport Road Improvements Class EA – From King Street to Huntmill Drive
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TRCA Comments:	IBI Group Response (January 08, 2020)
(TSS) removal (%) that would be achieved once the proposed measures are implemented.	water quality and water balance requirements. The detailed calculations and cross sections will be provided in the detailed design.
4. Please provide further details (cross-sections) of the roadside ditches. Is there enough space to accommodate them within the right of way? Staff suggests the proponent investigate opportunities to provide flat bottom swales which further improve water quality treatment. Please refer to TRCA LID SWM Planning and Design Guidelines (https://cvc.ca/wp-content/uploads/2014/04/LID-SWM-Guide-v1.0_2010_1_no-appendices.pdf) for more details.	4. Please refer to Appendix E of the SWM report that provides cross-sections of the roadside ditches along with road cross sections. The proposed ditches are accommodated within the right-of-way. Please note the existing roadside ditches will be maintained and will continue to provide water quality treatment for the roadway areas. Due to space constraints within the right-of-way, it was not feasible to accommodate 1m flat bottom.
5. TRCA staff will defer to the Region to review the supporting sizing calculations for the sections of the road where existing storm sewers will be upgraded or where a new storm system is proposed.	5. Noted.
6. Please provide a digital copy of the HEC RAS model for the crossings that were assessed using the software. Please provide existing and proposed scenarios in separate files.	6. HEC-RAS files for culverts C1 and C3 are provided as requested with existing and proposed conditions in separate files.
7. Please provide the Oil and Grit Separator (OGS) sizing calculations along with the respective unit location. It is important to ensure that an operations and maintenance plan is developed for the OGS's and that the units are inputted into the Region's SWM monitoring database for further inspections.	7. OGS unit sizing will be determined in Detail Design. OGS unit locations are summarized in Table 12 of the SWM report as well as depicted on the Proposed Drainage Condition roll plan (Figure 9). An operation and maintenance plan for the OGS units will be developed during detailed design and will be incorporated into Region's database after the construction of the project.
8. It is noted that some culverts do not meet the hydraulic criteria but cannot be upsized due to profile restrictions. Staff expect that the water surface elevations upstream and downstream of those culverts be maintained consistent with existing conditions. Please provide details and assumptions to support the hydraulic assessment in each case. Please refer to TRCA Technical Guidelines for Flood Hazard Mapping (https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2016/02/17161112/Technical-Guidelines-For-Flood-Hazard-Mapping-March-2017-Final.pdf) for further guidance.	8. Although hydraulically deficient, culvert C2 was maintained in proposed condition due to road profile constraints. Culverts C3 and C7 were upsized in proposed condition, however, due to road profile constraints, they could not be upsized enough to meet freeboard requirements. Despite these deficiencies, all three culverts see a decrease in Regional water surface elevations in proposed condition when compared to existing (as summarized in Table 8 of SWM report). Please also refer to Table 7 of the revised SWM report for notes outlining the assumptions.

Airport Road Improvements Class EA – From King Street to Huntmill Drive
Draft Stormwater Management Report
TRCA Comments Received on November 26, 2019

TRCA Comments:	IBI Group Response (January 08, 2020)
<p>9. The proposed conditions drawing indicates that culvert 3 and 7 will be replaced while the SWM report states they will be maintained due to some restrictions. Please revise for consistency.</p>	<p>9. The report SWM report is consistent with the drawing. SWM report indicates that C3 and C7 will be replaced. Please refer to Table 6 of the SWM report.</p>
<p>10. Erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide an Erosion and Sediment Control (ESC) report along with plans and drawings. Please provide ESC details, locations and supporting calculations in the plans/report. The mitigation measures shall conform with the Erosion and Sediment Control Guidelines for Urban Construction (December 2006), available at www.sustainabletechnologies.ca</p>	<p>10. Noted. This item will be addressed in the Detailed Design stage of the project.</p>

From: [Lee, Arthur](#)
To: Caroline.Mugo@trca.ca; [Annette Lister](#)
Cc: [Bubas, Sonya](#); [Hailey McWilliam](#)
Subject: RE: CFN 55778 - Airport Rd EA - Agency comments on NER/TI/SWM
Date: Thursday, August 13, 2020 3:59:51 PM
Attachments: [image003.png](#)
[image004.png](#)
[image006.png](#)
[NEIAR - Comment Response - RiverStone_TRCA Redacted.pdf](#)
[Tree Inventory - Comment Response - RiverStone_TRCA.pdf](#)
[TRCA Comments Responses dated November 26 2019_response.pdf](#)

Hi Caroline and Annette,

Thank you for the detailed review of the Airport Road Technical Reports.

I've attached our responses to TRCA's comment regarding natural environment, stormwater management and tree inventory.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Caroline Mugo <Caroline.Mugo@trca.ca>

Sent: November 26, 2019 3:12 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: RE: CFN 55778 - Airport Rd EA - Tree Inventory and Preservation Plan

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

Further to the Natural Environment Report, TRCA staff has reviewed the Tree Inventory and Preservation Plan and has one comment to offer.

Tree Inventory and Preservation Plan:

On page 4 of the Arborist report in the second paragraph it is stated that "92 trees are required for removal but that does not include dead trees that are presumed to require removal due to safety issues."

Adjacent to natural areas where there are trees that are dead and where direct and indirect impacts will likely not impact the tree, TRCA staff recommends exploring the opportunity of cutting the tree to an acceptable height while still allowing it to remain on the landscape as a "pegged" tree. Dead trees within and adjacent to natural areas provide important habitat and function for species and efforts should be made to keep them on the landscape while reducing their hazard capabilities.

Staff has also reviewed the draft drainage report and comments are as follows:

Stormwater Management Comments:

- It is noted that the submitted SWM report evaluates the drainage and stormwater management conditions that currently exist within the study limits. Proposed improvements

require an increase in pavement area which may create increases in flows and sediments into the receiving water bodies. The proposed SWM scheme appears to be reasonable in principle. However, more details are required to quantify the effects of the proposed works, under post-development conditions.

- Staff noted that several areas within the subject site would result in a lower level of imperviousness under post-development conditions. The weighted runoff coefficients (C) appear to be too low, considering that some areas are fully paved (C=0.9). Furthermore, the coefficients used to sized the chambers should reflect those used for sizing the storm sewer. Please provide details on how the runoff coefficients were estimated for both the existing and proposed conditions. Staff is mostly interested in areas where no quantity control will be provided.
- Please provide supporting calculations to demonstrate that overall TRCA water quality (Enhanced level) and water balance requirements will be achieved/exceeded along with detailed cross-sections and plan view of the proposed measures. Please provide a drainage plan associated with the table included in Appendix M of the SWM report along with an estimation of the Total Suspended Soil (TSS) removal (%) that would be achieved once the proposed measures are implemented.
- Please provide further details (cross-sections) of the roadside ditches. Is there enough space to accommodate them within the right of way? Staff suggests the proponent investigate opportunities to provide flat bottom swales which further improve water quality treatment. Please refer to TRCA LID SWM Planning and Design Guidelines (https://cvc.ca/wp-content/uploads/2014/04/LID-SWM-Guide-v1.0_2010_1_no-appendices.pdf) for more details.
- TRCA staff will defer to the Region to review the supporting sizing calculations for the sections of the road where existing storm sewers will be upgraded or where a new storm system is proposed.
- Please provide a digital copy of the HEC RAS model for the crossings that were assessed using the software. Please provide existing and proposed scenarios in separate files.
- Please provide the Oil and Grit Separator (OGS) sizing calculations along with the respective unit location. It is important to ensure that an operations and maintenance plan is developed for the OGS's and that the units are inputted into the Region's SWM monitoring database for further inspections.
- It is noted that some culverts do not meet the hydraulic criteria but cannot be upsized due to profile restrictions. Staff expect that the water surface elevations upstream and downstream of those culverts be maintained consistent with existing conditions. Please provide details and assumptions to support the hydraulic assessment in each case. Please refer to TRCA Technical Guidelines for Flood Hazard Mapping (<https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2016/02/17161112/Technical-Guidelines-For-Flood-Hazard-Mapping-March-2017-Final.pdf>) for further guidance.
- The proposed conditions drawing indicates that culvert 3 and 7 will be replaced while the SWM report states they will be marinated due to some restrictions. Please revise for consistency.
- Erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide an Erosion and Sediment Control (ESC) report along with plans and drawings. Please provide ESC

details, locations and supporting calculations in the plans/report. The mitigation measures shall conform with the Erosion and Sediment Control Guidelines for Urban Construction (December 2006), available at www.sustainabletechnologies.ca

- It is staffs understanding that a parking lot is been proposed at the southwest corner of Airport Road and Emma Street. Staff suggests the proposed works along Airport Road be coordinated with those proposed as part of the mentioned parking lot to avoid potential construction/timing issues.

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D
Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](http://101ExchangeAvenue.Vaughan.ON.L4K5R6) | trca.ca



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: October 28, 2019 8:14 AM

To: Caroline Mugo <Caroline.Mugo@trca.ca>

Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: Airport Rd EA - Tree Inventory and Preservation Plan

Hi Caroline,

Thank you for your comments on the Natural Environment Report. Please find attached tree inventory and preservation plan. I would appreciate if you could forward any comments you may have on this plan by November 18.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

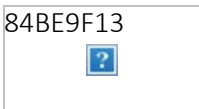
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

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905-791-7800 ext. 7801

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From: Caroline Mugo <Caroline.Mugo@trca.ca>

Sent: October 24, 2019 10:00 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>

Subject: RE: Airport Rd EA - Draft Natural Environment Impact Assessment Report

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

TRCA staff has completed the review of the Draft Natural Environment Impact Assessment report for the Airport Road Class Environmental Assessment (EA) from King Street to Huntsmill Drive and has the following comments to offer:

1. The preferred alternative was not included in this report. Based on the most recent PIC boards available on the Region's website it is unclear if the preferred alternative includes roundabouts at sensitive natural heritage focus points. Based on the limit of disturbance line on figures 2a-2i within the Natural Environment Impact Assessment Report it appears that no roundabouts are proposed at natural heritage areas and that all proposed works including grading will be contained within the road right of way, thereby avoiding many sensitive natural features adjacent to Airport Road.
2. Although it appears there are no direct impacts to the Provincially Significant Wetland and Locally Significant Wetlands with the proposed alternatives, there are still reduced impacts to these features when construction occurs within their buffers. TRCA staff recommends the impact assessment include these lesser impacts. If not included within the impact assessment, TRCA staff will need a reduction in indirect impacts at the detailed design stage.
3. TRCA staff recommends anticipating indirect impacts and mitigation methods sooner in the planning process as opposed to at detail design as suggested in the assessment (section 4.2.2) in order to efficiently and comprehensively anticipate and mitigate impacts for the proposed project.
4. TRCA staff looks forward to working through the Ecosystem Compensation Protocol for the nature heritage feature loss of 165m² of wetland. Please refer to section 4.2.1.3 – Unevaluated wetlands.
5. TRCA staff supports the second recommendation under section 4.2.5.5 to functionally reduce the speed limit from 80km/h to 50km/h so long as there is very limited to no disturbance to the adjacent Caledon East Wetland Complex.
6. In section 4.3.1 of the report, a Tree Inventory completed by Riverstone and discussed under a separate cover is mentioned. Please note TRCA staff has not received this report and looks forward to reviewing it in the EA process.
7. On page 17 there are descriptions of wildlife crossing culverts and their materials. The proposed material configurations appear to use medium stone "benches". These "benches" in their current form do not promote the safe footing of animals crossing through the passageway as coarse gravel and cobbles can be a harsh material underfoot. Please fill interstitial spaces with material appropriate for wildlife footing, keeping in mind that many species prefer/require moist substrate and that substrate with some cover (e.g. native soil, leaf litter, branches, debris, sod) provide refuge from predators for smaller fauna. CVC's Fish and Wildlife Crossing Guidelines have excellent information on design criteria to promote increase passage and use by wildlife.
<https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf>

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D

Planner, Infrastructure Planning and Permits

Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Monday, September 30, 2019 4:34 PM

To: Caroline Mugo <Caroline.Mugo@trca.ca>

Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>

Subject: RE: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Caroline,

Does TRCA have comments on the above report?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

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From: Bubas, Sonya

Sent: August 21, 2019 4:42 PM

To: Caroline Mugo <cmugo@trca.on.ca>

Cc: Scott Jarvie (<sjarvie@trca.on.ca> <sjarvie@trca.on.ca>); Jan Moryk <jmoryk@trca.on.ca>

Subject: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Caroline,

Please find attached for your review, Draft Natural Environment Impact Assessment Report for the Airport Road Class Environmental Assessment (EA) from King Street to Huntmill Drive.

Annette Lister previously reviewed the Natural Environment Existing Conditions Report, which was completed by TRCA and is appended to the attached report.

I would very much appreciate if you could forward any comments you may have by **September 20**.

Please feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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From: [Annette Lister](#)
To: [Bubas, Sonya](#)
Cc: [Scott Jarvie](#); [Sue Hayes](#)
Subject: Re: Airport Rd EA - Natural Environment Existing Conditions
Date: Thursday, November 30, 2017 3:52:54 PM
Attachments: [ATT00001.gif](#)



Hi Sonya,

Thank you for forwarding the Natural Environment Existing Conditions Report. Our staff has reviewed and are satisfied with the contents of the report. Please note that we have asked our internal staff to provide the Region with the associated ELC map when it is available. Please also note that it is our expectation that the Region and consultant will complete the Headwater Drainage Feature evaluation in accordance with the Evaluation, Classification and Management of Headwater Drainage Features Guideline (available at <http://www.trca.on.ca/dotAsset/79274.pdf>), as well as an assessment of project impacts on identified area species and ELC communities.

Please let me know if you have any questions or would like to discuss further.

Thank you,
Annette

Annette Lister

Planner II
Environmental Assessment Planning
Planning and Development
Toronto and Region Conservation Authority
 416.661.6600 x5266 |  alister@trca.on.ca

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



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From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
To: Annette Lister <alister@trca.on.ca>
Date: 10/26/2017 07:46 AM
Subject: Airport Rd EA - Natural Environment Existing Conditions

Good morning Annette,

Please find attached for your review, the Natural Environment Existing Conditions Report for the Airport Road Class EA in Caledon. We would appreciate receiving your comments by **November 30th**.

The report is attached to the following dropbox link:



As a kind reminder, this report is not intended for public distribution as it may contain sensitive information regarding Species at Risk.

Please let me know if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
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Thank you."

From: [Bubas, Sonya](#)
To: [Annette Lister](#)
Subject: Airport Rd EA - Natural Environment Existing Conditions
Date: Thursday, October 26, 2017 7:46:00 AM
Attachments: [image001.gif](#)

Good morning Annette,
Please find attached for your review, the Natural Environment Existing Conditions Report for the Airport Road Class EA in Caledon. We would appreciate receiving your comments by **November 30th**. The report is attached to the following dropbox link:



As a kind reminder, this report is not intended for public distribution as it may contain sensitive information regarding Species at Risk.

Please let me know if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email



From: [Lee, Arthur](#)
To: [Caroline Mugo](#)
Cc: [Bubas, Sonya](#); [Suzanne.Bevan@trca.ca](#); [Banuri, Syeda](#); "Rakesh Pandey"; "Scott Johnston"; "Hailey McWilliam"
Subject: RE: CFN 55778 - Airport Road -King Street to Huntsmill Drive - SWM Report - TRCA comments
Date: Thursday, February 18, 2021 4:51:54 PM
Attachments: [image002.png](#)

Sorry all,
I realized I did forgot to include IBI in the following email.
Thanks and regards,
Arthur

From: Lee, Arthur
Sent: February 18, 2021 4:34 PM
To: 'Caroline Mugo' <Caroline.Mugo@trca.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Suzanne.Bevan@trca.ca; Banuri, Syeda <Syeda.Banuri@peelregion.ca>
Subject: RE: CFN 55778 - Airport Road -King Street to Huntsmill Drive - SWM Report - TRCA comments

Hi Caroline,
Thank you for the comments provided.
We have the comment response from our consultant and the additional documents can be downloaded from the FTP link below. Please let me know if you have any trouble accessing the files or if you have any additional questions.

Here is the link to IBI FTP site:

[REDACTED]

Login user name: [REDACTED]

Password: [REDACTED]

Thanks and Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800, ext. 7872

From: Caroline Mugo <Caroline.Mugo@trca.ca>
Sent: October 1, 2020 4:06 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: CFN 55778 - Airport Road -King Street to Huntsmill Drive - SWM Report - TRCA comments

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Hi Arthur,
TRCA staff has reviewed the Fluvial Geomorphological Assessment and the updated Stormwater

Management Report received on September 2, 2020 and has the following responses in blue:

1. It is noted that the submitted SWM report evaluates the drainage and stormwater management conditions that currently exist within the study limits. Proposed improvements require an increase in pavement area which may create increases in flows and sediments into the receiving water bodies. The proposed SWM scheme appears to be reasonable in principle. However, more details are required to quantify the effects of the proposed works, under post-development conditions. *It appears the calculations provided in Appendix M, used the IDF parameters (i.e., 100-year: a=2056, b=8.8, c=0.7477) adjusted for the effect of climate change and not the ones shown in the spreadsheet (i.e., 100-year a=4688, b=0.9624, c=17). Proposed quantity control and supporting calculations are acceptable.*
2. Staff noted that several areas within the subject site would result in a lower level of imperviousness under post-development conditions. The weighted runoff coefficients (C) appear to be too low, considering that some areas are fully paved (C=0.9). Furthermore, the coefficients used to sized the chambers should reflect those used for sizing the storm sewer. Please provide details on how the runoff coefficients were estimated for both the existing and proposed conditions. Staff is mostly interested in areas where no quantity control will be provided.

It appears the reduction in runoff coefficients is the result of adding new green areas or removing compacted gravel, this justification is valid. However, supporting calculation should be provided especially in areas where no additional quantity control would be provided. This information can be provided at the detailed design stage.

3. Please provide supporting calculations to demonstrate that overall TRCA water quality (Enhanced level) and water balance requirements will be achieved/exceeded along with detailed cross-sections and plan view of the proposed measures. Please provide a drainage plan associated with the table included in Appendix M of the SWM report along with an estimation of the Total Suspended Soil (TSS) removal (%) that would be achieved once the proposed measures are implemented.

Thank you for providing the drainage plan. Staff considers that the proposed combination of infiltration chambers and oil and grit (or jellyfish) units will achieve the TRCA water quality and water balance requirements.

4. Please provide further details (cross-sections) of the roadside ditches. Is there enough space to accommodate them within the right of way? Staff suggests the proponent investigate opportunities to provide flat bottom swales which further improve water quality treatment. Please refer to TRCA LID SWM Planning and Design Guidelines (https://cvc.ca/wp-content/uploads/2014/04/LID-SWM-Guide-v1.0_2010_1_no-appendices.pdf) for more details.

It appears there are not enough available lands within the ROW to accommodate flat-bottomed swales. Staff suggests investigating further opportunities to implement where feasible. A minimum 0.75 m bottom width would be acceptable.

5. TRCA staff will defer to the Region to review the supporting sizing calculations for the sections of the road where existing storm sewers will be upgraded or where a new storm system is proposed. *Deferred to the Region.*
6. Please provide a digital copy of the HEC RAS model for the crossings that were assessed using the software. Please provide existing and proposed scenarios in separate files.

Staff has not received the HEC RAS model that supports the proposed crossings. Please

provide a digital copy of the model including existing and proposed scenarios in separate folders for our review. IBI response: Please refer to the FTP site for digital copies of existing and proposed conditions HEC-RAS model for the proposed crossings.

7. Please provide the Oil and Grit Separator (OGS) sizing calculations along with the respective unit location. It is important to ensure that an operations and maintenance plan is developed for the OGS's and that the units are inputted into the Region's SWM monitoring database for further inspections.

The OGS calculations should be provided at this stage and **not** later in the detailed design stage. OGS location and sizes must also be reviewed and approved by the Region. IBI response: Please refer to FTP site. A revised SWM report has been uploaded incorporating OGS calculations. Appendix N of the revised SWM report provides OGS sizing calculations. For the location of proposed OGS units, please refer to Proposed Condition Roll Plan in Appendix G of the revised SWM report.

8. It is noted that some culverts do not meet the hydraulic criteria but cannot be upsized due to profile restrictions. Staff expect that the water surface elevations upstream and downstream of those culverts be maintained consistent with existing conditions. Please provide details and assumptions to support the hydraulic assessment in each case. Please refer to TRCA Technical Guidelines for Flood Hazard Mapping (<https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2016/02/17161112/Technical-Guidelines-For-Flood-Hazard-Mapping-March-2017-Final.pdf>) for further guidance.

This information will be revisited once the HEC RAS model is provided. IBI response: Please refer to item# 6 response.

9. The proposed conditions drawing indicates that culvert 3 and 7 will be replaced while the SWM report states they will be marinated due to some restrictions. Please revise for consistency.

Based on the information provided within the SWM report, culvert 3 and 7 will be replaced but they will not meet the MTO requirements. As the proposed culverts provide more conveyance capacity than that of the existing culverts, staff has no further concerns.

10. Erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide an Erosion and Sediment Control (ESC) report along with plans and drawings. Please provide ESC details, locations and supporting calculations in the plans/report. The mitigation measures shall conform with the Erosion and Sediment Control Guidelines for Urban Construction (December 2006), available at www.sustainabletechnologies.ca. This item was deferred to the detailed design stage which is acceptable.

Should you have questions, please do contact me.

Caroline Mugo, Ph.D

Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | trca.ca



From: [Caroline Mugo](#)
To: [Lee, Arthur](#)
Cc: [Bubas, Sonya](#); [Hailey McWilliam](#)
Subject: RE: CFN 55778 - Airport Rd EA - Agency comments on NER/TI/SWM
Date: Thursday, August 20, 2020 11:00:49 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Arthur, thank you for your emails.

Please note that I will be your contact for this project as Annette is no longer with the TRCA.

Could you kindly provide the updated reports with necessary edits for our review? In your response, section 4 of the arborist report was updated and the NEIAR was also updated. However, you did not provide these reports.

I received the revised SWM report under a separate cover and I will be circulating all the information together once it is available.

Thanks,

Caroline Mugo, Ph.D

Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca



From: Lee, Arthur <arthur.lee@peelregion.ca>

Sent: Thursday, August 13, 2020 4:00 PM

To: Caroline Mugo <Caroline.Mugo@trca.ca>; Annette Lister <Annette.Lister@trca.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: RE: CFN 55778 - Airport Rd EA - Agency comments on NER/TI/SWM

Hi Caroline and Annette,

Thank you for the detailed review of the Airport Road Technical Reports.

I've attached our responses to TRCA's comment regarding natural environment, stormwater management and tree inventory.

Regards,

Arthur Lee, P.Eng

Senior Designer

Infrastructure Programming and Studies, Transportation
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Caroline Mugo <Caroline.Mugo@trca.ca>

Sent: November 26, 2019 3:12 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: RE: CFN 55778 - Airport Rd EA - Tree Inventory and Preservation Plan

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

Further to the Natural Environment Report, TRCA staff has reviewed the Tree Inventory and Preservation Plan and has one comment to offer.

Tree Inventory and Preservation Plan:

On page 4 of the Arborist report in the second paragraph it is stated that “92 trees are required for removal but that does not include dead trees that are presumed to require removal due to safety issues.”

Adjacent to natural areas where there are trees that are dead and where direct and indirect impacts will likely not impact the tree, TRCA staff recommends exploring the opportunity of cutting the tree to an acceptable height while still allowing it to remain on the landscape as a “pegged” tree. Dead trees within and adjacent to natural areas provide important habitat and function for species and efforts should be made to keep them on the landscape while reducing their hazard capabilities.

Staff has also reviewed the draft drainage report and comments are as follows:

Stormwater Management Comments:

- It is noted that the submitted SWM report evaluates the drainage and stormwater management conditions that currently exist within the study limits. Proposed improvements require an increase in pavement area which may create increases in flows and sediments into the receiving water bodies. The proposed SWM scheme appears to be reasonable in principle. However, more details are required to quantify the effects of the proposed works, under post-development conditions.
- Staff noted that several areas within the subject site would result in a lower level of imperviousness under post-development conditions. The weighted runoff coefficients (C) appear to be too low, considering that some areas are fully paved (C=0.9). Furthermore, the coefficients used to sized the chambers should reflect those used for sizing the storm sewer. Please provide details on how the runoff coefficients were estimated for both the existing and proposed conditions. Staff is mostly interested in areas where no quantity control will be provided.
- Please provide supporting calculations to demonstrate that overall TRCA water quality (Enhanced level) and water balance requirements will be achieved/exceeded along with detailed cross-sections and plan view of the proposed measures. Please provide a drainage plan associated with the table included in Appendix M of the SWM report along with an estimation of the Total Suspended Soil (TSS) removal (%) that would be achieved once the proposed measures are implemented.

Please provide further details (cross-sections) of the roadside ditches. Is there enough space to accommodate them within the right of way? Staff suggests the proponent investigate opportunities to provide flat bottom swales which further improve water quality treatment. Please refer to TRCA LID SWM Planning and Design Guidelines (https://cvc.ca/wp-content/uploads/2014/04/LID-SWM-Guide-v1.0_2010_1_no-appendices.pdf) for more details.

- TRCA staff will defer to the Region to review the supporting sizing calculations for the sections of the road where existing storm sewers will be upgraded or where a new storm system is proposed.
- Please provide a digital copy of the HEC RAS model for the crossings that were assessed using the software. Please provide existing and proposed scenarios in separate files.
- Please provide the Oil and Grit Separator (OGS) sizing calculations along with the respective unit location. It is important to ensure that an operations and maintenance plan is developed for the OGS's and that the units are inputted into the Region's SWM monitoring database for further inspections.
- It is noted that some culverts do not meet the hydraulic criteria but cannot be upsized due to profile restrictions. Staff expect that the water surface elevations upstream and downstream of those culverts be maintained consistent with existing conditions. Please provide details and assumptions to support the hydraulic assessment in each case. Please refer to TRCA Technical Guidelines for Flood Hazard Mapping (<https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2016/02/17161112/Technical-Guidelines-For-Flood-Hazard-Mapping-March-2017-Final.pdf>) for further guidance.
- The proposed conditions drawing indicates that culvert 3 and 7 will be replaced while the SWM report states they will be marinated due to some restrictions. Please revise for consistency.
- Erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide an Erosion and Sediment Control (ESC) report along with plans and drawings. Please provide ESC details, locations and supporting calculations in the plans/report. The mitigation measures shall conform with the Erosion and Sediment Control Guidelines for Urban Construction (December 2006), available at www.sustainabletechnologies.ca
- It is staffs understanding that a parking lot is been proposed at the southwest corner of Airport Road and Emma Street. Staff suggests the proposed works along Airport Road be coordinated with those proposed as part of the mentioned parking lot to avoid potential construction/timing issues.

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D
Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | trca.ca



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: October 28, 2019 8:14 AM

To: Caroline Mugo <Caroline.Mugo@trca.ca>

Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: Airport Rd EA - Tree Inventory and Preservation Plan

Hi Caroline,

Thank you for your comments on the Natural Environment Report. Please find attached tree inventory and preservation plan. I would appreciate if you could forward any comments you may have on this plan by November 18.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

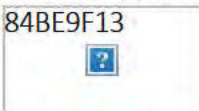
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13



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From: Caroline Mugo <Caroline.Mugo@trca.ca>

Sent: October 24, 2019 10:00 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>

Subject: RE: Airport Rd EA - Draft Natural Environment Impact Assessment Report

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

TRCA staff has completed the review of the Draft Natural Environment Impact Assessment report for the Airport Road Class Environmental Assessment (EA) from King Street to Huntmill Drive and has the following comments to offer:

1. The preferred alternative was not included in this report. Based on the most recent PIC boards available on the Region's website it is unclear if the preferred alternative includes roundabouts at sensitive natural heritage focus points. Based on the limit of disturbance line on figures 2a-2i within the Natural Environmental Impact Assessment Report it appears that no roundabouts are proposed at natural heritage areas and that all proposed works including grading will be contained

within the road right of way, thereby avoiding many sensitive natural features adjacent to Airport Road.

2. Although it appears there are no direct impacts to the Provincially Significant Wetland and Locally Significant Wetlands with the proposed alternatives, there are still reduced impacts to these features when construction occurs within their buffers. TRCA staff recommends the impact assessment include these lesser impacts. If not included within the impact assessment, TRCA staff will need a reduction in indirect impacts at the detailed design stage.
3. TRCA staff recommends anticipating indirect impacts and mitigation methods sooner in the planning process as opposed to at detail design as suggested in the assessment (section 4.2.2) in order to efficiently and comprehensively anticipate and mitigate impacts for the proposed project.
4. TRCA staff looks forward to working through the Ecosystem Compensation Protocol for the nature heritage feature loss of 165m² of wetland. Please refer to section 4.2.1.3 – Unevaluated wetlands.
5. TRCA staff supports the second recommendation under section 4.2.5.5 to functionally reduce the speed limit from 80km/h to 50km/h so long as there is very limited to no disturbance to the adjacent Caledon East Wetland Complex.
6. In section 4.3.1 of the report, a Tree Inventory completed by Riverstone and discussed under a separate cover is mentioned. Please note TRCA staff has not received this report and looks forward to reviewing it in the EA process.
7. On page 17 there are descriptions of wildlife crossing culverts and their materials. The proposed material configurations appear to use medium stone “benches”. These “benches” in their current form do not promote the safe footing of animals crossing through the passageway as coarse gravel and cobbles can be a harsh material underfoot. Please fill interstitial spaces with material appropriate for wildlife footing, keeping in mind that many species prefer/require moist substrate and that substrate with some cover (e.g. native soil, leaf litter, branches, debris, sod) provide refuge from predators for smaller fauna. CVC’s Fish and Wildlife Crossing Guidelines have excellent information on design criteria to promote increase passage and use by wildlife.
<https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf>

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D
Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca/101-Exchange-Avenue-Vaughan-ON-L4K-5R6) | [trca.ca](https://www.trca.ca)



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Monday, September 30, 2019 4:34 PM

To: Caroline Mugo <Caroline.Mugo@trca.ca>

Cc: Scott Jarvie <Scott.Jarvie@trca.ca>; Jan Moryk <Jan.Moryk@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>

Subject: RE: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Caroline,

Does TRCA have comments on the above report?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

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From: Bubas, Sonya

Sent: August 21, 2019 4:42 PM

To: Caroline Mugo <cmugo@trca.on.ca>

Cc: Scott Jarvie (<sjarvie@trca.on.ca> <sjarvie@trca.on.ca>); Jan Moryk (<jmoryk@trca.on.ca> <jmoryk@trca.on.ca>)

Subject: Airport Rd EA - Draft Natural Environment Impact Assessment Report

Hi Caroline,

Please find attached for your review, Draft Natural Environment Impact Assessment Report for the Airport Road Class Environmental Assessment (EA) from King Street to Huntmill Drive.

Annette Lister previously reviewed the Natural Environment Existing Conditions Report, which was completed by TRCA and is appended to the attached report.

I would very much appreciate if you could forward any comments you may have by **September 20**.

Please feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

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May 22, 2018

CFN 55778

BY E-MAIL ONLY (sonya.bubas@peelregion.ca)

Sonya Bubas
Project Manager
Regional Municipality of Peel
10 Peel Centre Drive
Suite B, 4th Floor
Brampton, ON L6T 4B9

Dear Ms. Bubas:

**Re: Response to Notice of Public Information Centre #1
Airport Road from King Street to Huntmill Drive
Humber River Watershed; Town of Caledon; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received notice of the upcoming Public Information Centre (PIC) scheduled for June 4, 2018.

Further to TRCA correspondence dated September 20, 2017, staff has expressed interest in this project. While staff will not be attending the meeting, please forward one copy of any handouts or display materials from this meeting for our files.

Should you have any questions or require any additional information please contact me at extension 5266 or at alister@trca.on.ca.

Regards,



Annette Lister
Planner II

Environmental Assessment Planning
Planning and Development

AL/

BY E-MAIL

cc: Peel: Asha Saddi, Technical Analyst (asha.saddi@peelregion.ca)

From: [Annette Lister](#)
To: [Bubas, Sonya](#)
Cc: [Saddi, Asha](#)
Subject: Re: Airport Rd EA - PIC 1 and TAC Meeting Notes
Date: Tuesday, May 22, 2018 11:17:56 AM
Attachments: [ATT00001.gif](#)
[ATT00002.gif](#)
[ATT00003.gif](#)
[ATT00004.gif](#)
[CFN 55778 - PIC 1 Response - May 22, 2018.pdf](#)

Hello Sonya,

Thank you for sending the updated TAC meeting minutes, and PIC 1 notification. Please see attached for TRCA response to the PIC 1 notification.

Please let me know if you have any questions.

Annette

Annette Lister, M.A.Sc.
Planner II
Environmental Assessment Planning | Planning and Development

T: 416.661.6600 ext. 5266

E: alister@trca.on.ca

A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | trca.ca

From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
To: "Jenkins, Tod" <tod.jenkins@peelregion.ca>, "Mohammed, Junior" <junior.mohammed@peelregion.ca>, "Koethe, Wayne" <wayne.koethe@peelregion.ca>, "Aymar, Matthew" <matthew.aymar@peelregion.ca>, "Beveridge, Scott" <scott.beveridge@peelregion.ca>, "Levesque, Karen" <karen.levesque@peelregion.ca>, "Gardiner, Len" <len.gardiner@peelregion.ca>, "Garbos, Olek" <olek.garbos@peelregion.ca>, "Nemeth, John" <john.nemeth@peelregion.ca>, "Duque, Erica" <erica.duque@peelregion.ca>, "Stockman, Angela" <angela.stockman@peelregion.ca>, "Dang, Denise" <denise.dang@peelregion.ca>, "Hui, Gordon" <gordon.hui@peelregion.ca>, "Kol, Rani" <rani.kol@peelregion.ca>, "Ansari, Seema" <seema.ansari@peelregion.ca>, "Caughey, Rebecca" <rebecca.caughey@peelregion.ca>, "Nieuwenhuysen, Bob" <bob.nieuwenhuysen@peelregion.ca>, "Lapos, Natalie" <natalie.lapos@peelregion.ca>, ZYG-Peel Health & Built Environment <zyg-peelhealthbuiltenvironment@peelregion.ca>, "Rook, Sally" <sally.rook@peelregion.ca>, "Binette, Christian" <christian.binette@peelregion.ca>, "Lotecki, Nancy" <nancy.lotecki@peelregion.ca>, "Aubin, Louise" <louise.aubin@peelregion.ca>, "Mele, Lorenzo" <lorenzo.mele@peelregion.ca>, "Fitzpatrick, Sandra" <sandra.fitzpatrick@peelregion.ca>, "Trent, Elizabeth" <elizabeth.trent@peelregion.ca>, "Hassan, Nishat" <nishat.hassan@peelregion.ca>, Kant Chawla <Kant.Chawla@caledon.ca>, "Casey Blakely" <casey.blakely@caledon.ca>, "Bell, Trevor (MOECC)" <Trevor.Bell@ontario.ca>, "kim.peters@ontario.ca" <kim.peters@ontario.ca>, "Kilis, Jakub" <Jakub.Kilis@cvc.ca>, Annette Lister <alister@trca.on.ca>, "bell.moc@telecon.com" <bell.moc@telecon.com>, "markups@enbridge.com" <markups@enbridge.com>, "westcentralzonescheduling@hydroone.com" <westcentralzonescheduling@hydroone.com>, "ian.mitchell@hydroone.com" <ian.mitchell@hydroone.com>, "edgar.henriquez@rci.rogers.com" <edgar.henriquez@rci.rogers.com>, Damien Edwin <Damien.Edwin@enbridge.com>, "zone2scheduling@hydroone.com" <zone2scheduling@hydroone.com>, Mark-Ups <Mark-Ups@enbridge.com>, "McGlade, Kaitlyn" <Kaitlyn.McGlade@cvc.ca>, "Stewart, Rebecca" <Rebecca.Stewart@cvc.ca>, "Heaton, Mark (MNR)" <mark.heaton@ontario.ca>, "utility.circulations@zayo.com" <utility.circulations@zayo.com>, "Info@tnpi.ca" <Info@tnpi.ca>, Marcel Mallia <Marcel.Mallia@enbridge.com>, "meetpal.chhina@enbridge.com" <meetpal.chhina@enbridge.com>
Cc: "Saddi, Asha" <asha.saddi@peelregion.ca>, "sjohnston@IBIGroup.com" <sjohnston@IBIGroup.com>, Hailey McWilliam <hailey.mcwilliam@ibigroup.com>, Zibby Petch <zibby.petch@ibigroup.com>, "Lee, Arthur" <arthur.lee@peelregion.ca>
Date: 05/22/2018 09:59 AM
Subject: Airport Rd EA - PIC 1 and TAC Meeting Notes

Good morning,

Please find attached:

(1) **Notice of Public Information Centre (PIC) No. 1** for the Airport Rd Class EA. Note the PIC was **rescheduled to June 4**. We look forward to seeing at the PIC.

(2) **Revised TAC Meeting Notes**. The following bullet on page 4 was revised for clarification:

CVC suggested adding “natural features” and “natural hazards” to the evaluation criteria; CVC typically prefers that “natural hazards” are either located within the ‘natural environment’ or water related technical sections (where criteria related to stormwater management, hydraulics, etc. are placed).

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya

Sent: May 10, 2018 8:30 AM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; 'Kant Chawla'; 'Casey Blakely'; 'Bell, Trevor (MOECC)'; 'kim.peters@ontario.ca'; Kilis, Jakub; 'Annette Lister'; 'bell.moc@telecon.com'; 'markups@enbridge.com'; 'westcentralzonescheduling@hydroone.com'; 'ian.mitchell@hydroone.com'; 'edgar.henriquez@rci.rogers.com'; 'Damien Edwin'; 'zone2scheduling@hydroone.com'; 'Mark-Ups'; 'McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'; 'Marcel Mallia'; 'meetpal.chhina@enbridge.com'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; 'Zibby Petch'; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Minutes

Good morning everyone,

Please find attached minutes of the Technical Advisory Committee meeting held on April 26 for the Airport Road Class EA.

Please advise of any errors or omissions.

Thank you,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya

Sent: April 27, 2018 9:12 AM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; 'Kant Chawla'; 'Casey Blakely'; 'Bell, Trevor (MOECC)'; 'kim.peters@ontario.ca'; Kilis, Jakub; 'Annette Lister'; 'bell.moc@telecon.com'; 'markups@enbridge.com'; 'westcentralzonescheduling@hydroone.com'; 'ian.mitchell@hydroone.com'; 'edgar.henriquez@rci.rogers.com'; 'Damien Edwin'; 'zone2scheduling@hydroone.com'; 'Mark-Ups'; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNRF)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'; Marcel Mallia; 'meetpal.chhina@enbridge.com'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; 'Zibby Petch'; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNRF)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntsmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4thFloor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



[\[attachment "Public Notice PIC1.FINAL.pdf" deleted by Annette Lister/TRCA\]](#) [\[attachment "16-4360_Revised Minutes_TAC 1 \(2018 04 26\).pdf" deleted by Annette Lister/TRCA\]](#)

Lauren Wilcox

From: Annette Lister <alister@trca.on.ca>
Sent: Monday, November 27, 2017 10:16 AM
To: Bubas, Sonya
Subject: Re: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)

Hi Sonya,

Thank you for sending over the meeting minutes. I just want to clarify within Section 5 that the Region should remember to also **consider** the impacts of any natural features on east-west roads where roundabouts are proposed, in addition to natural feature impacts along Airport Road, due to the larger footprint of roundabouts when compared with a typical signalized intersection.

I otherwise have no other comments to offer.

Thanks and please let me know if you have questions.
Annette

Annette Lister

Planner II

Environmental Assessment Planning

Planning and Development

Toronto and Region Conservation Authority

☎ 416.661.6600 x5266 | ✉ alister@trca.on.ca

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6

Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



Please consider the environment before printing this email

From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
To: "Trent, Elizabeth" <elizabeth.trent@peelregion.ca>, "Jenkins, Tod" <tod.jenkins@peelregion.ca>, "Nemeth, John" <john.nemeth@peelregion.ca>, "Khan, Sanya" <sanya.khan@peelregion.ca>, "Beveridge, Scott" <scott.beveridge@peelregion.ca>, "Nieuwenhuysen, Bob" <bob.nieuwenhuysen@peelregion.ca>, "Garbos, Olek" <olek.garbos@peelregion.ca>, "Levesque, Karen" <karen.levesque@peelregion.ca>, "Dang, Denise" <denise.dang@peelregion.ca>, "Duque, Erica" <erica.duque@peelregion.ca>, "Hassan, Nishat" <nishat.hassan@peelregion.ca>, "Kol, Rani" <rani.kol@peelregion.ca>, "Caughey, Rebecca" <rebecca.caughey@peelregion.ca>, "Hui, Gordon" <gordon.hui@peelregion.ca>, "Stockman, Angela" <angela.stockman@peelregion.ca>, Kant Chawla <Kant.Chawla@caledon.ca>, Annette Lister <alister@trca.on.ca>, Damien Edwin <Damien.Edwin@enbridge.com>
Cc: "Mohammed, Junior" <junior.mohammed@peelregion.ca>, "Di Prospero, Roberto" <roberto.diprosporo@peelregion.ca>, "Koethe, Wayne" <wayne.koethe@peelregion.ca>, "Lapos, Natalie" <natalie.lapos@peelregion.ca>, "Mele, Lorenzo" <lorenzo.mele@peelregion.ca>, "Gardiner, Len" <len.gardiner@peelregion.ca>, "Ansari, Seema" <seema.ansari@peelregion.ca>, "Saddi, Asha" <asha.saddi@peelregion.ca>, "Rook, Sally" <sally.rook@peelregion.ca>, "sjohnston@IBIGroup.com" <sjohnston@IBIGroup.com>, Hailey McWilliam <hailey.mcwilliam@ibigroup.com>, Zibby Petch <zibby.petch@ibigroup.com>, "mark.heaton@ontario.ca" <mark.heaton@ontario.ca>, "kim.peters@ontario.ca" <kim.peters@ontario.ca>, "Kilis, Jakub" <jkilis@creditvalleyca.ca>
Date: 11/22/2017 07:55 AM
Subject: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)

Good morning,

Please find attached minutes of the Project Kick-off Meeting held on October 25 for the Airport Road Class EA in Caledon.

Please note action items and advise of any errors or omissions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



[\[attachment "16-4360 Minutes Kick-off Meeting \(2017 10 25\).pdf" deleted by Annette Lister/TRCA\]](#)

[\[attachment "16-4360 Presentation Kick-off Meeting \(2017 10 25\) FINAL.pdf" deleted by Annette Lister/TRCA\]](#)

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Thank you."

Lauren Wilcox

From: Annette Lister <alister@trca.on.ca>
Sent: Friday, October 13, 2017 9:39 AM
To: Bubas, Sonya
Cc: Saddi, Asha; sjohnston@IBIGroup.com
Subject: RE: Airport Rd EA - Kick-off Meeting - Oct 25 2017

Thanks Sonya. Yes, I am available to attend the meeting.

Annette Lister

Planner II

Environmental Assessment Planning

Planning and Development

Toronto and Region Conservation Authority

☎ 416.661.6600 x5266 | ✉ alister@trca.on.ca

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6

Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



Please consider the environment before printing this email

From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
To: Annette Lister <alister@trca.on.ca>
Cc: "sjohnston@IBIGroup.com" <sjohnston@IBIGroup.com>, "Saddi, Asha" <asha.saddi@peelregion.ca>
Date: 10/11/2017 04:18 PM
Subject: RE: Airport Rd EA - Kick-off Meeting - Oct 25 2017

Hi Annette,

The kick-off meeting will provide you with an introduction to the Study, specifically the study scope and the project team's current understanding of corridor issues and constraints. We welcome questions and available background information that you can share. We would like to hear about TRCA's main areas of interest in the Study and any potential environmental constraints within the study area that you may be aware of. At this early stage, we will not have details regarding technical studies.

We hope you will be able to attend the meeting,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Annette Lister [<mailto:alister@trca.on.ca>]
Sent: October 10, 2017 3:53 PM
To: Bubas, Sonya
Subject: Re: Airport Rd EA - Kick-off Meeting - Oct 25 2017

Hi Sonya,

Thank you for the invite. Are you able to let me know what kind of information/input you are looking for from TRCA staff? I am trying to figure out if it will be necessary for me to invite TRCA technical staff to this meeting.

Thanks,
Annette

Annette Lister

Planner II
Environmental Assessment Planning
Planning and Development
Toronto and Region Conservation Authority
☎ 416.661.6600 x5266 | ✉ alister@trca.on.ca

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



Please consider the environment before printing this email

From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
To: "kant.chawla@caledon.ca" <kant.chawla@caledon.ca>, "mark.heaton@ontario.ca" <mark.heaton@ontario.ca>, "Trevor.Bell@ontario.ca" <Trevor.Bell@ontario.ca>, "kim.peters@ontario.ca" <kim.peters@ontario.ca>, "Kilis, Jakub" <jkilis@creditvalleyca.ca>, Annette Lister <alister@trca.on.ca>, "bell.moc@telecon.com" <bell.moc@telecon.com>, "markups@enbridge.com" <markups@enbridge.com>, "westcentralzonescheduling@hydroone.com" <westcentralzonescheduling@hydroone.com>, "ian.mitchell@hydroone.com" <ian.mitchell@hydroone.com>, "edgar.henriquez@rci.rogers.com" <edgar.henriquez@rci.rogers.com>, "Info@tnpi.ca" <Info@tnpi.ca>, "utility.circulations@mtsallstream.com" <utility.circulations@mtsallstream.com>
Cc: "Saddi, Asha" <asha.saddi@peelregion.ca>, "sjohnston@IBIGroup.com" <sjohnston@IBIGroup.com>, Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Date: 10/10/2017 01:55 PM
Subject: Airport Rd EA - Kick-off Meeting - Oct 25 2017

Good afternoon,

You are invited to attend the Kick-off Meeting for the Environmental Assessment on Airport Road from King Street to Huntmill Drive in Caledon. The meeting will be held:

October 25, 2017, 9:00am to 11:00am
Chinguacousy Ski Chalet (lower lounge), 9050 Bramalea Road, Brampton
[Click here for map](#)

Please join us to share your interest in this project as it relates to your agency's mandate. Details regarding the discussion items are provided in the attached meeting agenda.

Kindly reply by **October 20** to confirm your attendance. If you cannot attend, please send a representative on your behalf.

Thank you and we look forward to meeting with you,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



[\[attachment "16-4360 Agenda Kick-off Meeting \(2017 10 25\).pdf" deleted by Annette Lister/TRCA\]](#)

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Thank you."

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Thank you."

Lauren Wilcox

From: Saddi, Asha
Sent: Friday, October 16, 2020 8:34 AM
To: Caroline Mugo
Cc: Bubas, Sonya; Lee, Arthur
Subject: RE: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments

Hi Caroline,

I'm responding to your email in Sonya's absence. We will get back to you with our response comments and in the meantime, if you have any other comments or questions please do not hesitate to get in touch again.

Kind regards,

*Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca*



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From: Caroline Mugo <Caroline.Mugo@trca.ca>
Sent: October 15, 2020 5:10 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Sonya,

Thank you for the opportunity to comment on the 2nd PIC boards for the Boards for the Region of Peel Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100 metres north of King Street to 300 metres north of Huntsmill Drive in the Town of Caledon.

Staff understands that this study will address long term issues related to planned growth, enhance the safety of Airport Road by examining, intersection improvements, the potential for roundabouts, traffic calming measures for truck and other vehicular traffic through Caledon East, support the Caledon East Community Improvement Plan including streetscaping and promote healthy living by examining infrastructure improvements for walking and cycling.

In addition to the comments staff provided for the Draft drainage report and the draft Natural Environment Impact Report associated with this EA, TRCA staff has completed the review of the PIC #2 and has the following comments to offer:

1. Are there opportunities for the transitional area Walker Road to Leamster Trail to only implement the multiuse trail? If there is a multiuse trail on the west side it seems redundant to have paved shoulders on the east side for cyclists as they could use the multiuse trail. Would reducing paving on the east side reduce the environmental impact for the preferred option?
2. There may be watercourse crossing issues with extending Old Church Road to Ivan Avenue. It is staff's understanding that the watercourse is slightly below the paved area in a CSP culvert and the excavation for the road base will likely have impacts on the watercourse. Please advise.
3. TRCA staff looks forward to potential amphibian crossing north of Mountcrest Road.

Should you have any questions, please do contact me.
Thanks,

Caroline Mugo, Ph.D
Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca/locations/101-Exchange-Avenue-Vaughan-ON-L4K-5R6) | [trca.ca](https://www.trca.ca)



Utilities

Lauren Wilcox

From: Mark-Ups <Mark-Ups@enbridge.com>
Sent: Friday, April 20, 2018 10:28 AM
To: Bubas, Sonya
Subject: RE: EGD 20877703 - Airport Rd EA - Technical Advisory Committee - Review Materials

Thank you for submitting your mark-up request. It has been assigned the following EGD Number: **20877703**

Please reference this number on all status inquiries.

We are currently experiencing a very high number of submissions and may not be able to meet our normal **15** business day turnaround time for electronic submissions and **20** business day turnaround time for hard-copy submissions, especially for large or complex projects.

All emails should be forwarded to Mark-Ups@enbridge.com.



From: Bubas, Sonya [mailto:sonya.bubas@peelregion.ca]
Sent: Thursday, April 19, 2018 2:24 PM
To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; Mark-Ups; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; Heaton, Mark (MNRF); utility.circulations@zayo.com; Info@tnpi.ca
Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur
Subject: EGD 20877703 - Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



EGD File Number: 20877703

Re: Airport Rd EA - Technical Advisory Committee - Review Materials

- By law utility locates must be obtained prior to starting any excavation or ground disturbance activity, such as pile driving, boring, auguring or digging.
- Contact Ontario One Call at 1-800-400-2255 or www.on1call.com at least 5 business days before beginning work to obtain utility locates.
- Please refer to the “**Third Party Requirements In the Vicinity of Natural Gas Facilities**” for requirements and precautions for working safely in the vicinity of natural gas pipelines. The most recent version of this document is available at: <https://www.enbridgegas.com/gas-safety/pipeline-safety.aspx>
- Enbridge’s responses are based on the information available and are valid for a period of 6 months from issue.

VITAL MAIN

- You are working within 3m of a Vital Main Pipeline. In order to accommodate Enbridge vital main standby requirements, our Damage Prevention department must be contacted a minimum of three business days prior to commencing any excavation at 1-866-922-3622 to schedule a site meeting.

NEB PERMIT REQUIRED

- When crossing or working within 30m of the right-off-way of an NEB regulated natural gas pipeline, a permit must be obtained from the pipeline company (attached).
- Completed permit applications may be submitted to the Enbridge Gas Distribution Inc. Engineering Dept. at alexander.hadjis@enbridge.com.

CONFLICT

- We have an **OBJECTION** to your proposed plant as indicated. Please refer to the attached drawings for information on our existing or proposed gas plant.
- You must submit a revised design for our approval that meets the requirements detailed in the Third Party Requirement book before proceeding.
- If relocation of our plant is required, please contact:

- | | | | | |
|--------------------------|---|------------------|--------------|--|
| <input type="checkbox"/> | Toronto Region | Jaclyn Mui | 416-495-7222 | jaclyn.mui@enbridge.com |
| <input type="checkbox"/> | Central Region West | Marcel Mallia | 416-758-4793 | marcel.mallia@enbridge.com |
| <input type="checkbox"/> | Central Region East | Neerajah Raviraj | 905-927-3156 | neerajah.raviraj@enbridge.com |
| <input type="checkbox"/> | Niagara Region | Rhonda Nicholson | 905-641-4815 | rhonda.nicholson@enbridge.com |
| <input type="checkbox"/> | Eastern Region Ottawa | Sonia Padamadan | 613-748-6861 | sonia.padamadan@enbridge.com |
| <input type="checkbox"/> | Proposed work is crossing an Enbridge easement. Please contact Anissa Trenholm in our Land Department at 416-753-6937 | | | |

NO-CONFLICT

- We have **NO OBJECTION** to your proposed plant as indicated. Please refer to the attached drawings for information on our existing and/or proposed gas plant. **GAS MAINS MUST BE FIELD LOCATED.** Before digging, please call ONTARIO ONE CALL at 1-800-400-2255 for free gas locates.

GENERAL LOCATION

- Refer to the attached drawings for information on our existing and/or proposed gas plant within the road allowance.
- The information provided is for **GENERAL LOCATION ONLY** and is not an approval. Detailed plans must be submitted for our review before an approval will be granted.

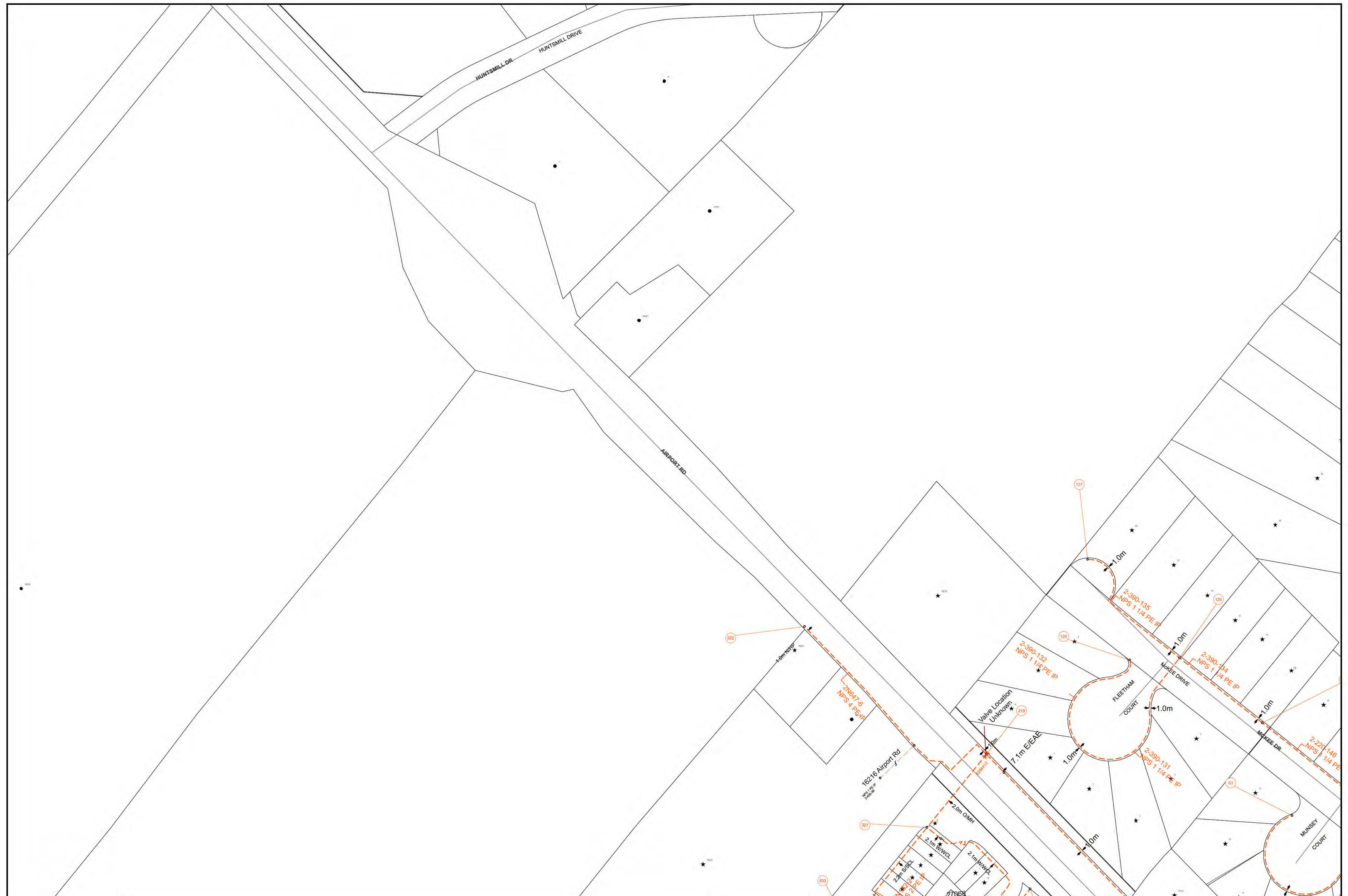
Kind Regards,



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:20:19 PM

Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:21:25 PM

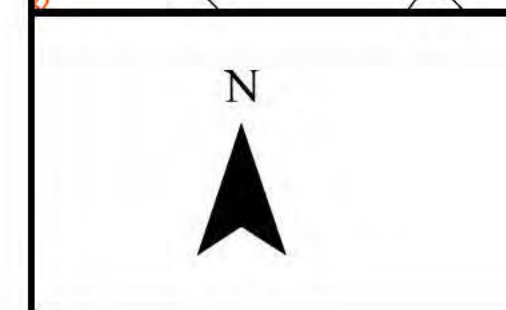
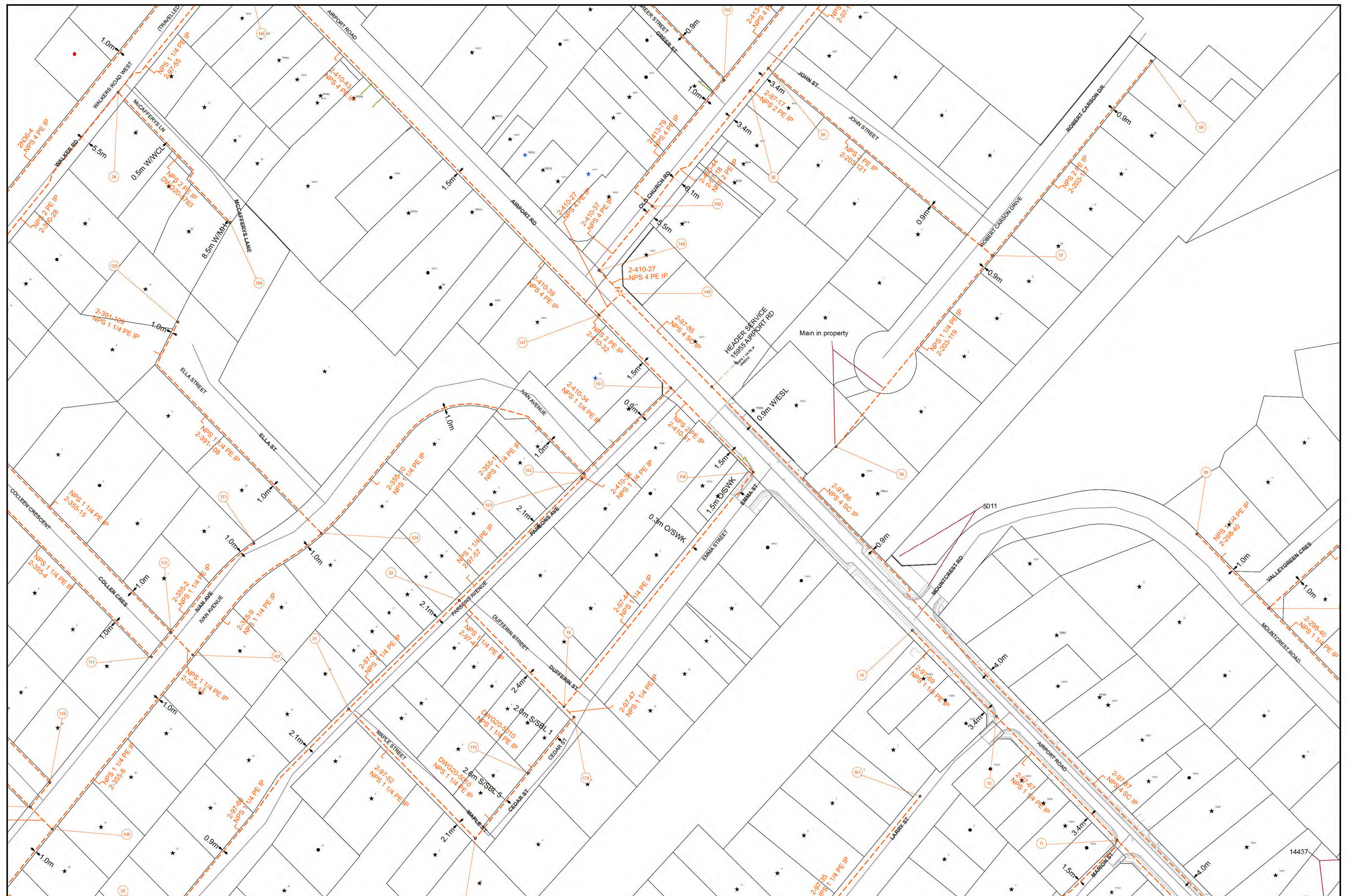
Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:22:26 PM

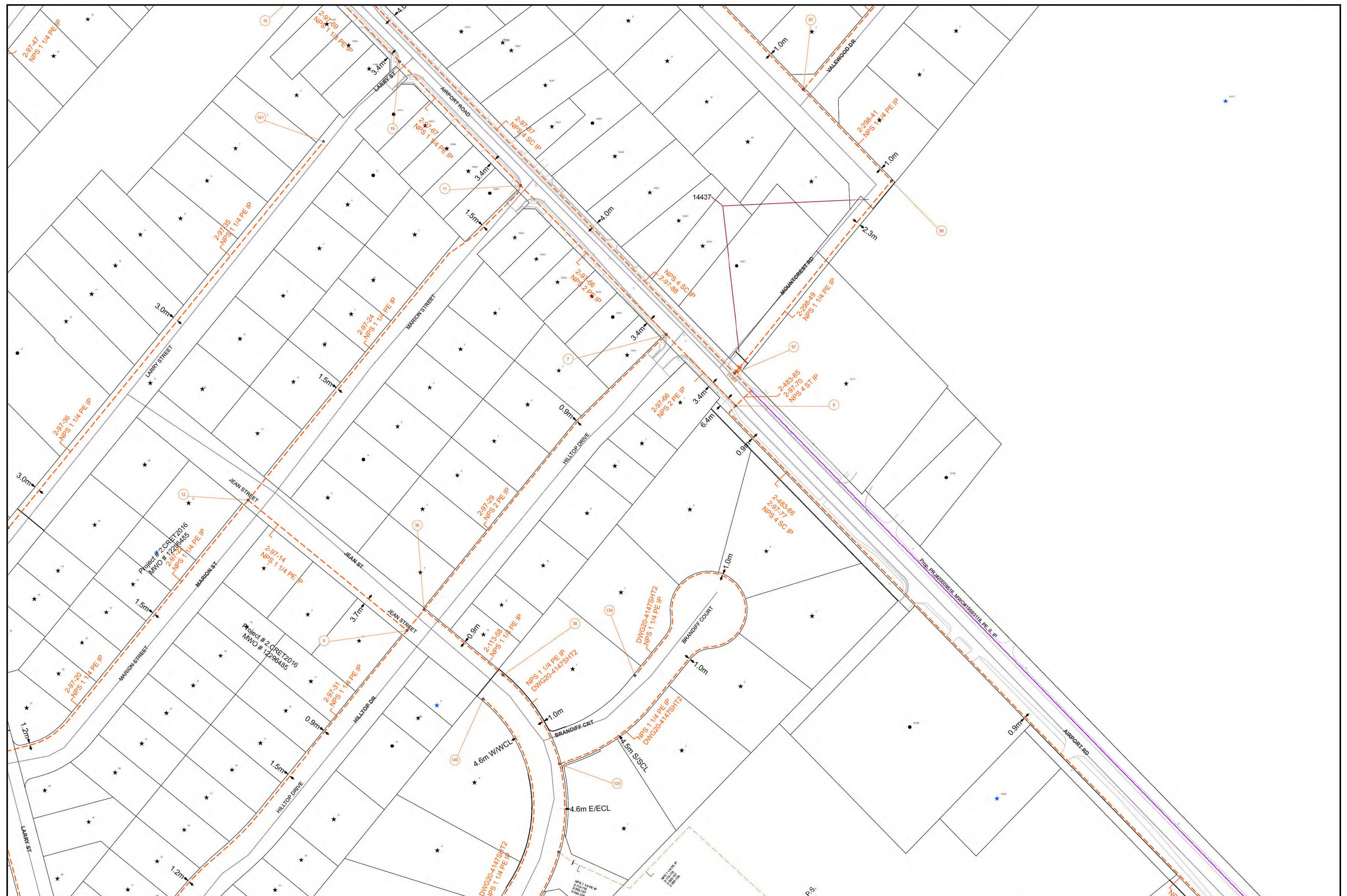
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Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:23:31 PM

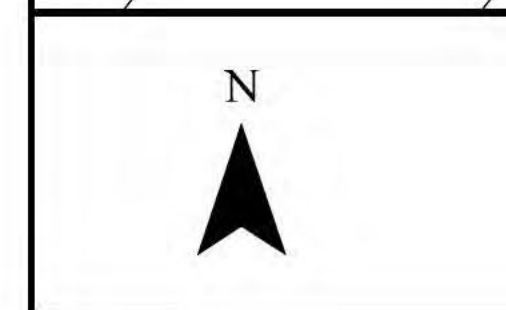
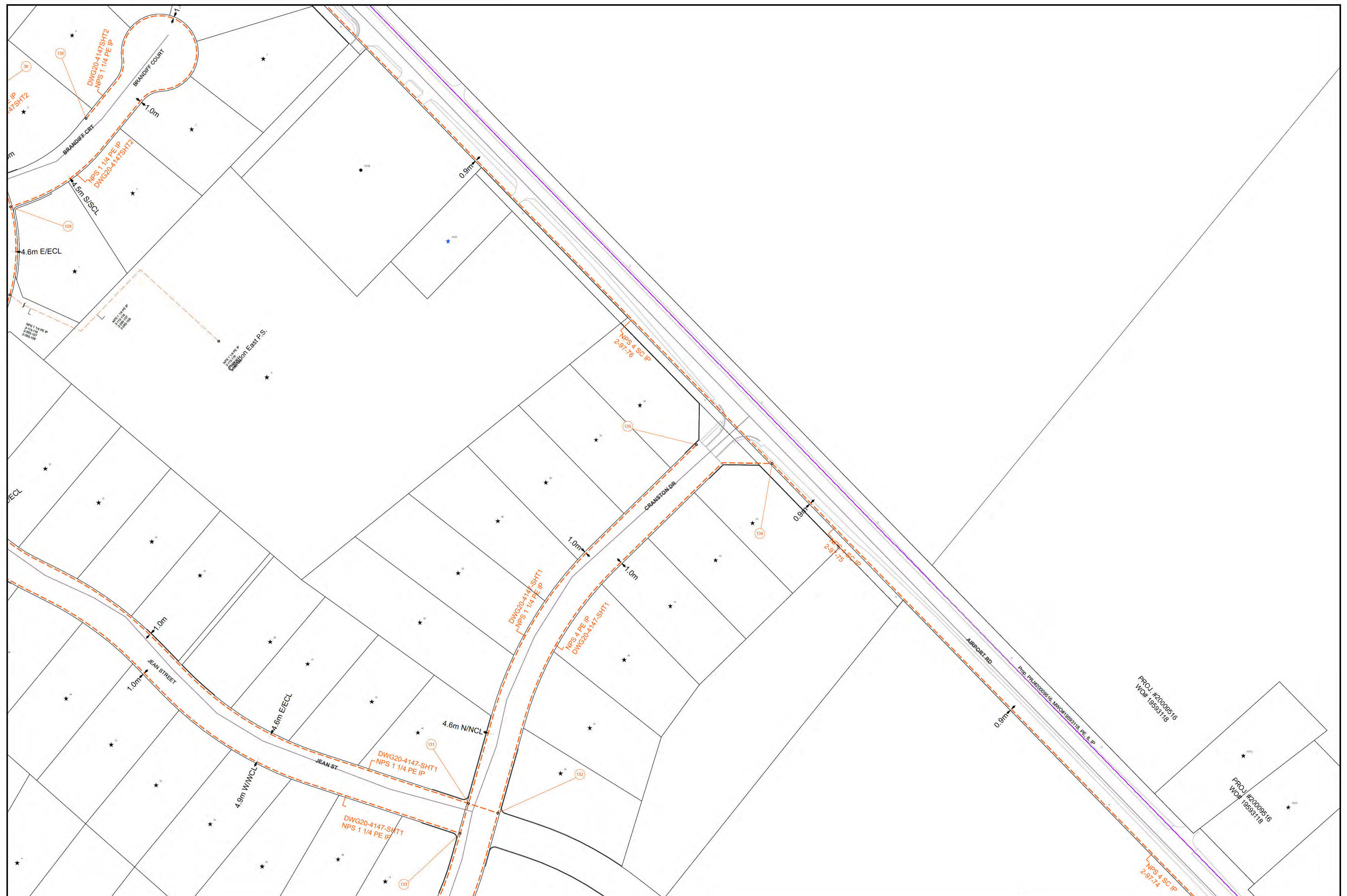
Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:24:44 PM

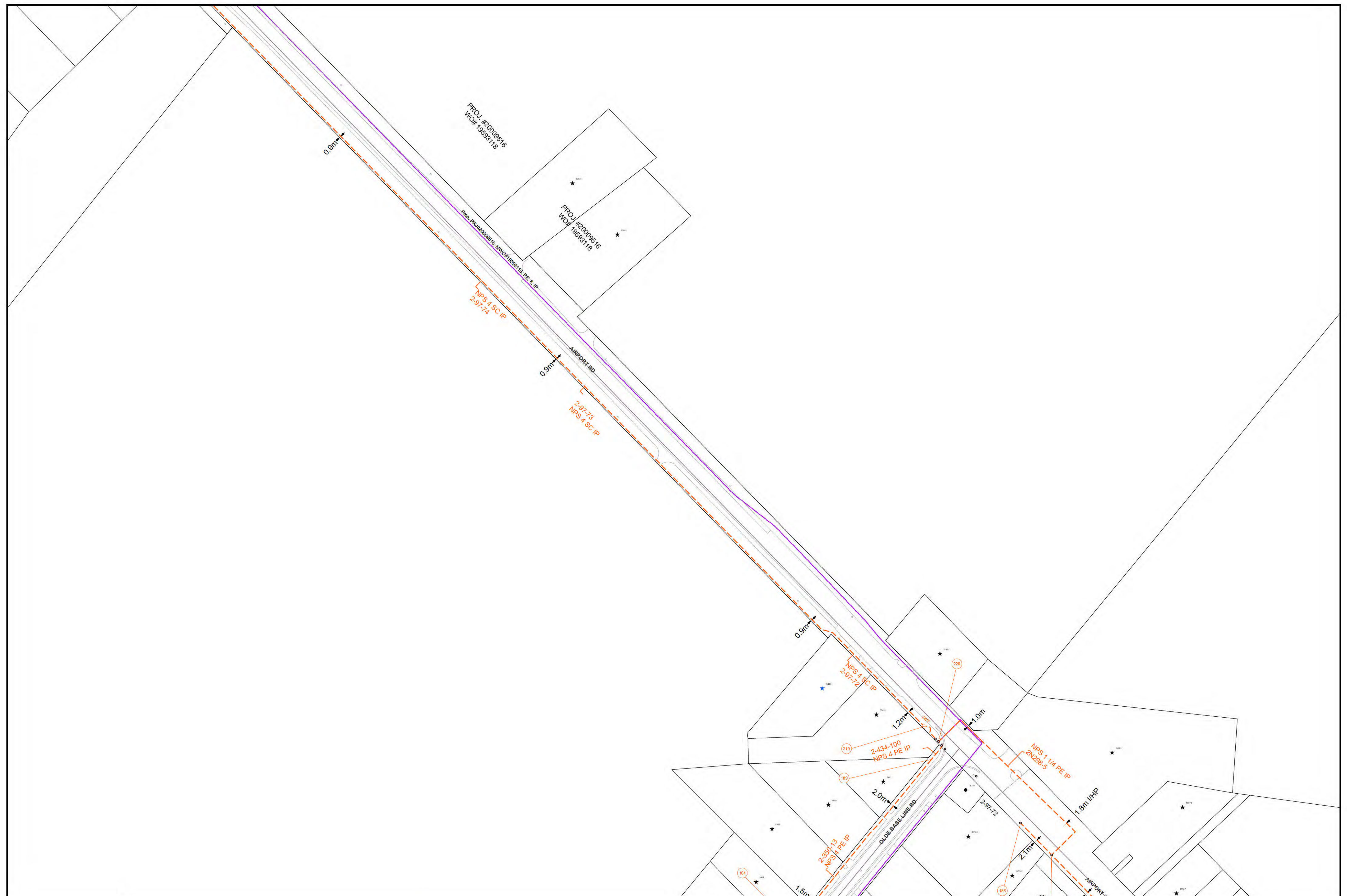
Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:25:54 PM

Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:26:59 PM

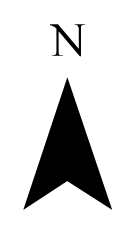
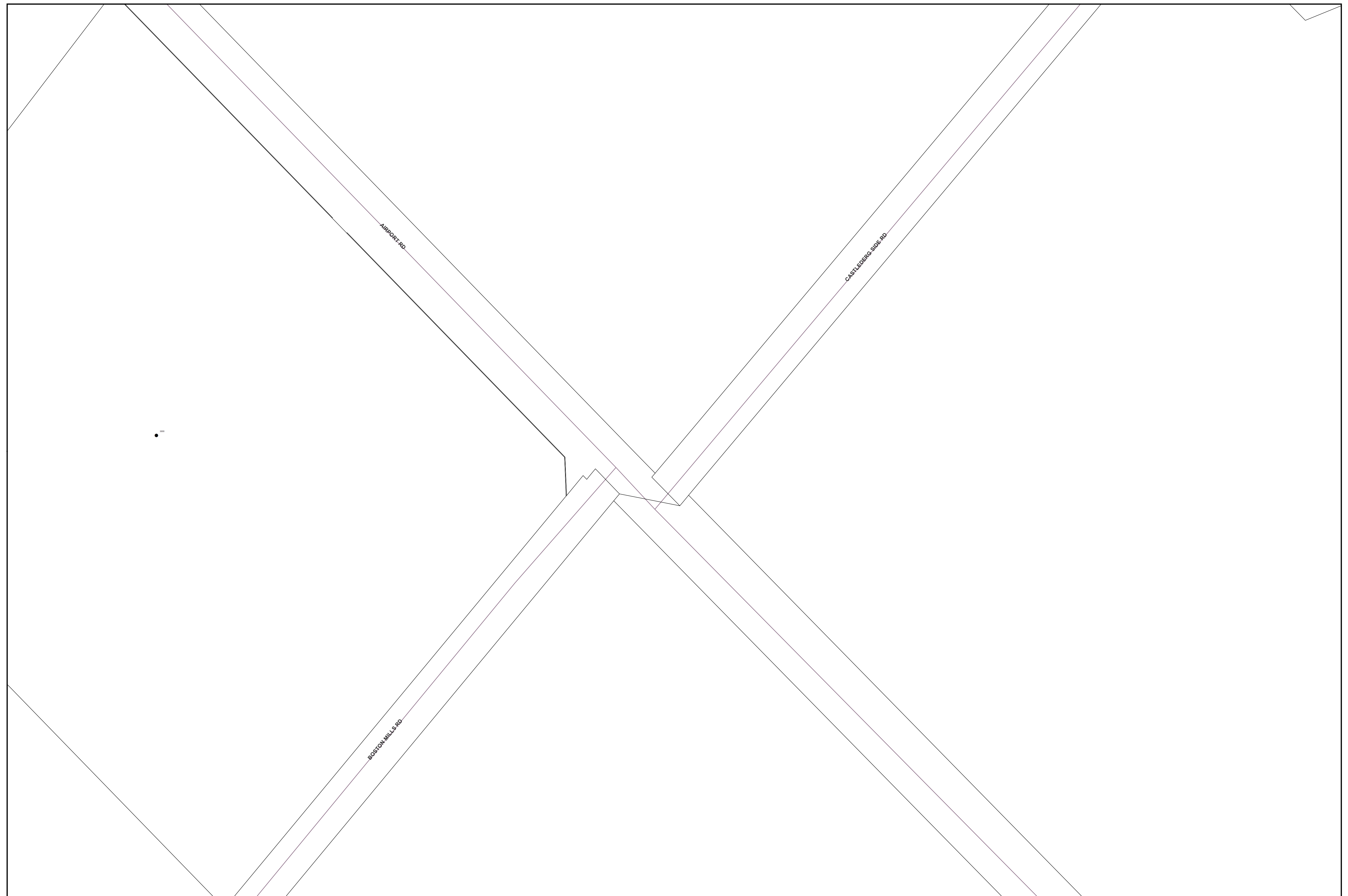
Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:31:43 PM

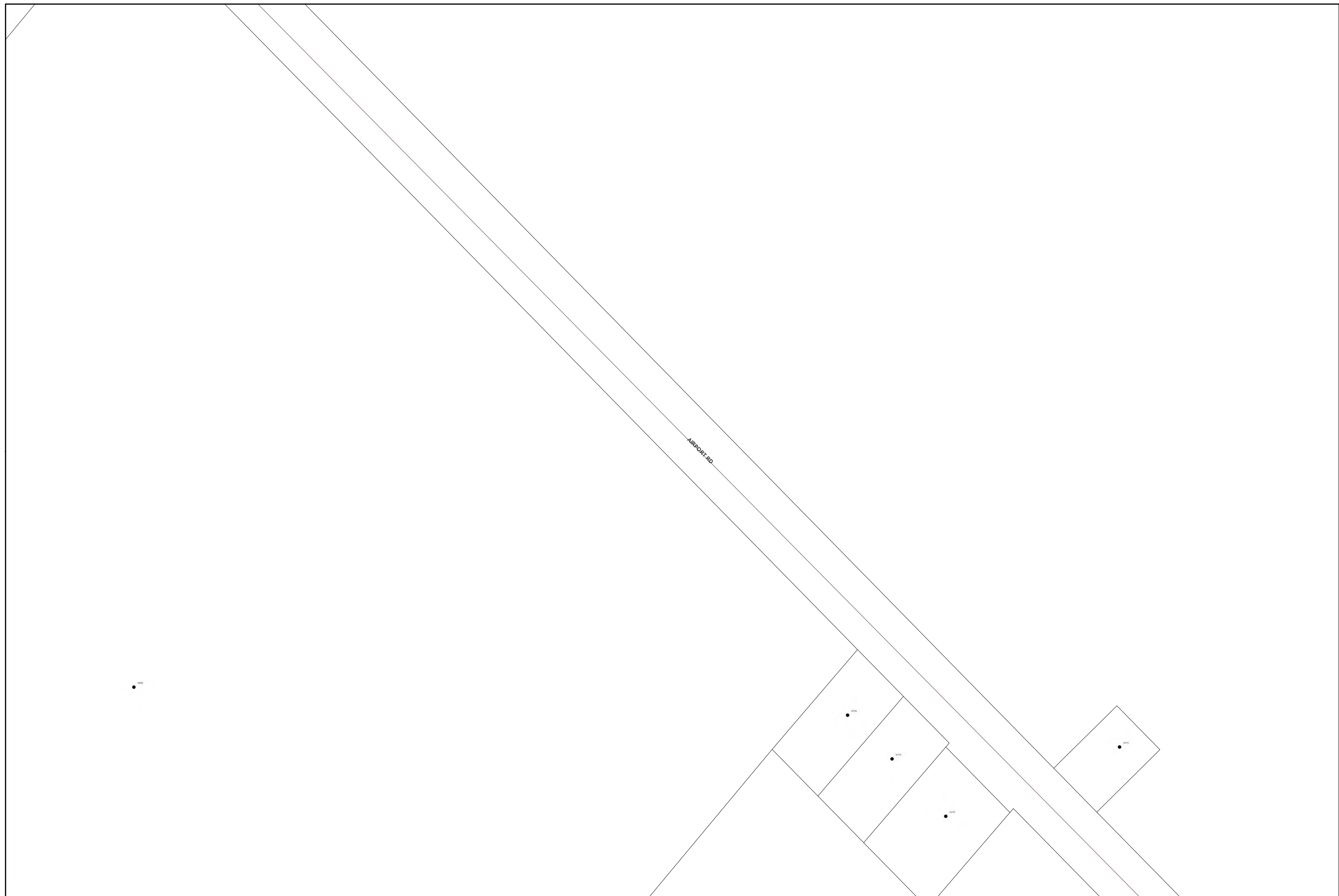
Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:32:31 PM

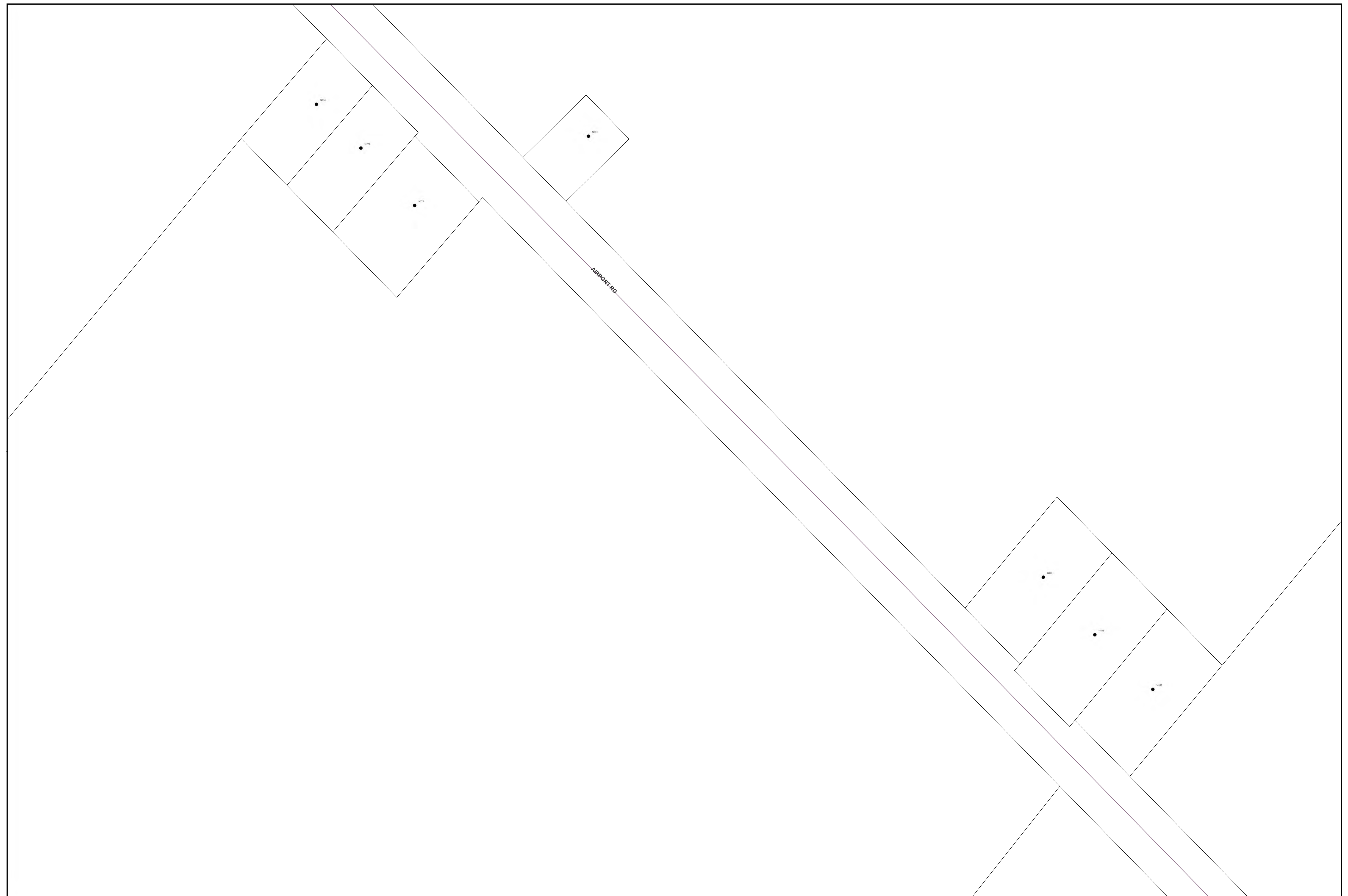
Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:33:24 PM

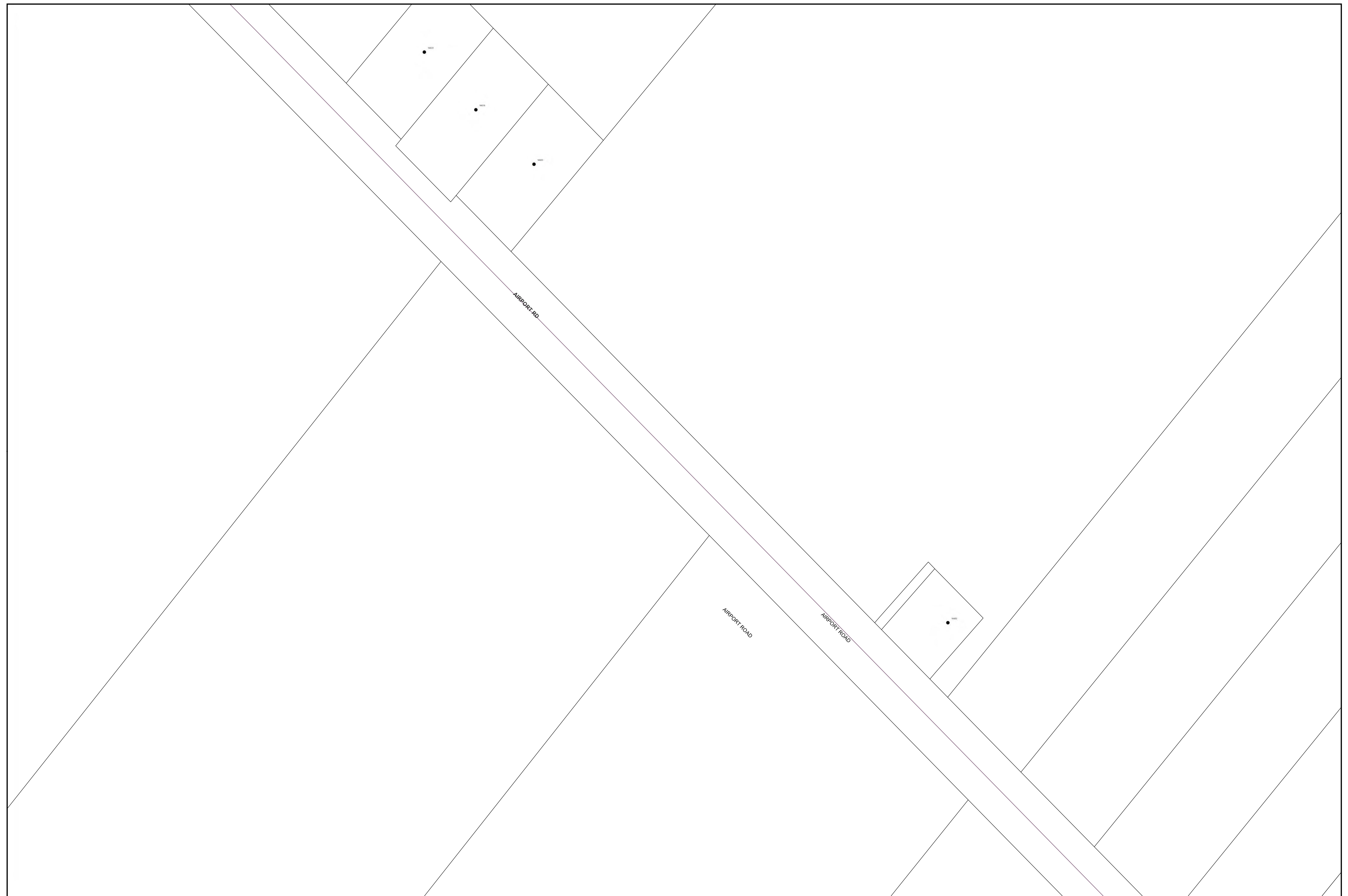
Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:34:14 PM

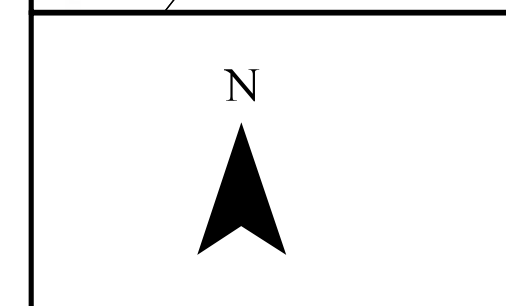
Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:35:20 PM

Note : Map is not to scale.



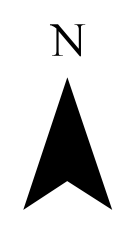
Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:36:29 PM

Note : Map is not to scale.



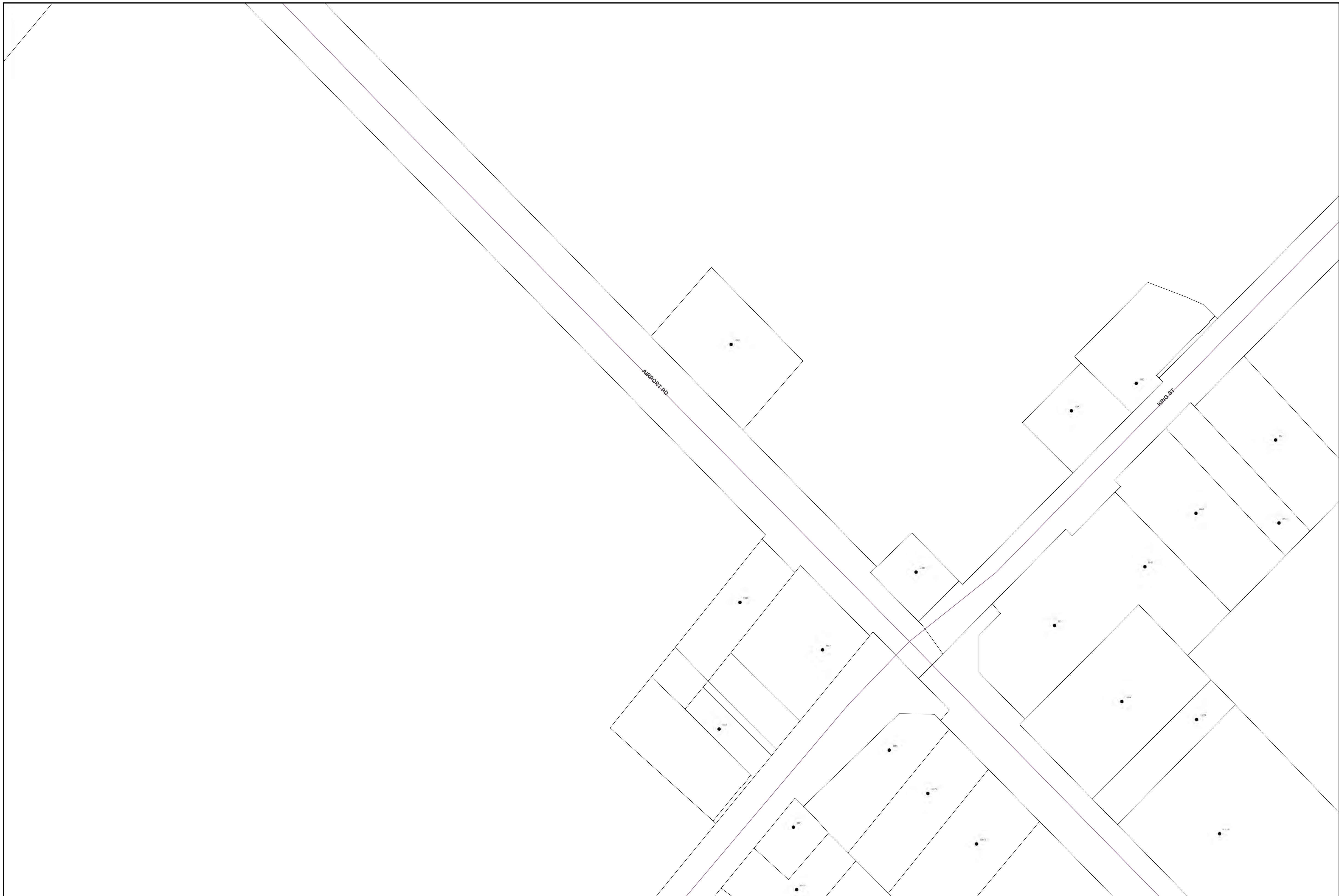
1000



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:37:16 PM

Note : Map is not to scale.



Plotted By: Parameswara Rao Vemuri

Date Plotted: 4/23/2018 10:38:18 PM

Note : Map is not to scale.

Lauren Wilcox

From: Mark-Ups <Mark-Ups@enbridge.com>
Sent: Tuesday, April 24, 2018 10:19 AM
To: Bubas, Sonya
Subject: RE: EGD 20877703 - Airport Rd EA - Technical Advisory Committee - Review Materials - General Location
Attachments: 16-4360_TAC_Draft PIC 1 (2018 04 19).pdf; Cover EGD 20877703.pdf; Guideline_for_Excavation_in_the_Vicinity_of_Utility_Lines.pdf; Third Party Requirements in the Vicinity of Natural Gas Facilities.pdf

Hello,

Attached is the information you had requested.

The information provided is for General Location Only. You must resubmit your detailed design for our review.

Should you require anything further please contact us at Mark-Ups@enbridge.com.

Kind Regards,

Kishore Sagar

From: Bubas, Sonya [sonya.bubas@peelregion.ca]
Sent: Thursday, April 19, 2018 2:24 PM
To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakob; Annette Lister; bell.moc@telecon.com; Mark-Ups; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; Heaton, Mark (MNRF); utility.circulations@zayo.com; Info@tnpi.ca
Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur
Subject: EGD 20877703 - Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

Lauren Wilcox

From: Mark-Ups <Mark-Ups@enbridge.com>
Sent: Friday, April 27, 2018 9:29 PM
To: Bubas, Sonya
Subject: RE: EGD - 20916213 - Airport Rd EA - Technical Advisory Committee - Review Materials

Thank you for submitting your mark-up request. It has been assigned the following EGD Number: **20916213**
Please reference this number on all status inquiries.

We are currently experiencing a very high number of submissions and may not be able to meet our normal **15** business day turnaround time for electronic submissions and **20** business day turnaround time for hard-copy submissions, especially for large or complex projects.

All emails should be forwarded to Mark-Ups@enbridge.com.



From: Bubas, Sonya [mailto:sonya.bubas@peelregion.ca]
Sent: Friday, April 27, 2018 9:12 AM
To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Killis, Jakub; Annette Lister; bell.moc@telecon.com; Mark-Ups; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; Heaton, Mark (MNRF); utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; Meetpal Chhina
Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur
Subject: EGD - 20916213 - Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

From: Bubas, Sonya

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZYG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'

Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Zibby Petch; Lee, Arthur

Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntsmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

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Best regards,

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Region of Peel

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Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

EGD File Number: 20916213

Re: Airport Rd EA - Technical Advisory Committee - Review Materials

- By law utility locates must be obtained prior to starting any excavation or ground disturbance activity, such as pile driving, boring, auguring or digging.
- Contact Ontario One Call at 1-800-400-2255 or www.on1call.com at least 5 business days before beginning work to obtain utility locates.
- Please refer to the “**Third Party Requirements In the Vicinity of Natural Gas Facilities**” for requirements and precautions for working safely in the vicinity of natural gas pipelines. The most recent version of this document is available at: <https://www.enbridgegas.com/gas-safety/pipeline-safety.aspx>
- Enbridge’s responses are based on the information available and are valid for a period of 6 months from issue.

VITAL MAIN

- You are working within 3m of a Vital Main Pipeline. In order to accommodate Enbridge vital main standby requirements, our Damage Prevention department must be contacted a minimum of three business days prior to commencing any excavation at 1-866-922-3622 to schedule a site meeting.

NEB PERMIT REQUIRED

- When crossing or working within 30m of the right-of-way of an NEB regulated natural gas pipeline, a permit must be obtained from the pipeline company (attached).
- Completed permit applications may be submitted to the Enbridge Gas Distribution Inc. Engineering Dept. at alexander.hadjis@enbridge.com.

CONFLICT

- We have an **OBJECTION** to your proposed plant as indicated. Please refer to the attached drawings for information on our existing or proposed gas plant.
- You must submit a revised design for our approval that meets the requirements detailed in the Third Party Requirement book before proceeding.
- If relocation of our plant is required, please contact:

<input type="checkbox"/>	Toronto Region	Jaclyn Mui	416-495-7222	jaclyn.mui@enbridge.com
<input type="checkbox"/>	Central Region West	Marcel Mallia	416-758-4793	marcel.mallia@enbridge.com
<input type="checkbox"/>	Central Region East	Neerajah Raviraj	905-927-3156	neerajah.raviraj@enbridge.com
<input type="checkbox"/>	Niagara Region	Rhonda Nicholson	905-641-4815	rhonda.nicholson@enbridge.com
<input type="checkbox"/>	Eastern Region Ottawa	Sonia Padamadan	613-748-6861	sonia.padamadan@enbridge.com
<input type="checkbox"/>	Proposed work is crossing an Enbridge easement. Please contact Anissa Trenholm in our Land Department at 416-753-6937			

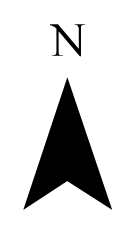
NO-CONFLICT

- We have **NO OBJECTION** to your proposed plant as indicated. Please refer to the attached drawings for information on our existing and/or proposed gas plant. **GAS MAINS MUST BE FIELD LOCATED.** Before digging, please call ONTARIO ONE CALL at 1-800-400-2255 for free gas locates.

GENERAL LOCATION

- Refer to the attached drawings for information on our existing and/or proposed gas plant within the road allowance.
- The information provided is for **GENERAL LOCATION ONLY** and is not an approval. Detailed plans must be submitted for our review before an approval will be granted.

Kind Regards,

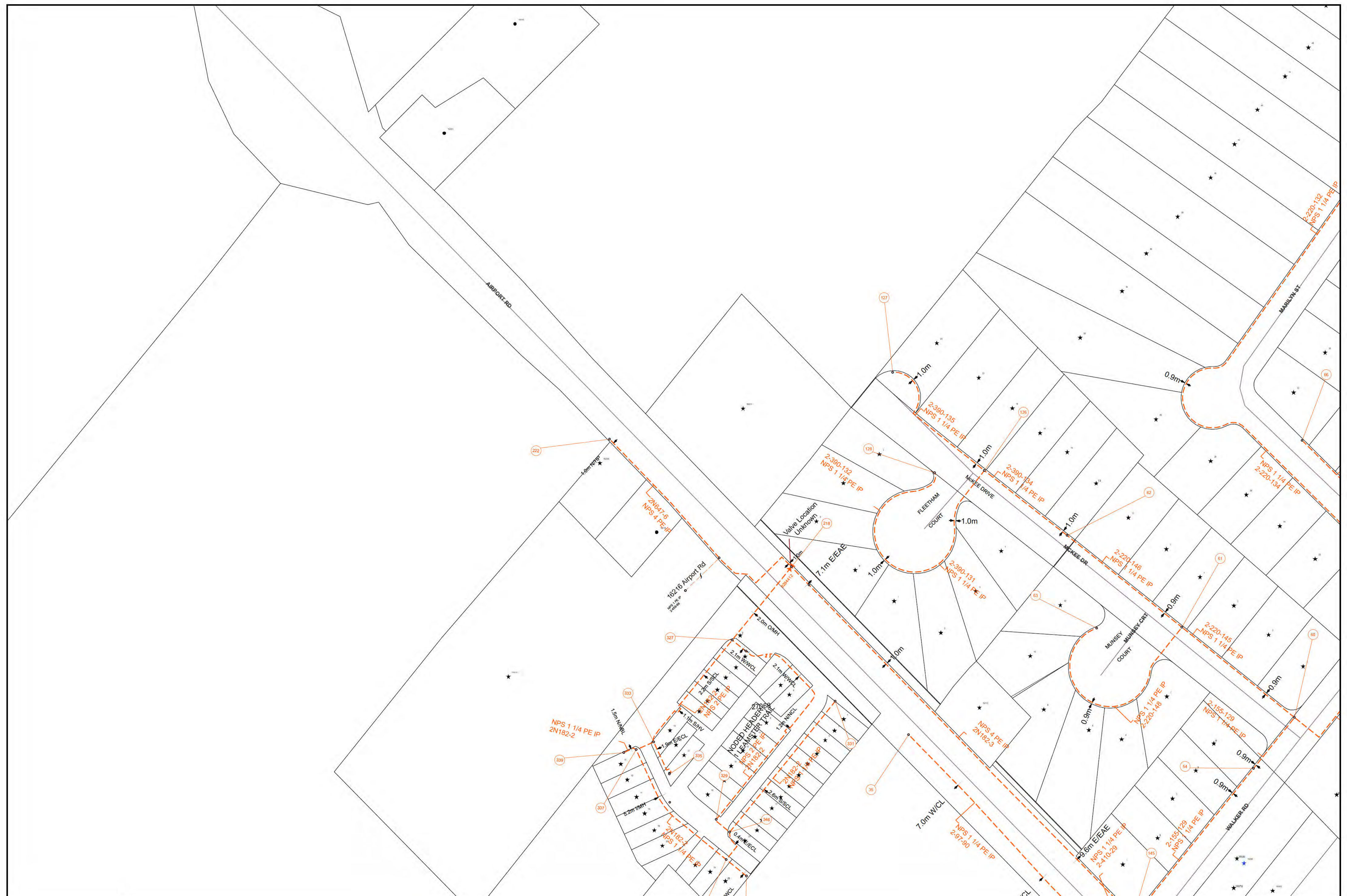


Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:47:29 AM

127

Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:48:22 AM

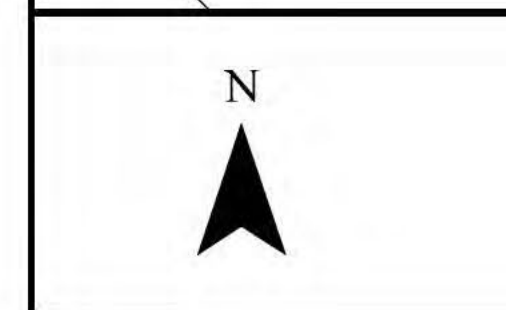
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Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:49:28 AM

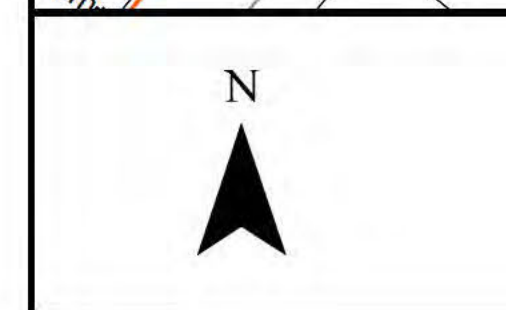
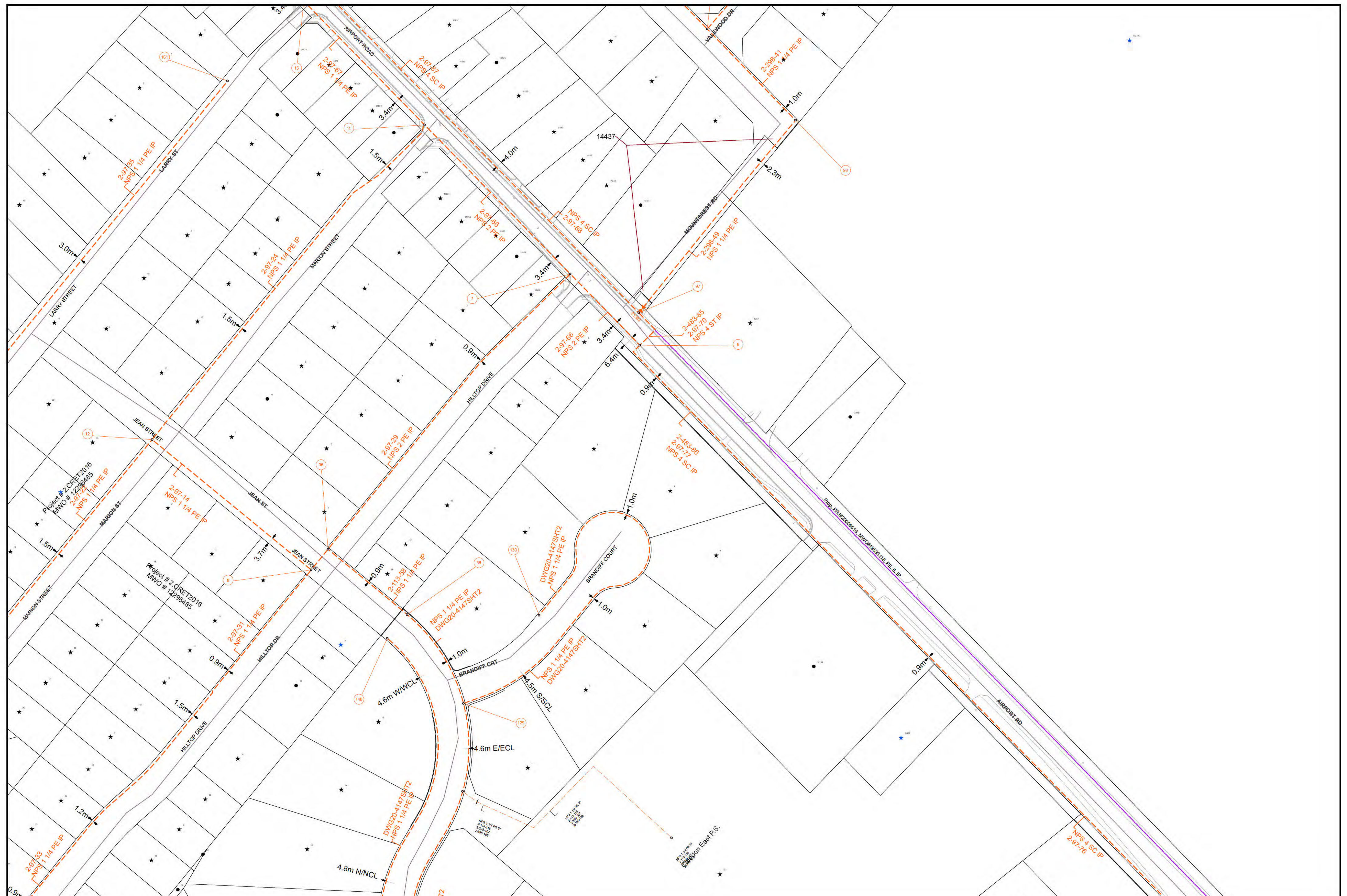
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Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:50:24 AM

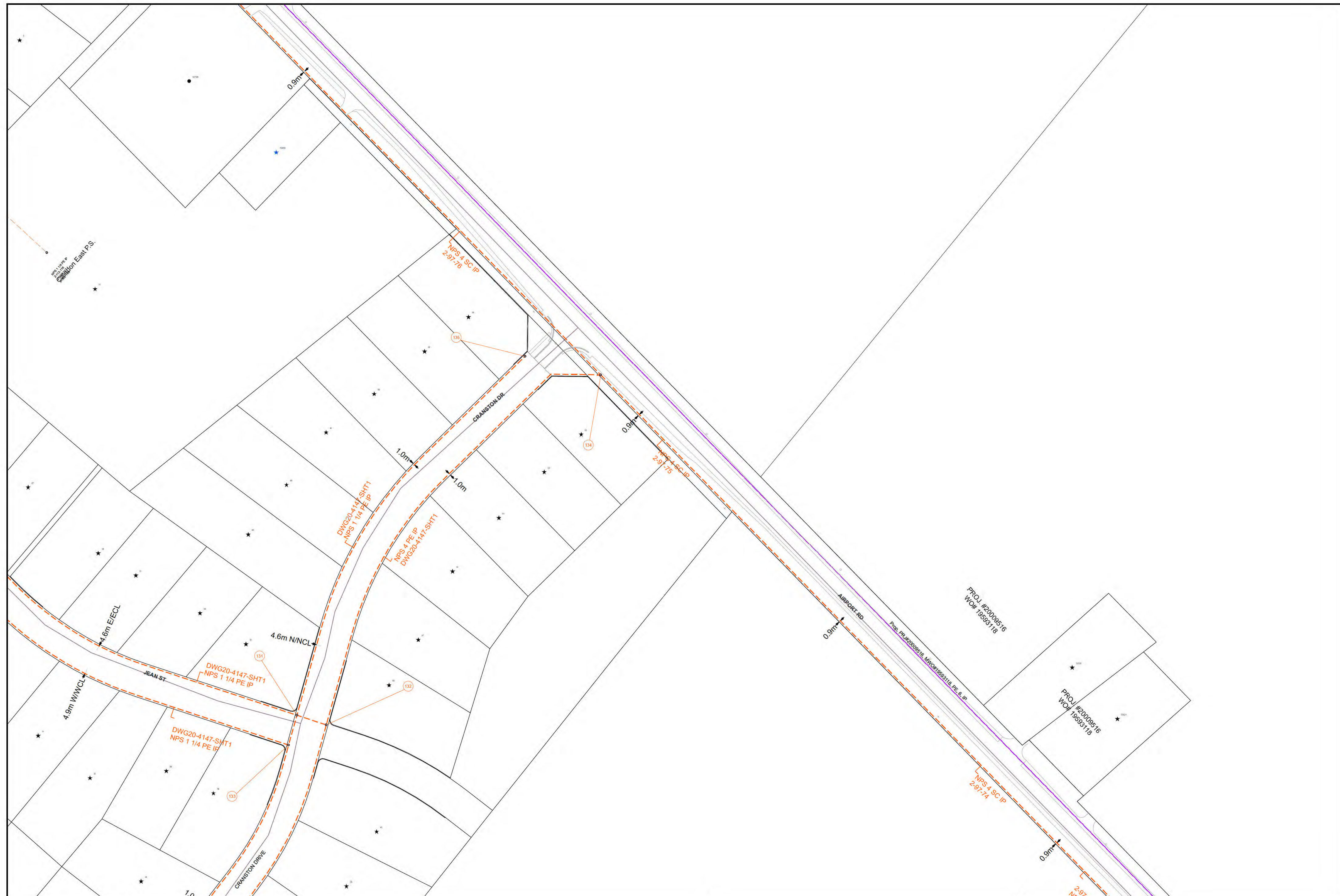
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:51:24 AM

Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:52:16 AM

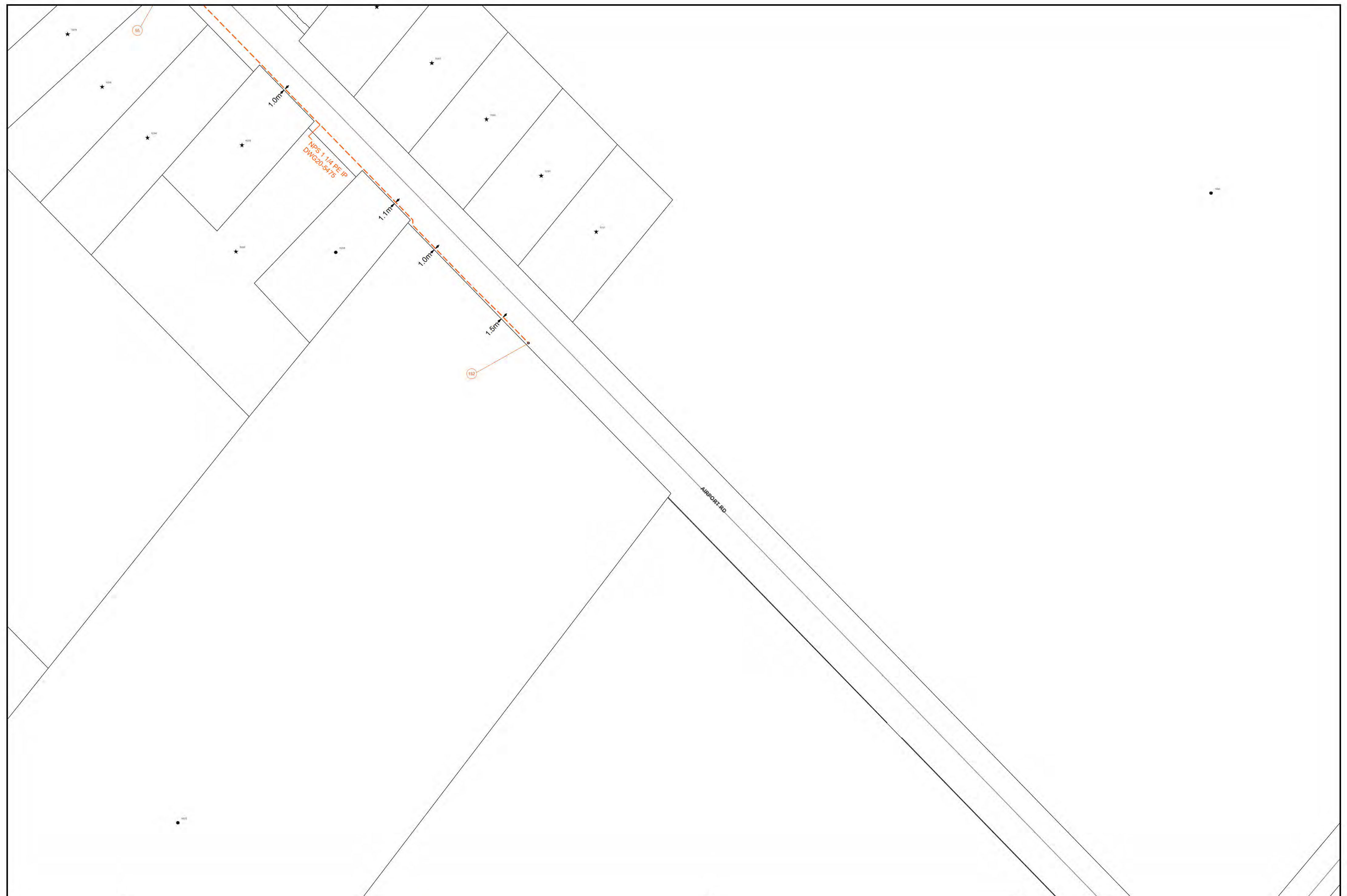
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Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:53:52 AM

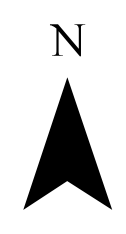
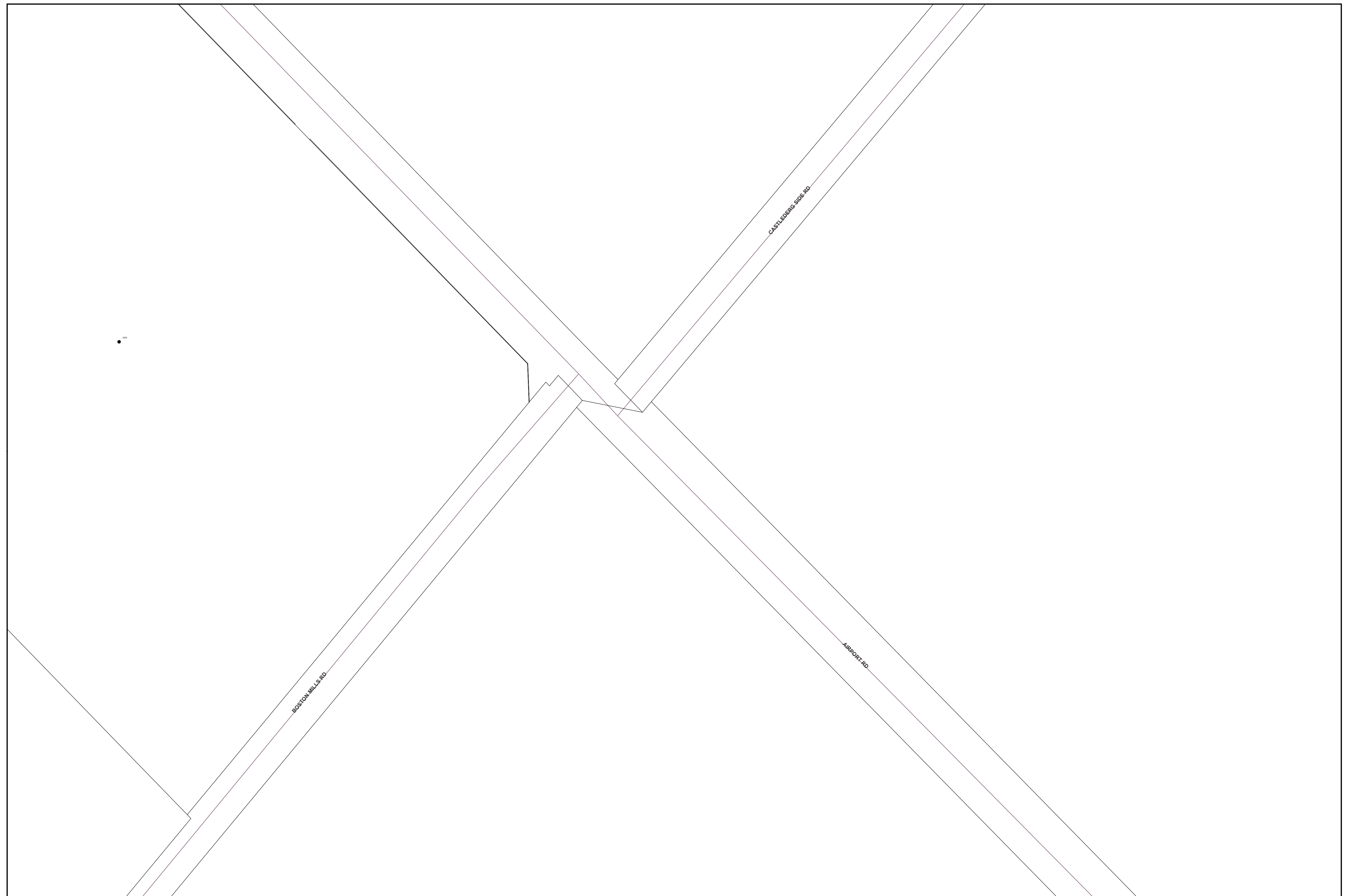
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:54:39 AM

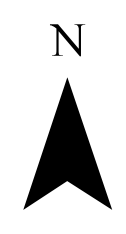
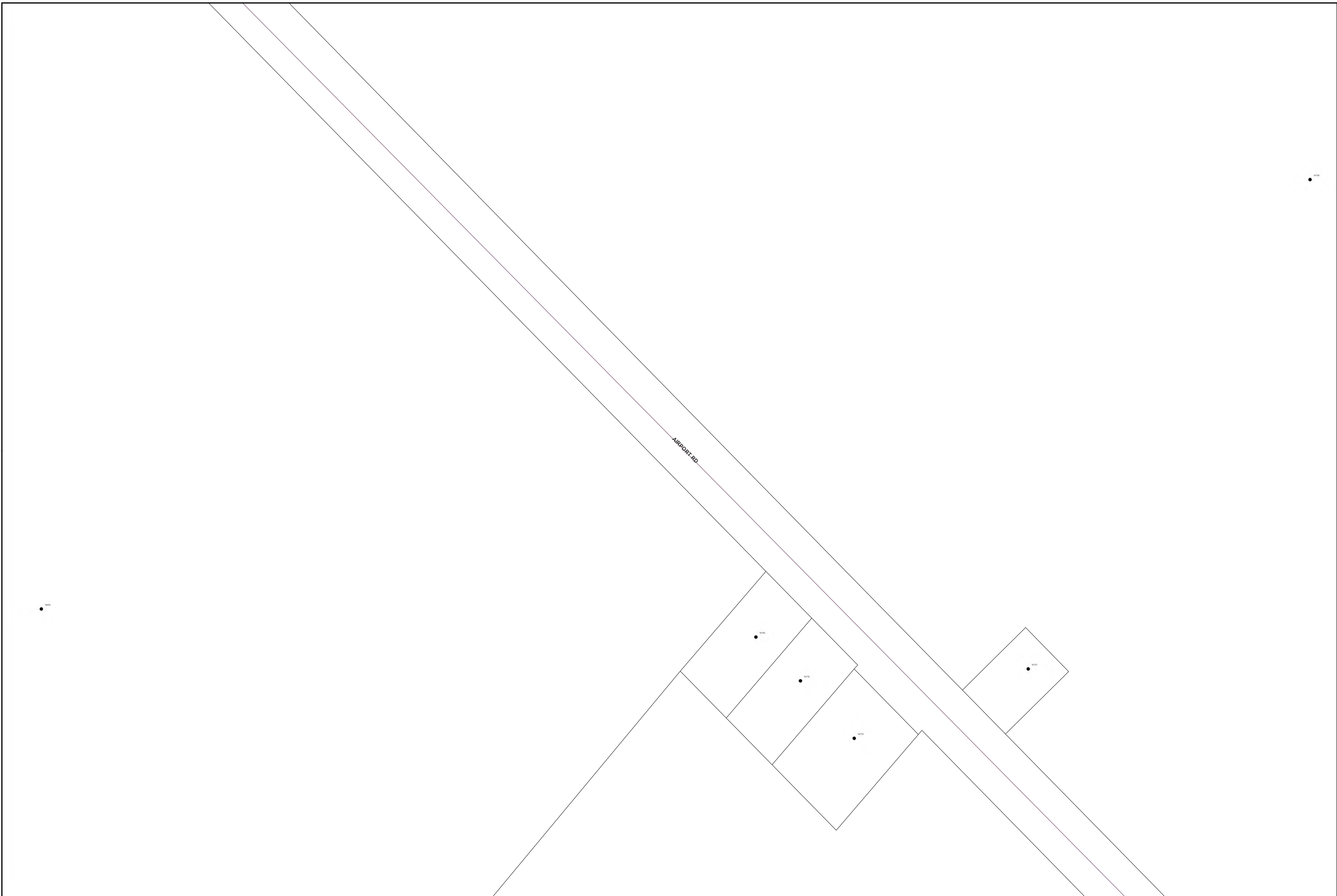
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:55:24 AM

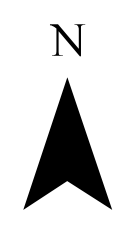
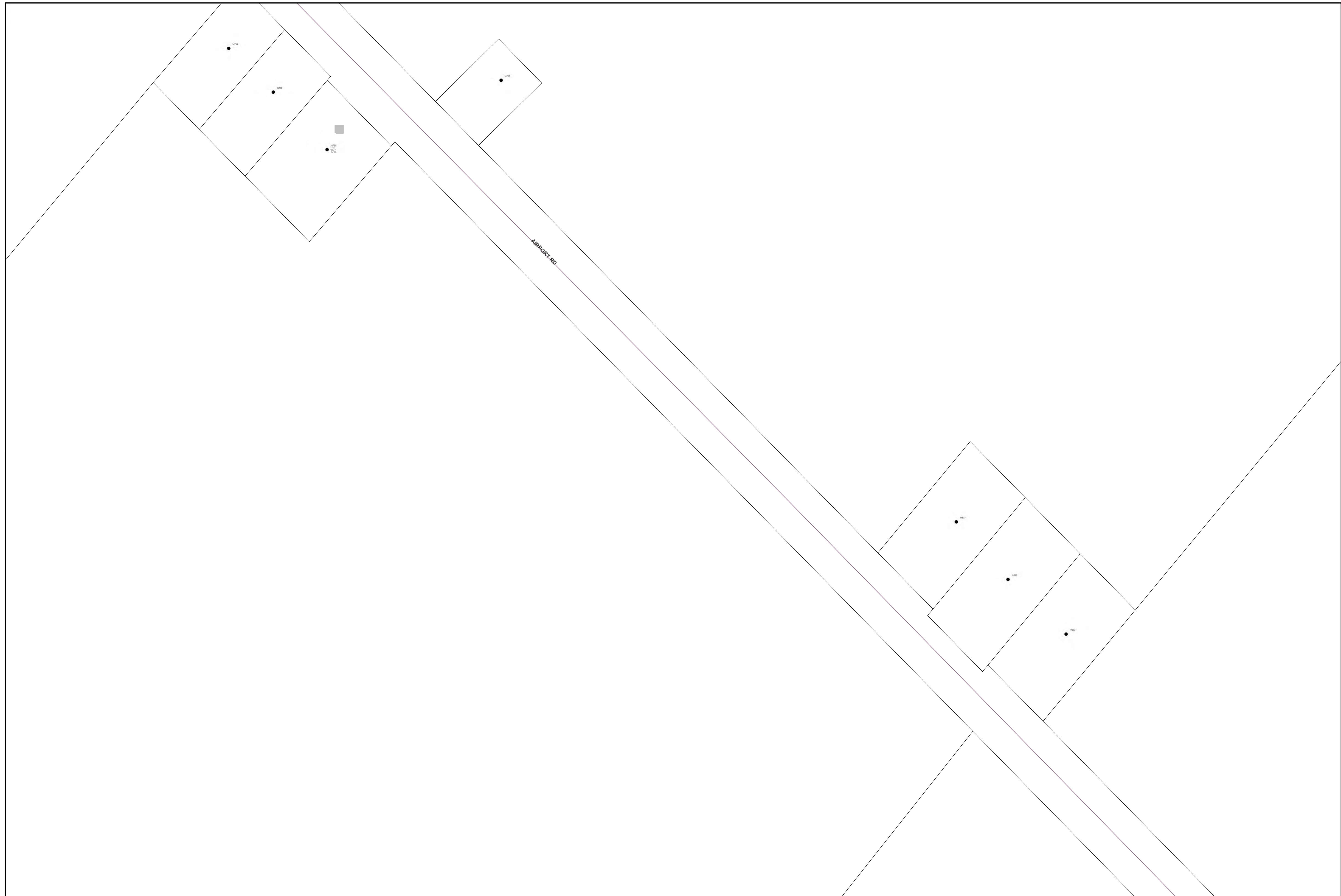
Note : Map is not to scale.



Plotted By: Kolti Tejaswin

Date Plotted: 5/3/2018 2:56:07 AM

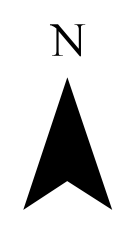
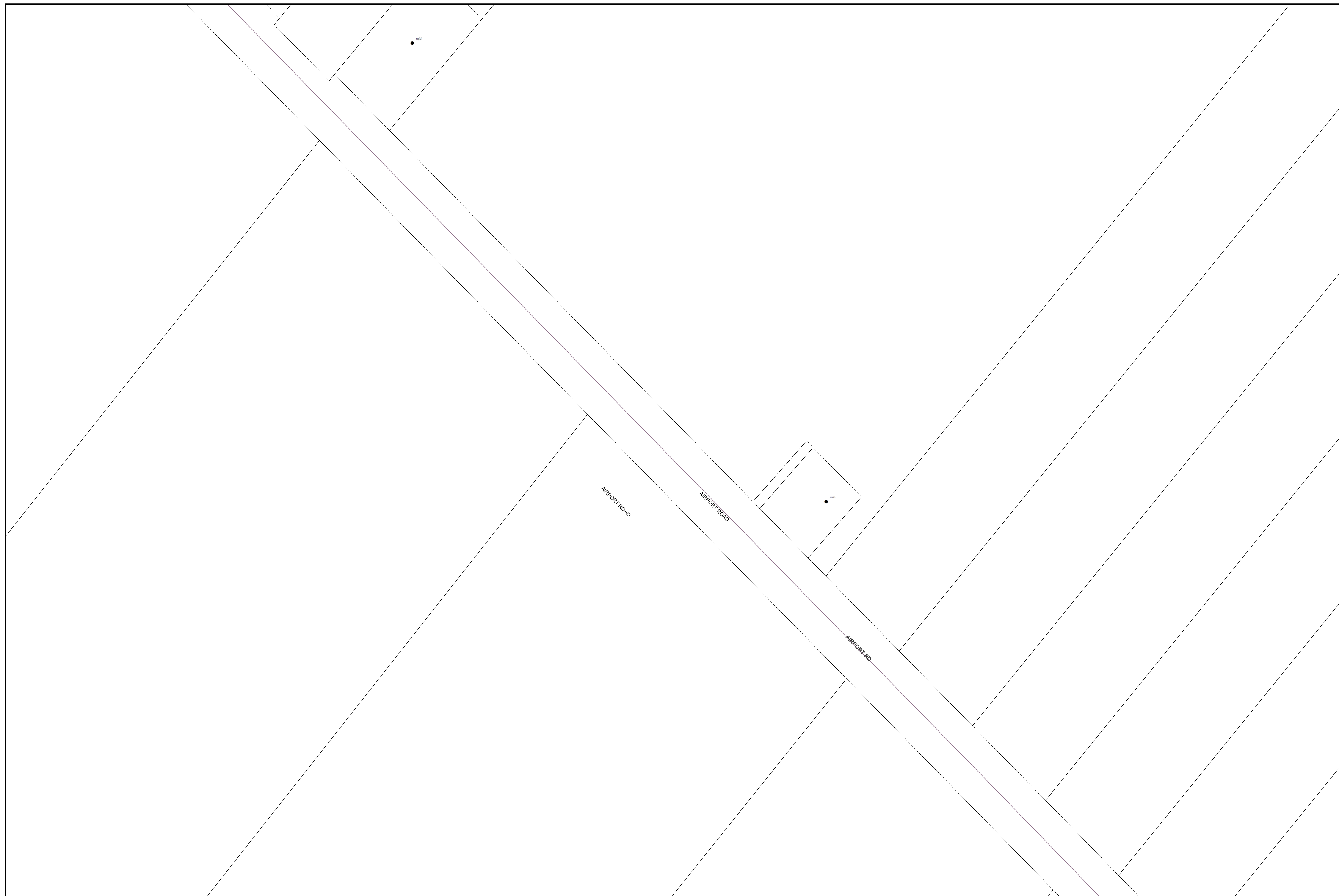
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:56:52 AM

Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:57:32 AM

Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:58:12 AM

Note : Map is not to scale.



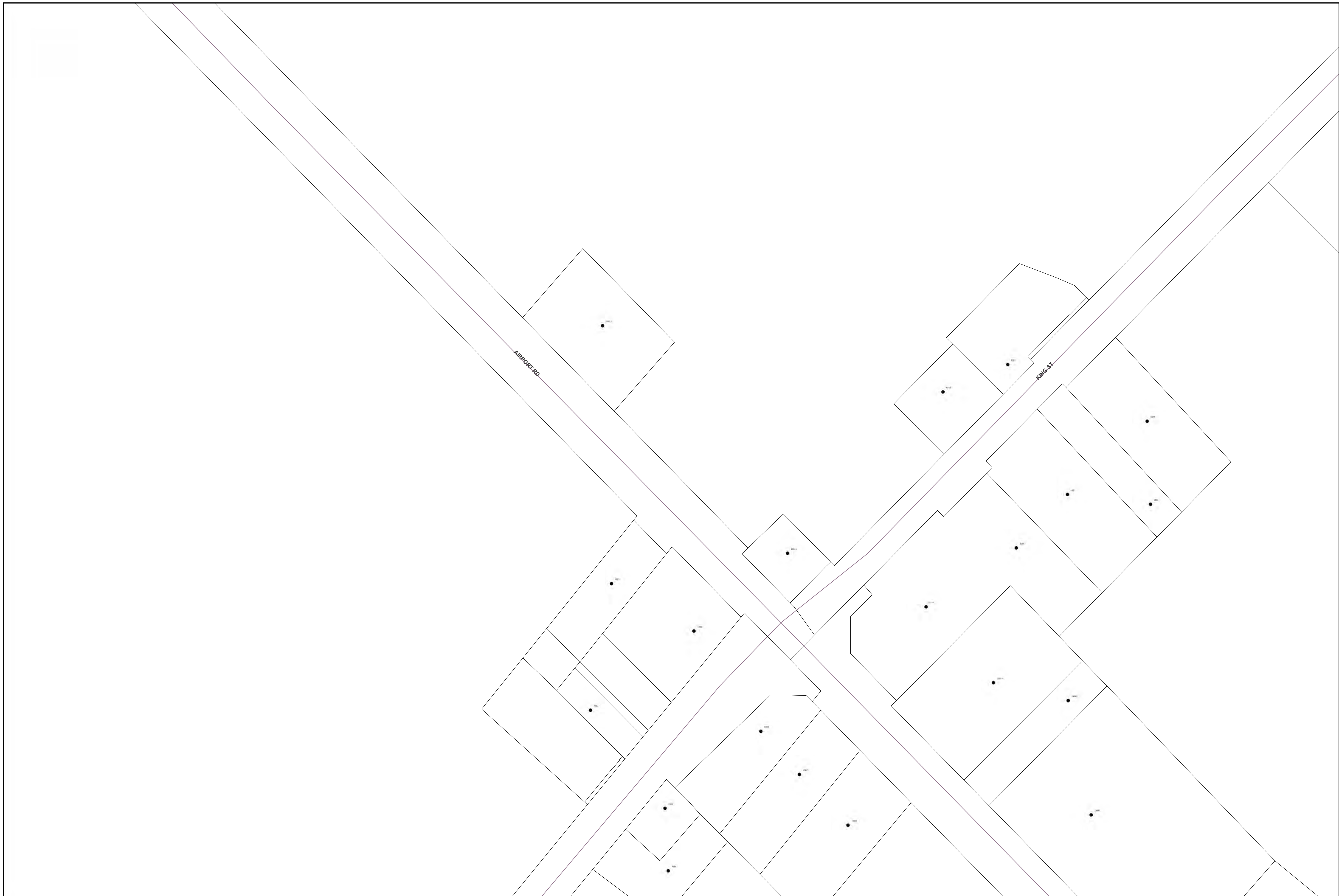
AIRPORT RD.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:58:55 AM

Note : Map is not to scale.



Plotted By: Kolti Tejaswin

Date Plotted: 5/3/2018 2:59:36 AM

Note : Map is not to scale.

Lauren Wilcox

From: Mark-Ups <Mark-Ups@enbridge.com>
Sent: Thursday, May 3, 2018 8:39 AM
To: Bubas, Sonya
Subject: RE: EGD - 20916213 - Airport Rd EA - Technical Advisory Committee - Review Materials - General Location
Attachments: 16-4360_TAC_Draft PIC 1 V2 (2018 04 26).pdf; Cover EGD 20916213.pdf; Guideline_for_Excavation_in_the_Vicinity_of_Utility_Lines.pdf; Third Party Requirements in the Vicinity of Natural Gas Facilities.pdf

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The information provided is for General Location Only. You must resubmit your detailed design for our review.

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Sent: Friday, April 27, 2018 9:11 AM
To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakob; Annette Lister; bell.moc@telecon.com; Mark-Ups; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; Heaton, Mark (MNRF); utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; Meetpal Chhina
Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur
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Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya

Sent: April 19, 2018 2:24 PM

To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZYG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNR)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'

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Project Manager

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EGD File Number: 20916213

Re: Airport Rd EA - Technical Advisory Committee - Review Materials

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<input type="checkbox"/>	Toronto Region	Jaclyn Mui	416-495-7222	jaclyn.mui@enbridge.com
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<input type="checkbox"/>	Central Region East	Neerajah Raviraj	905-927-3156	neerajah.raviraj@enbridge.com
<input type="checkbox"/>	Niagara Region	Rhonda Nicholson	905-641-4815	rhonda.nicholson@enbridge.com
<input type="checkbox"/>	Eastern Region Ottawa	Sonia Padamadan	613-748-6861	sonia.padamadan@enbridge.com
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NO-CONFLICT

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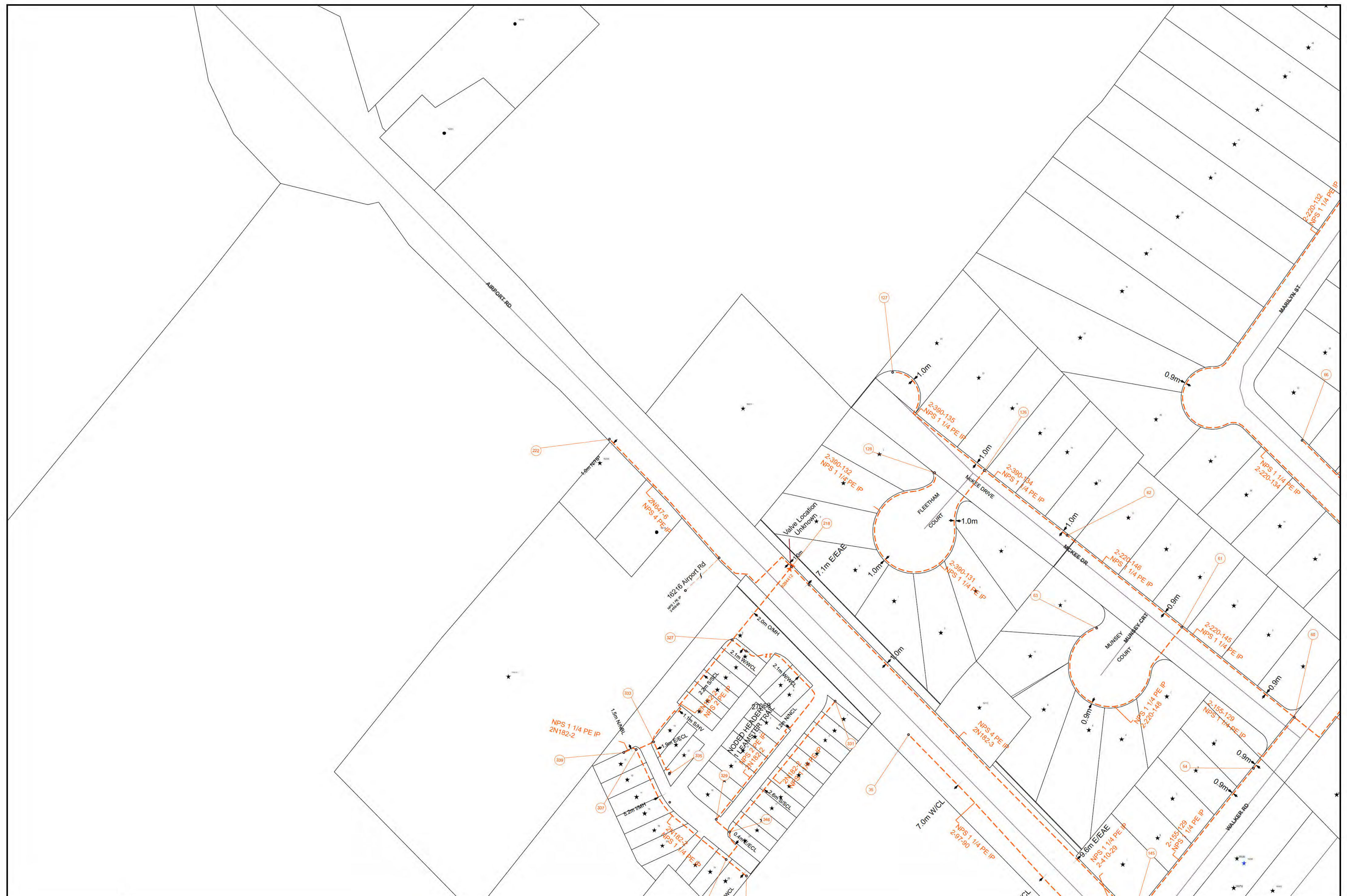


Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:47:29 AM

127

Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:48:22 AM

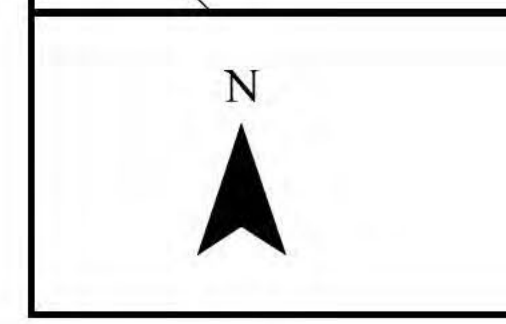
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Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:49:28 AM

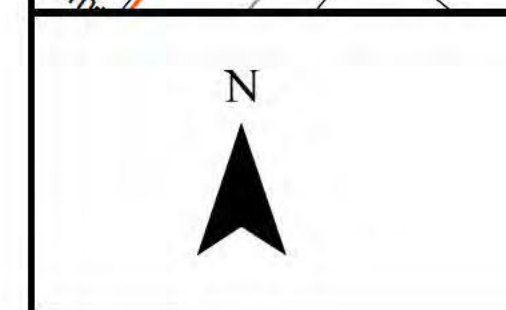
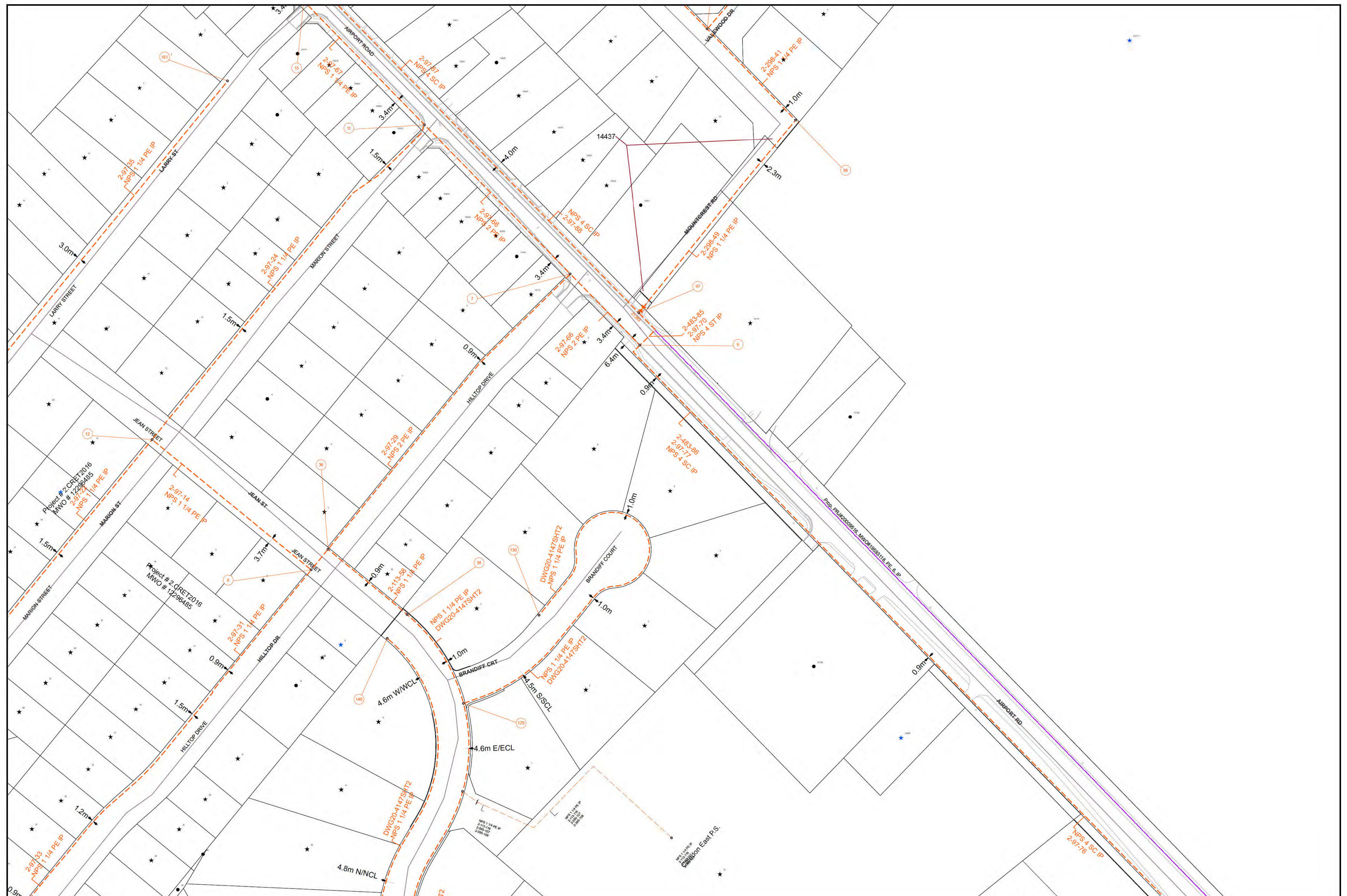
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Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:50:24 AM

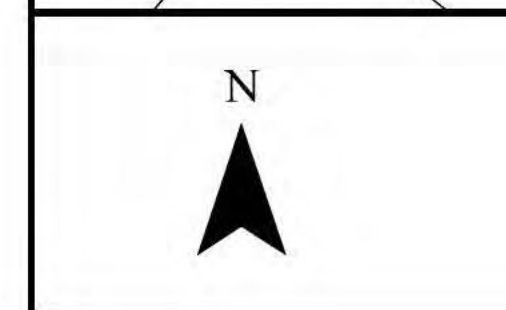
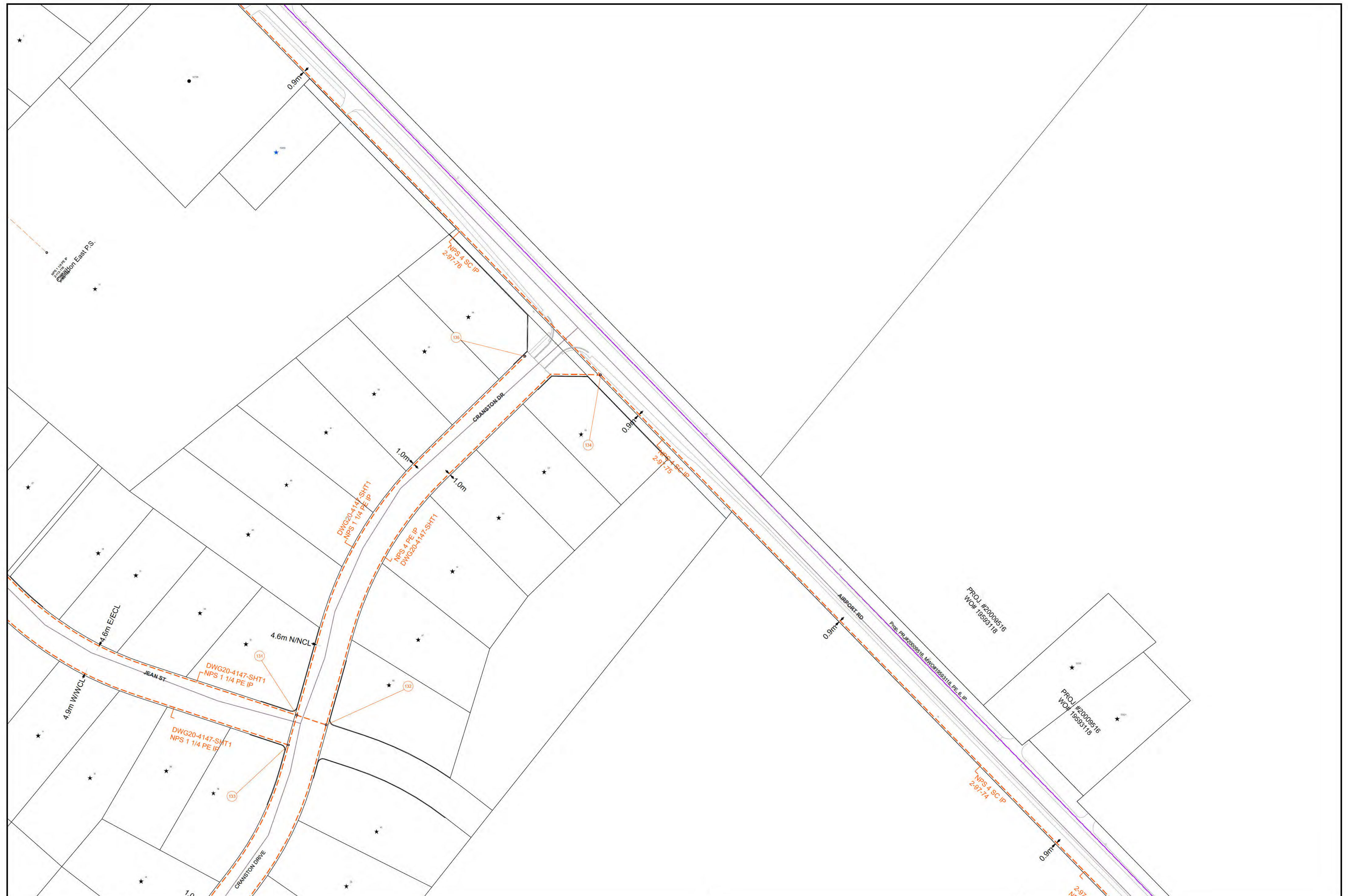
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Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:51:24 AM

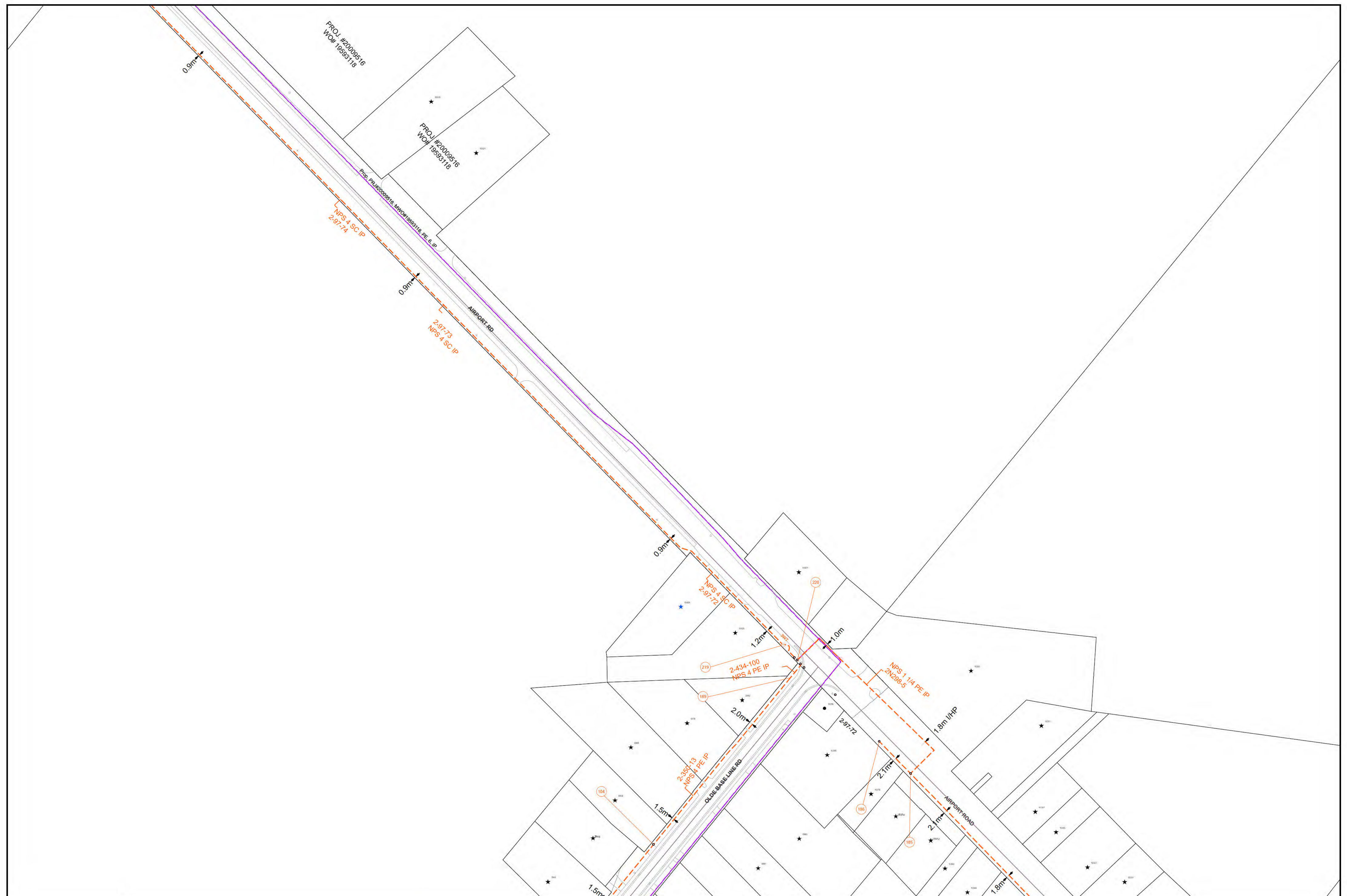
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Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:52:16 AM

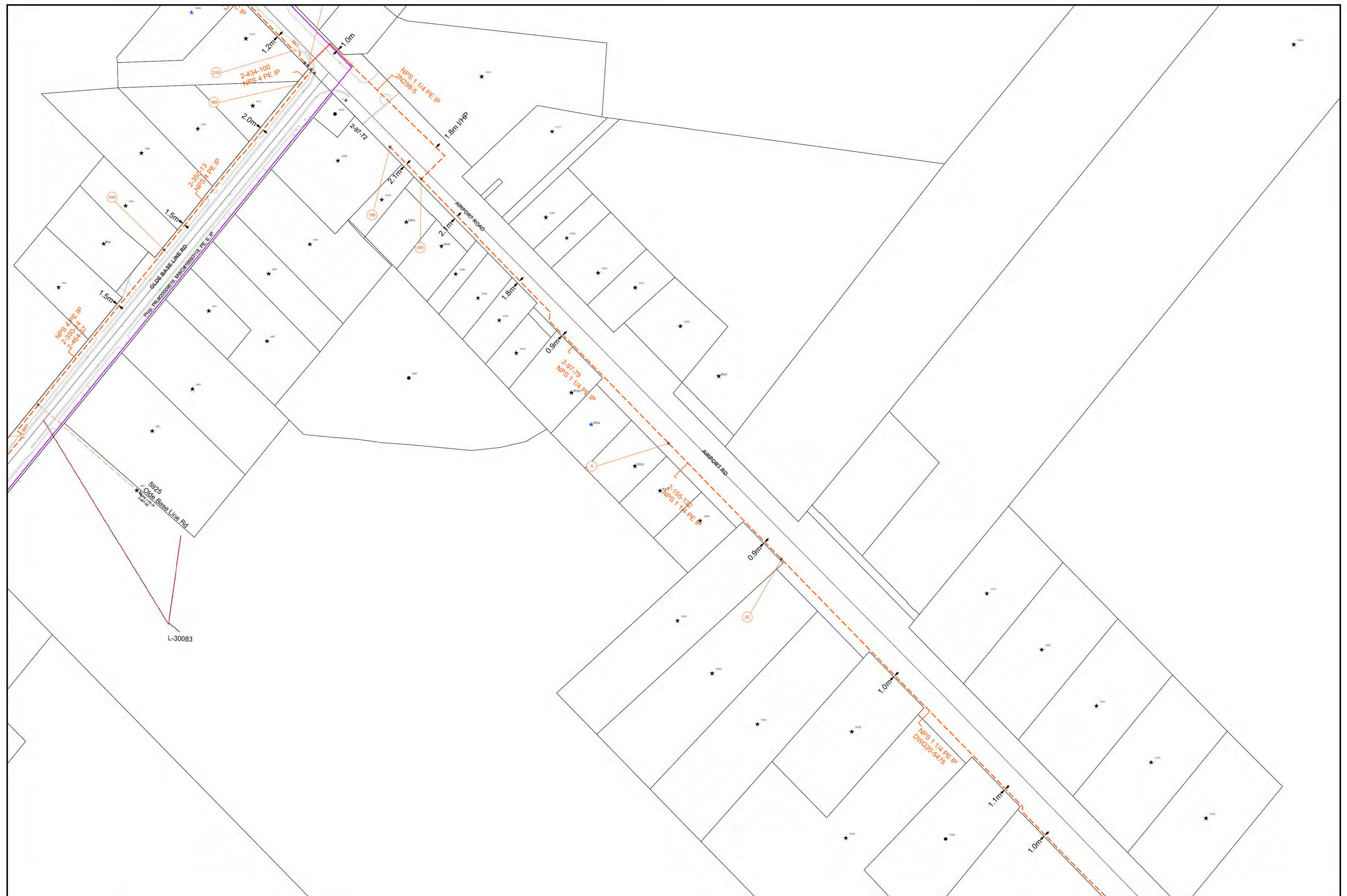
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:53:03 AM

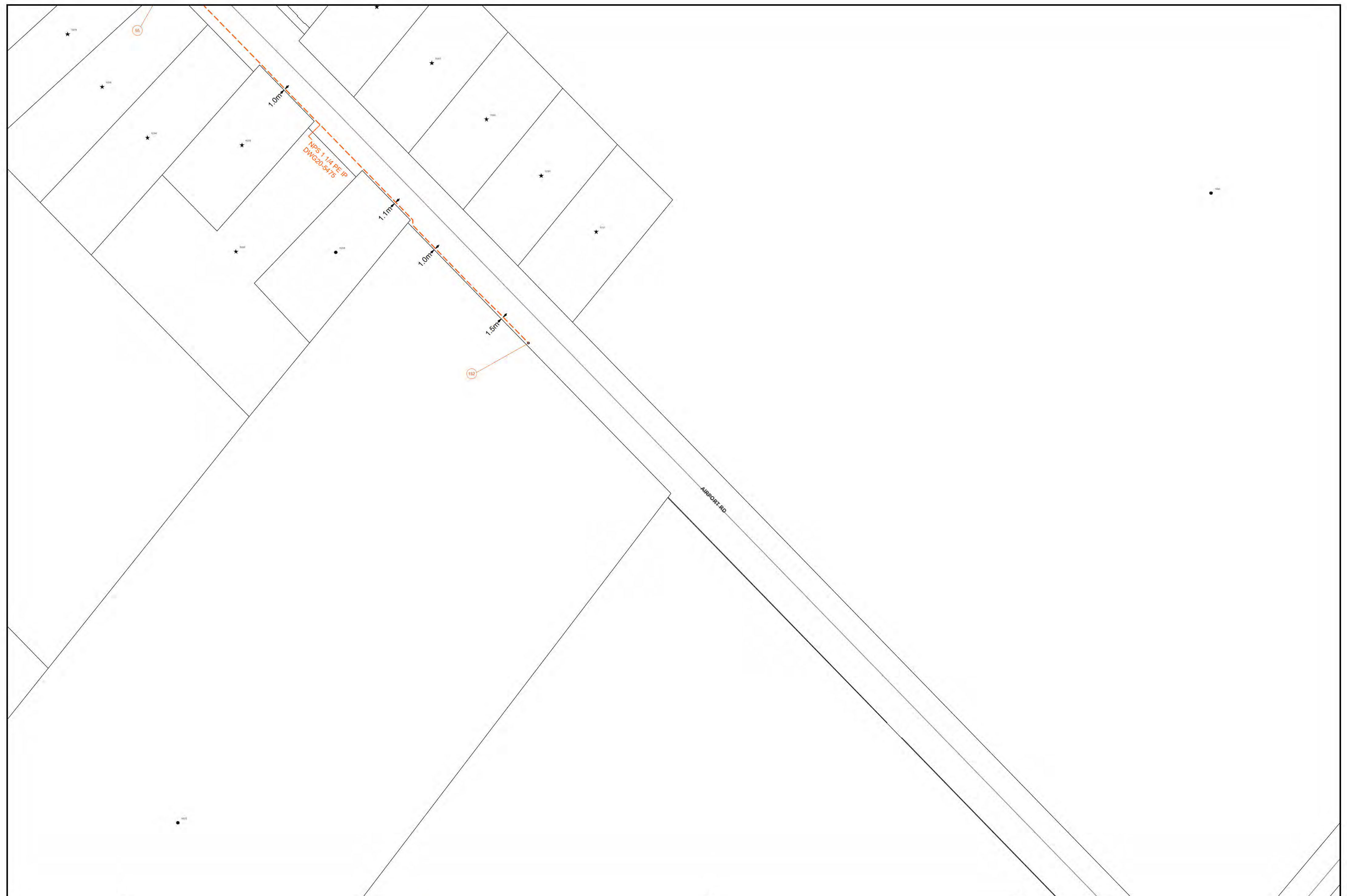
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:53:52 AM

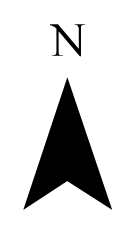
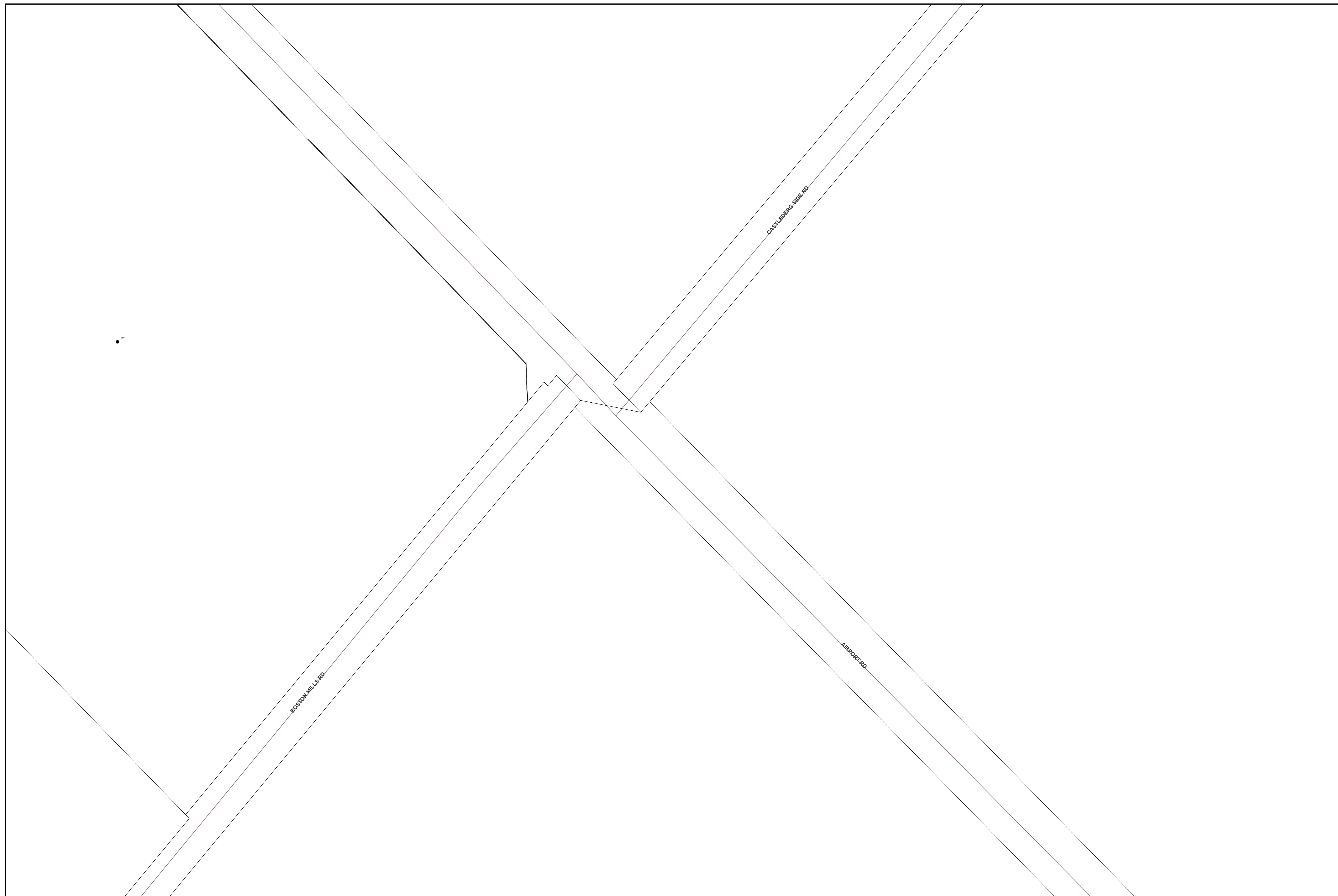
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:54:39 AM

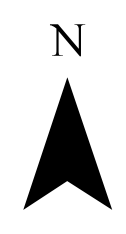
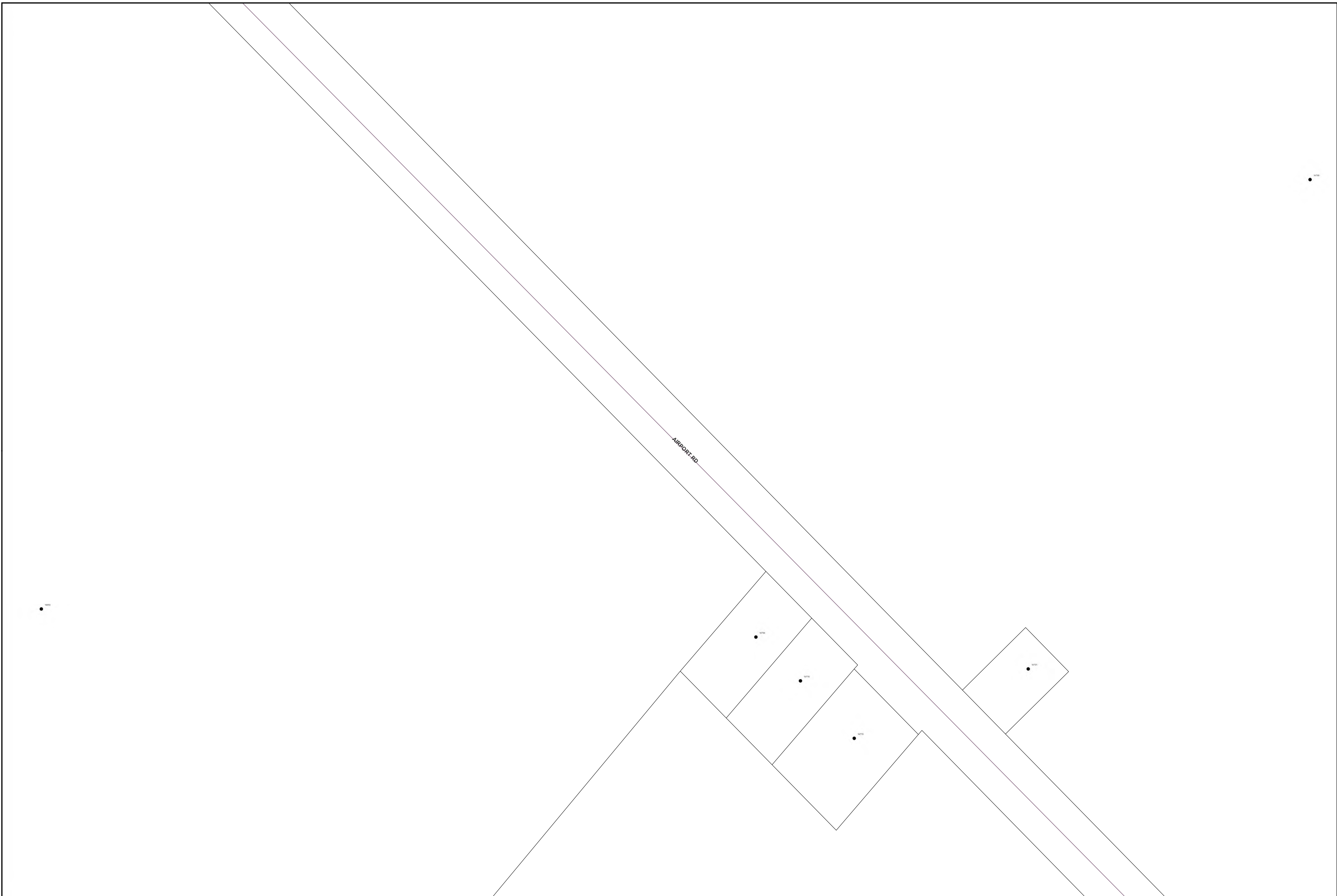
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:55:24 AM

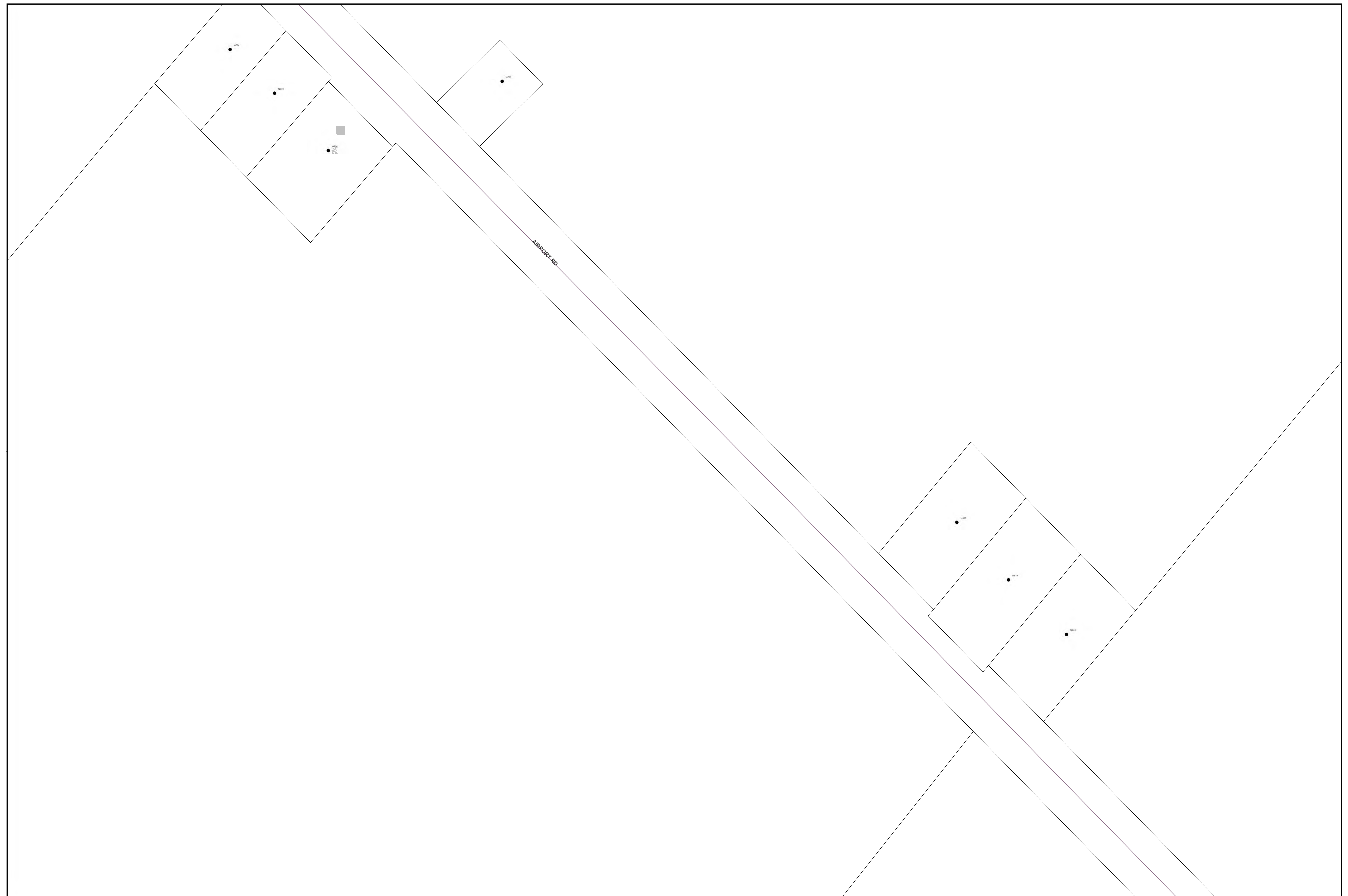
Note : Map is not to scale.



Plotted By: Kolti Tejaswin

Date Plotted: 5/3/2018 2:56:07 AM

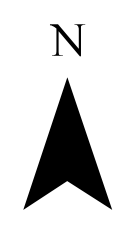
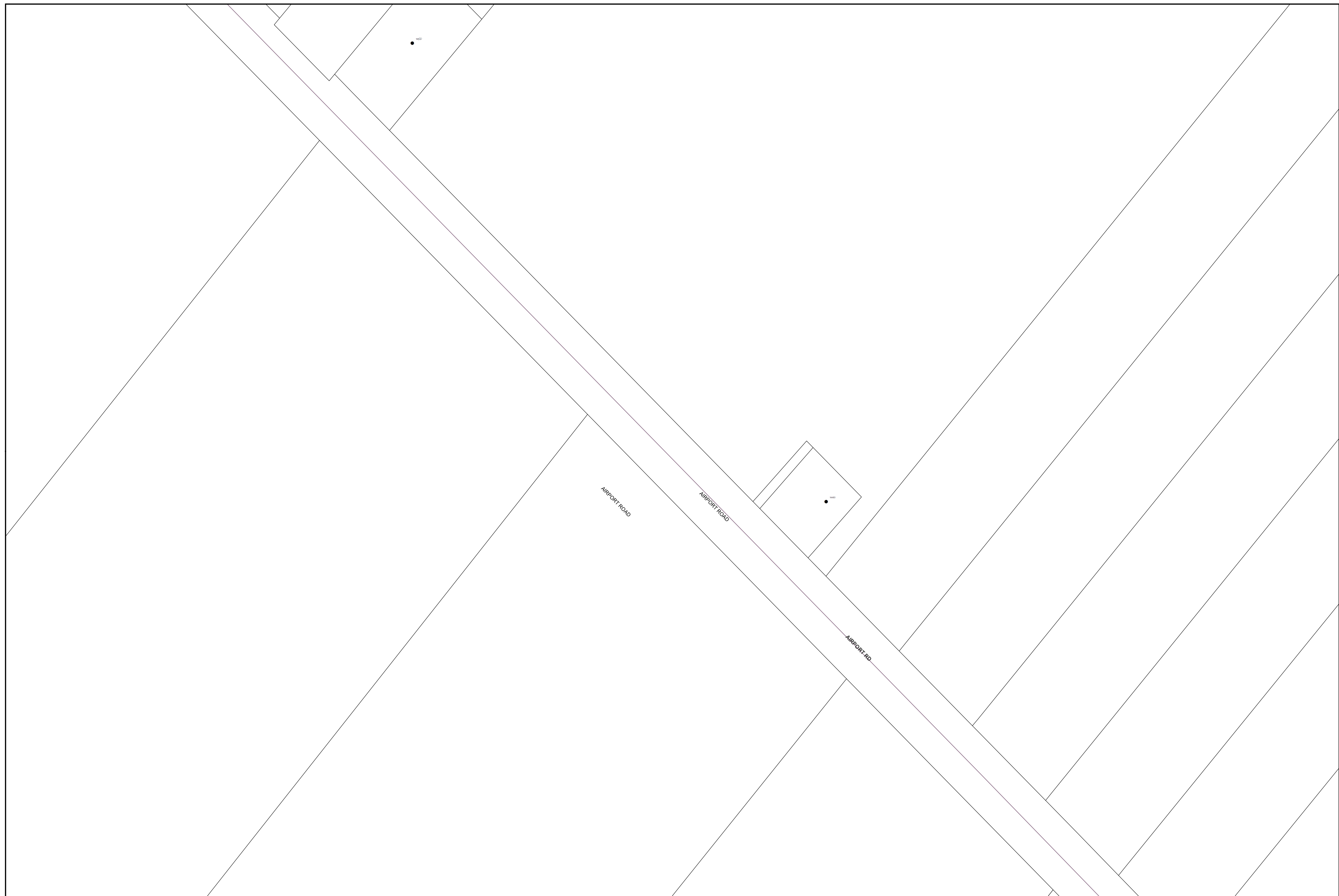
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:56:52 AM

Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:57:32 AM

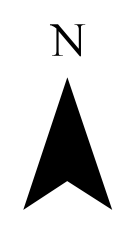
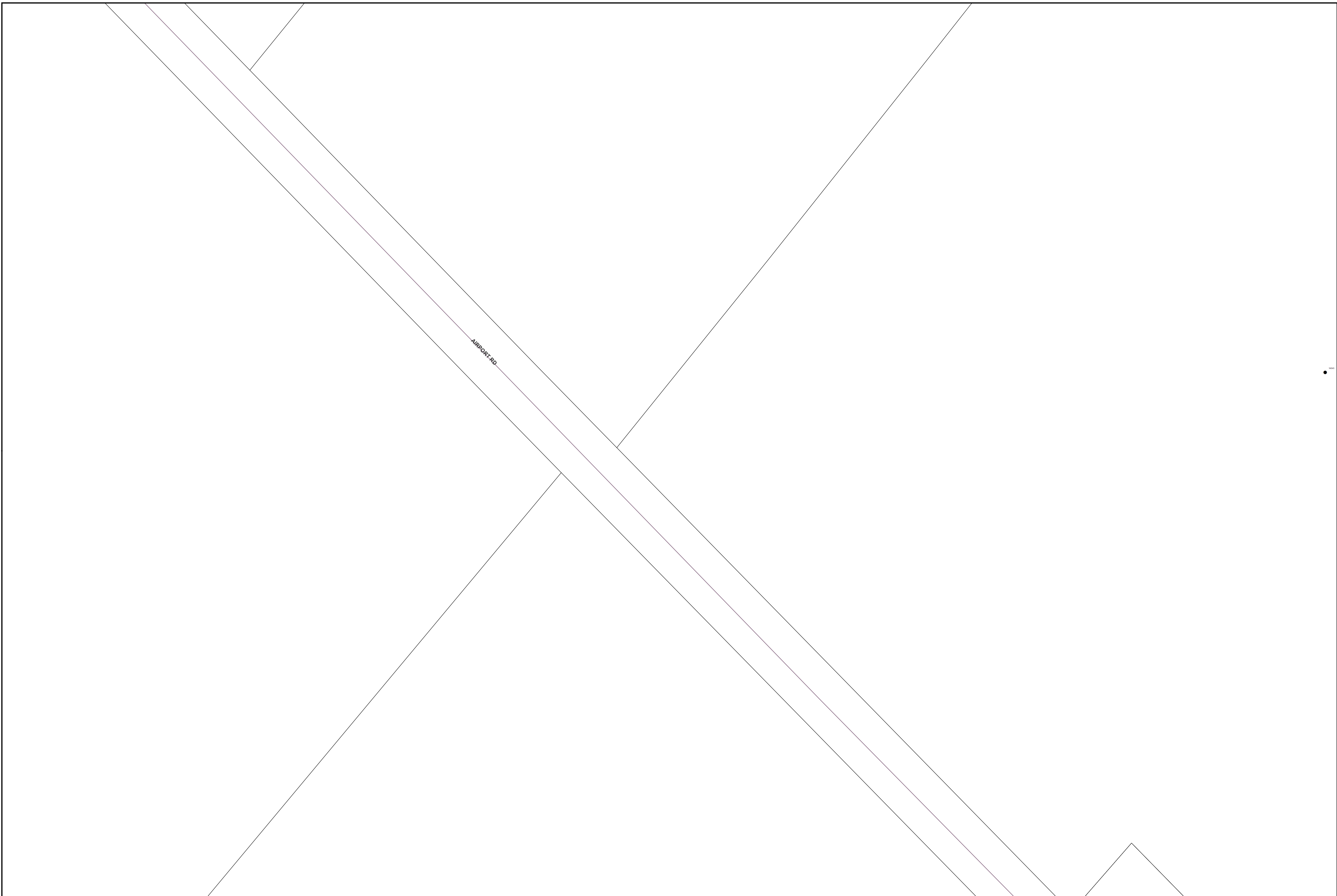
Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:58:12 AM

Note : Map is not to scale.



Plotted By: Kolli Tejaswin

Date Plotted: 5/3/2018 2:58:55 AM

Note : Map is not to scale.



Plotted By: Kolti Tejaswin

Date Plotted: 5/3/2018 2:59:36 AM

Note : Map is not to scale.

Lauren Wilcox

From: Bubas, Sonya
Sent: Thursday, May 17, 2018 8:55 AM
To: Lee, Arthur
Subject: FW: EGD - 20916213 - Airport Rd EA - Technical Advisory Committee - Review Materials - General Location
Attachments: 16-4360_TAC_Draft PIC 1 V2 (2018 04 26).pdf; Cover EGD 20916213.pdf; Guideline_for_Excavation_in_the_Vicinity_of_Utility_Lines.pdf; Third Party Requirements in the Vicinity of Natural Gas Facilities.pdf

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Mark-Ups [<mailto:Mark-Ups@enbridge.com>]
Sent: May 3, 2018 8:39 AM
To: Bubas, Sonya
Subject: RE: EGD - 20916213 - Airport Rd EA - Technical Advisory Committee - Review Materials - General Location

Hello,

Attached is the information you had requested.

The information provided is for General Location Only. You must resubmit your detailed design for our review.

Should you require anything further please contact us at Mark-Ups@enbridge.com.

Kind Regards,

Kishore Sagar

From: Bubas, Sonya [sonya.bubas@peelregion.ca]
Sent: Friday, April 27, 2018 9:11 AM
To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; Mark-Ups; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart,

Rebecca; Heaton, Mark (MNRF); utility.circulations@zayo.com; Info@tnpi.ca; Marcel Mallia; Meetpal Chhina
Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam; Zibby Petch; Lee, Arthur
Subject: EGD - 20916213 - Airport Rd EA - Technical Advisory Committee - Review Materials

Good morning,

Please find attached, **updated** draft content for the first Public Information Centre on the Class EA for Airport Road in Caledon. This version was presented for review at yesterday's meeting with the Technical Advisory Committee. Thank you to all who attended the meeting and provided input to date.

We look forward to receiving any additional comments you may have by **May 3**.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: April 19, 2018 2:24 PM
To: Jenkins, Tod; Mohammed, Junior; Koethe, Wayne; Aymar, Matthew; Beveridge, Scott; Levesque, Karen; Gardiner, Len; Garbos, Olek; Nemeth, John; Duque, Erica; Stockman, Angela; Dang, Denise; Hui, Gordon; Kol, Rani; Ansari, Seema; Caughey, Rebecca; Nieuwenhuysen, Bob; Lapos, Natalie; ZZG-Peel Health & Built Environment; Rook, Sally; Binette, Christian; Lotecki, Nancy; Aubin, Louise; Mele, Lorenzo; Fitzpatrick, Sandra; Di Prospero, Roberto; Trent, Elizabeth; Hassan, Nishat; Kant Chawla; Casey Blakely; Bell, Trevor (MOECC); kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; Damien Edwin; zone2scheduling@hydroone.com; Mark-Ups; McGlade, Kaitlyn; Stewart, Rebecca; 'Heaton, Mark (MNRF)'; 'utility.circulations@zayo.com'; 'Info@tnpi.ca'
Cc: Saddi, Asha; sjohnston@IBIGroup.com; 'Hailey McWilliam'; Zibby Petch; Lee, Arthur
Subject: Airport Rd EA - Technical Advisory Committee - Review Materials

Good afternoon,

Please find attached draft display content for the first Public Information Centre on the Class EA for Airport Road between King Street and Huntmill Drive in Caledon. **Kindly review and reply with your comments by May 3.**

If you are attending the Technical Advisory Committee meeting on April 26, please review the attachment in advance and bring your preliminary comments to the meeting for discussion.

In the meantime, please do not hesitate to contact me if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



**Environmental Assessment
Airport Road from King Street to Huntmill Drive**

Project Kick-Off Meeting

**Wednesday, October 25, 2017
Chinguacousy Ski Chalet, Lower Lounge
9:00 a.m. – 11:00 a.m.**

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

AGENDA

- | | |
|--|-------------|
| 1. Welcome and Introductions | Peel Region |
| ➤ Roundtable introductions | |
| 2. Project Overview | Peel Region |
| ➤ Background | |
| ➤ Scope and schedule | |
| ➤ Consultation Plan and Technical Advisory Committee | |
| 3. Traffic and Transportation Analysis | IBI Group |
| ➤ Preliminary findings | |
| 4. Technical Studies | IBI Group |
| ➤ Corridor constraints | |
| 5. Discussion – Peel Staff | Peel Region |
| ➤ Information exchange and issue identification | |
| 6. Discussion – Agencies | Agencies |
| ➤ Information exchange and issue identification | |
| 7. Wrap Up and Next Steps | Peel Region |

Lauren Wilcox

From: Bubas, Sonya
Sent: Tuesday, October 10, 2017 3:22 PM
To: Damien Edwin
Cc: Saddi, Asha; Marcel Mallia; David Bean; sjohnston@IBIGroup.com
Subject: RE: Project No. - 16-4360 - Municipal Class Environmental Study for Airport Rd
Attachments: 16-4360 Agenda Kick-off Meeting (2017 10 25).pdf

Hi Damien,

Thank you for contacting us regarding the Environmental Assessment study on Airport Road and your design project within the study area. You are welcome to attend our Kick-off meeting to review the study area and inform the Project Team of your design. Regional Staff and other agency representatives will be in attendance. The meeting will be held:

October 25, 2017, 9:00am to 11:00am
Chinguacousy Ski Chalet (lower lounge), 9050 Bramalea Road, Brampton
[Click here for map](#)

Please see attached agenda for discussion items and reply by **October 20th** to confirm your attendance. If you cannot attend, you may send a representative on your behalf.

In the meantime, I will share your message with the Project Team to advise on potential requirements.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Damien Edwin [<mailto:Damien.Edwin@enbridge.com>]
Sent: October 4, 2017 7:50 AM
To: Bubas, Sonya
Cc: Saddi, Asha; Marcel Mallia; David Bean
Subject: Re: Project No. - 16-4360 - Municipal Class Environmental Study for Airport Rd

Good Morning Sonya

I was provided the notice for this study last week by my Department (Planning) at Enbridge Gas Distribution and Power.

I am a design Planned in this department and I am currently in the design phase for a 6" Main Installation along Old Base Line Rd and North from Airport Rd through your study area.

Please advise of any additional requirements that may be necessary as per your study. Additionally I am available if a quick meeting becomes necessary to discuss my Project which is scheduled to occur in the Spring of 2018.

I can be contacted through the information provided below.

Thank You

Damien Edwin

Planning Specialist
Planning & Design Area 20

ENBRIDGE GAS DISTRIBUTION INC

Tel: 905-458-3698 / 416-884-3880 (cell)

6 Colony Crt, Brampton, ON L6T 4E4 Canada

damien.edwin@enbridge.com

Integrity, Safety, Respect

Lauren Wilcox

From: ian.mitchell@HydroOne.com
Sent: Thursday, August 6, 2020 4:16 PM
To: Bubas, Sonya
Cc: Nadeen.Wajdi-Houjeily@HydroOne.com
Subject: Tentative: Airport Rd EA - Technical Advisory Committee - Meeting No. 2

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Sonya,

I will be tentative for this meeting. I have forwarded to our OPE Technical Specialist for the region, Nadeen Houjeily.

Thank you,

Ian Mitchell | ian.mitchell@hydroone.com

Outside Plant Manager | (O) 416.240.6701 | (M) 647.287.3007

Hydro One Telecom Inc. | www.HydroOneTelecom.com

65 Kelfield Street, Toronto, ON., M9W 5A3



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Lauren Wilcox

From: Bubas, Sonya
Sent: Tuesday, December 19, 2017 1:36 PM
To: Saddi, Asha
Subject: FW: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)

Hi Asha,

Could you add Julie Thomson (Hydro One) and her email (zone2scheduling@hydroone.com) to the mailing list for the Airport Rd EA and TAC (16-4360)?

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: December 19, 2017 1:32 PM
To: 'zone2scheduling@hydroone.com'
Cc: Saddi, Asha
Subject: Airport Rd EA - Project Kick-off Meeting Minutes (2017 10 25)

Hi Julie,

Please find attached minutes of the Project Kick-off Meeting held on October 25 for the Airport Road Class EA in Caledon.

We will add your email to the mailing list to receive invitations to future Technical Advisory Committee meetings.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



Lauren Wilcox

From: Lee, Arthur
Sent: Friday, September 6, 2019 3:35 PM
To: Bubas, Sonya
Subject: FW: Airport Road EA - Letter 2 Preliminary Design Initiation & Checklist - Hydro One Notification# 302078495-WO#62348054

FYI

From: Hua.Sun@HydroOne.com <Hua.Sun@HydroOne.com>
Sent: September 6, 2019 3:08 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Andre.DESHARNAIS@HydroOne.com; Amy.EVELAND@HydroOne.com; Adam.Nyp@HydroOne.com
Subject: FW: Airport Road EA - Letter 2 Preliminary Design Initiation & Checklist - Hydro One Notification#302078495-WO#62348054

Hi there,

Thanks for providing the drawing. I appreciated it!

Hydro One has three phase main power line along Airport road within the subject area. There are approx. 180 poles in this stretch (7.1km).

At this stage, Hydro One doesn't have any conflicts with this project providing that;

- Underground locates are obtained prior to excavation
- No open trenching within 1.5m of Hydro poles and/or anchors.
- Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore.
- PUC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels
- Ensure all industry standard utility separations and clearance minimums are maintained.
- Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work
- Any poles affected by grading requiring a pole setting adjustment will be charged at 100% labour and material without advanced notice having been received.

Thanks,

Hannah (Hua) Sun

Area Distribution Engineering Technician, Provincial Lines, T53
Hydro One Networks Inc.
Cell: 905-866-2614
Email: hua.sun@HydroOne.com

From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: Friday, September 06, 2019 10:27 AM
To: SOUTHERN FBC PLANNING
Cc: EVELAND Amy; SUN Hua; Bubas, Sonya
Subject: RE: Airport Road EA - Letter 2 Preliminary Design Initiation & Checklist

*** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Hi Amy,

We did not anticipate sending drawings for the letter 2 preliminary design initiation for Hydro One in the initial letter.

However, I have attached a set of our preliminary drawings in the link below. Please download it ASAP as the link will not be active for long.

<https://we.tl/t-avUWxpvCgP>

Regards,

Arthur

From: SouthernFBCPlanning@HydroOne.com <SouthernFBCPlanning@HydroOne.com>
Sent: September 6, 2019 9:27 AM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Amy.EVELAND@HydroOne.com; Hua.Sun@HydroOne.com
Subject: RE: Airport Road EA - Letter 2 Preliminary Design Initiation & Checklist
Importance: High

Arthur,

Our tech is scheduled to work on this today however it was just brought up that we were not sent any drawings or maps with the letter. Is there a chance you have something you can send us ASAP?

Thanks,

Amy Eveland

Lines Customer Support Clerk
Distribution Work Management, WO1

Hydro One Networks Inc.

PO Box 20029
Woodstock, ON | N4S 8X8

Tel: 519.537.7172 x 2250

Email: amy.eveland@HydroOne.com

www.HydroOne.com

From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: Friday, August 16, 2019 12:14 PM
To: ZONE 2 SCHEDULING
Cc: Bubas, Sonya
Subject: Airport Road EA - Letter 2 Preliminary Design Initiation & Checklist

*** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Hi,

Attached is the Preliminary Design Initiation for the Environmental Assessment for Airport Road.
Please do not hesitate to contact me if you have any questions or comments.

Regards,

Arthur Lee, P.Eng
Technical Analyst
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872



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Lauren Wilcox

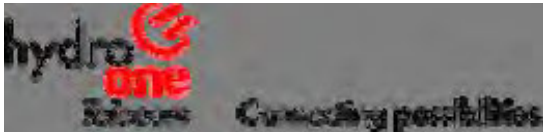
From: ian.mitchell@HydroOne.com
Sent: Tuesday, October 10, 2017 4:16 PM
To: Bubas, Sonya
Subject: RE: Airport Rd EA - Kick-off Meeting - Oct 25 2017

Sonya,

This does not impact Hydro One telecom so we will not be attending this meeting.

Thank you,

Ian Mitchell | ian.mitchell@hydroone.com
Outside Plant Manager | (O) 416.240.6701 | (M) 647.287.3007
Hydro One Telecom Inc. | www.HydroOneTelecom.com
65 Kelfield Street, Toronto, ON., M9W 5A3



From: Bubas, Sonya [mailto:sonya.bubas@peelregion.ca]
Sent: Tuesday, October 10, 2017 1:56 PM
To: kant.chawla@caledon.ca; mark.heaton@ontario.ca; Trevor.Bell@ontario.ca; kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; ZONE 2 SCHEDULING; MITCHELL Ian; edgar.henriquez@rci.rogers.com; Info@tnpi.ca; utility.circulations@mtsallstream.com
Cc: Saddi, Asha; sjohnston@IBIGroup.com; Hailey McWilliam
Subject: Airport Rd EA - Kick-off Meeting - Oct 25 2017

Good afternoon,

You are invited to attend the Kick-off Meeting for the Environmental Assessment on Airport Road from King Street to Huntmill Drive in Caledon. The meeting will be held:

October 25, 2017, 9:00am to 11:00am
Chinguacousy Ski Chalet (lower lounge), 9050 Bramalea Road, Brampton
[Click here for map](#)

Please join us to share your interest in this project as it relates to your agency's mandate. Details regarding the discussion items are provided in the attached meeting agenda.

Kindly reply by **October 20** to confirm your attendance. If you cannot attend, please send a representative on your behalf.

Thank you and we look forward to meeting with you,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



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Lauren Wilcox

From: Sandrine Exibard-Edgar <seedgar@tnpi.ca>
Sent: Monday, April 16, 2018 10:39 AM
To: Bubas, Sonya
Subject: FW: Airport Rd EA - Technical Advisory Committee Meeting - April 26 2018

Thank you Sonya,

We will not be attending. Our pipeline is nowhere near the area mentioned
Thank you

Sandrine Exibard-Edgar

Property Administrator / Administrateur Foncier
Trans-Northern Pipelines Inc. | 45 Vogell Road, Suite 310, Richmond Hill, ON L4B 3P6 |
(289) 475-5366
seedgar@tnpi.ca

Safety by choice, not by chance!



From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: Thursday, April 12, 2018 5:24 PM
To: kant.chawla@caledon.ca; mark.heaton@ontario.ca; Trevor.Bell@ontario.ca; kim.peters@ontario.ca; Kilis, Jakub; Annette Lister; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; info; utility.circulations@zayo.com; Damien Edwin
Cc: sjohnston@IBIGroup.com; Saddi, Asha; Hailey McWilliam
Subject: Airport Rd EA - Technical Advisory Committee Meeting - April 26 2018

Good Day,

You are invited to attend the next Technical Advisory Committee (TAC) meeting for the Class Environmental Assessment (EA) on Airport Road from King Street to Huntmill Drive in Caledon. The meeting will be held:

April 26, 2018, 1:30pm to 3:30pm
7120 Hurontario Street (Room 2-131), Mississauga

Please join us to review the progress of Phases 1 and 2 of the Class EA. An agenda and review materials will be provided in advance.

Kindly reply by April 20 to confirm your attendance. If you cannot attend, please send a representative on your behalf.

Thank you and we look forward to meeting with you,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



Minutes

**Technical Advisory Committee Meeting No. 2
Airport Road from King Street to Huntsmill Drive
Environmental Assessment**

**Thursday, August 20, 2020
1 p.m. – 3 p.m.
Microsoft Teams (Online)**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Region, Project Manager) welcomed all TAC members and explained that the purpose of the meeting was to review the technically preferred design concept for improvements to Airport Road and obtain feedback. An agenda and presentation was circulated to the Technical Advisory Committee (TAC) in advance of the meeting. Additional information on the evaluation of alternative design concepts will be circulated to TAC. Comments from this meeting and TAC's review will be considered and incorporated where appropriate into the materials for the second Public Information Centre (PIC) in the Fall. The presentation was marked as “Confidential – Draft for Discussion” to respect property owners directly impacted by the project. Property owners will be consulted after TAC members have indicated their agreement in principle with the technically preferred design being presented today. Roundtable introductions took place. 	
2	<p>Environmental Assessment</p> <ul style="list-style-type: none"> The Region (Project Manager) provided an overview of the Study Area and status of the project in the Municipal Class Environmental Assessment (EA) process. The EA is following the Schedule “C” process and is currently in Phase 3: Alternative Designs. 	
(a)	<p>Summary of Phase 1 and 2</p> <ul style="list-style-type: none"> The problem/opportunity statement and preferred solution were presented to the Public during PIC No.1. Key issues included through traffic, heavy trucks and high traffic speeds. The preferred solution was a combination of active transportation and traffic operational improvements. Traffic calming measures were considered to address safety concerns and encourage some trucks to use alternative truck routes to Airport Road. The Region provided a summary of feedback received from PIC No. 1. Some of the concerns were about increased truck traffic, pedestrian and cyclist safety and how roundabouts would work. Some suggested that the Study should support economic development and consider the small Town feel. The Community Working Group (CWG) completed a walking audit led by the Region of Peel Public Health team. The CWG were interested in sidewalk safety, maintaining sidewalks on both sides of the roadway and with curb ramps, separate sidewalks from the street traffic and ensuring snow clearing on walkways. The Region described actions that were taken in the short term to address concerns on Airport Road, such as working with the Ministry of Transportation to set up a mobile truck inspection unit for one-day in Caledon East, completing a feasibility study to consider upgrading Olde Base Line Road between Highway 10 and Airport Road to accommodate truck traffic, and addressing sidewalk issues as 	

Public Works

	part of the Region's annual inspection program.	
(b)	Phase 3: Alternative Design Concepts <ul style="list-style-type: none"> • The technically preferred design recommends an extension of Old Church Road to Ivan Avenue with sidewalks, and a multi-use path on Old Church Road from Airport Road to Marilyn Street. • To accommodate pedestrians and cyclists, paved shoulders in rural areas and multi-use paths in urban areas are recommended, with a signed bike route on Mountcrest Drive to bypass the narrow section of the corridor. • Roundabouts are proposed at Cranston Drive and Boston Mills / Castlederg Side Road. • Additional turn lanes at Olde Base Line Road and Walker Road, including turn lanes north of Boston Mills Road, address the difficulties experienced by drivers getting on and off Airport Road. Raised centre medians are also recommended north of Walker Road. • Reduced lane widths and improvements to storm sewers and water crossings are recommended throughout the corridor. 	
	Discussion: <ul style="list-style-type: none"> • The Town of Caledon (Town, Transportation Engineering) asked what recommendations were proposed for traffic calming at Olde Base Line Road as the Mono Road community had concerns related to high traffic. The Region (Project Manager) explained that the reduced lane widths proposed within Mono Road, and the approaching roundabouts proposed at Cranston Drive and Boston Mills / Castlederg Side Road would help slow traffic speeds. The Region (Designer) also noted that measures from the Town's traffic calming toolbox are being considered. 	
(i)	Urban Area - Old Church Road Intersection <ul style="list-style-type: none"> • IBI Group (IBI, Project Manager) explained that the intersection at Old Church Road was identified as a safety concern by residents due to the driveway access at the intersection and sightline and operational concerns resulting from driver confusion when the driver had priority. The Town of Caledon and the Region of Peel had also identified this intersection as a safety concern. • The following design alternatives were considered: <ul style="list-style-type: none"> ○ Restricting access to the driveway to right-in and right-out. This alternative is not geometrically feasible and does not address the sightline issue. ○ Restricting access to the driveway to one-way. This alternative would cause an inconvenience for customers accessing the business on-site. ○ Closing access to the driveway would address the safety issue, however the owner of the property would likely not find this option desirable. ○ Closing and moving the driveway access to the north. This alternative is not a viable safety option due to proximity to the intersection. ○ Signalizing the driveway access with split phasing. This alternative does not address the geometric concerns associated with the sightline issue at the driveway. ○ Extend Old Church Road to Ivan Avenue and relocate building. This alternative has high economic and cost implications. ○ Extend Old Church Road to Ivan Avenue and remove building. This alternative is the technically preferred option due to its ability to resolve safety concerns at a lower cost for building removal than relocation. • IBI presented the proposed design for the Old Church Road extension to Ivan Avenue. Building the road would impact 16000 Airport Road and severe the 	

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	<p>property. IBI shared ideas for potential use of additional land parcels, such as a parkette to the south.</p> <ul style="list-style-type: none"> • A Heritage Impact Assessment was completed for 16000 Airport Road. The assessment determined that the building at 16000 Airport Road had heritage value and recommended heritage preservation. Discussions on the potential for relocating the building and/or salvaging heritage features are presently on-going with the Town of Caledon. 	
	<p>Discussion:</p> <ul style="list-style-type: none"> • The Region (Development Services) advised that there were active development applications along Airport Road but none near Old Church Road. The Region (Project Manager) confirmed that most of the works through the Study corridor would be taking place within the Regional right-of-way. 	
(ii)	<p>Urban Area - Caledon Trailway to Walker Road</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that this section is the most urban stretch of the roadway in Caledon East. The objectives of the EA were to improve pedestrian and cycling facilities, traffic operations and safety. Consideration was given to minimize impact on parking and enhance landscaping. • The alternatives included: <ul style="list-style-type: none"> ○ Buffered bike lanes and sidewalks ○ Cycle tracks and sidewalks ○ Multi-Use Paths <ul style="list-style-type: none"> ○ The above alternatives would require removal of parking on one side of the road ○ Multi-Use Path and Sidewalk, which would require some removal of parking but not all parking on one side of the road. • The Region carried out a parking study, which found that on-street parking was well used on both sides of the road but not used all the time. 	
	<p>Discussion:</p> <ul style="list-style-type: none"> • The Town (Heritage Resource Officer) asked how the technically preferred design maintained the rural feel of the community, as was the policy intent for the Town. IBI explained that the multi-use path would provide a multi-purpose functionality. The Region (Infrastructure Programming & Studies) noted that this section is currently an urban cross-section and suggested that the graphic for the proposed cross-section show a pedestrian on the path. The Region (Project Manager) also noted that parking along this stretch of the roadway was considered as part of streetscaping through Caledon East, based on input from the Town. • The Town (Heritage Resource Officer) asked if additional property was required on both sides of the road for this alternative. The Region (Designer) explained that the proposed work is within the Regional right-of-way. The businesses present are close to the proposed work but are not impacted. 	Region
(iii)	<p>Urban Area - South of Hilltop Drive to Caledon Trailway</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that the right-of-way from the Caledon Trailway to the Foodland plaza was very narrow and it was determined that there was insufficient space for cyclists. The proposed cycling detour will be integrated with the planned future development on Airport Road and is indicated in the presentation slide by the green line. 	
(iv)	<p>Urban Area - Cranston Drive to South of Hilltop Drive</p> <ul style="list-style-type: none"> • IBI (Project Manager) explained that Cranston Drive to just past the Foodland Plaza has sufficient space to provide cyclist infrastructure (multi-use paths) and 	

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	maintain two lanes of traffic.	
(g)	Rural Area – King Street to Cranston Drive and Leamster Trail to Huntsmill Drive <ul style="list-style-type: none"> • IBI (Project Manager) explained the technically preferred design recommends a rural cross section with paved shoulders and rumble strips for cyclists. 	
(h)	Intersections <ul style="list-style-type: none"> • The Region (Designer) described the design plans for the two proposed roundabouts at Cranston Drive and Boston Mills / Castlederg Side Road, and the intersections at Olde Base Line Road, Walker Road and Huntsmill Drive (refer to the presentation). • The roundabout at Boston Mills / Castlederg Side Road will eliminate the offset configuration and encourage vehicles to slow down before moving on to Olde Base Line Road. The flared-entry design at Cranston Drive will enable two lanes of traffic to enter the roundabout with slower speeds and provide an opportunity for a gateway feature. • Additional turn lanes are proposed at Olde Base Line Road and Walker Road. In addition, raised centre medians are recommended north of Walker Road to encourage slower traffic speeds and provide an opportunity for a gateway feature. • A combination of raised medians, a northbound right (slip) lane, and paved shoulder with rumble strip are proposed at Huntsmill Drive. The raised medians will help reduce speed approaching Caledon East. The centre median may also provide a refuge area for crossing pedestrians. With the northbound slip lane, vehicles will be made aware of the environment at the T-intersection. 	
	Discussion: <ul style="list-style-type: none"> • The Town of Caledon received resident comments about speeding in the area of Olde Base Line Road and Airport Road. With the northbound left turn lane and the eastbound left turn lane, vehicle movement will be much smoother. The Town (Transportation Engineering) asked if deviation from a straight lane alignment would help with traffic calming. The Region (Designer) explained this concept could help, however the challenge is that existing properties are encroaching into the Regional right-of-way. • The Region (Project Manager) pointed out that there were heritage properties in the area of Olde Base Line Road and the rural cross section avoids direct impacts to those features, however there may be indirect impacts associated with utility setbacks and property requirements. There may also be another need for a Heritage Impact Assessment at detailed design. • The Town (Transportation Planning) pointed out that with Olde Base Line Road and Airport Road, the intent was to divert at least 20% of trucks to Olde Base Line Road. Would the configuration accommodate those trucks? The Region (Designer) explained that a truck turning template was used at this intersection and the results showed that trucks could fully complete the turning movement with the help of a beveled curve and without encroaching into the pedestrian realm. • The Town (Transportation Planning) asked if there were any impacts to the garage at Olde Base Line Road. The Region (Designer) confirmed the garage would only be impacted if the intersection was urbanization. • The Town (Transportation Planning) asked if a roundabout was considered at Olde Base Line Road. The Region (Designer) explained it was considered and would impact the gas station. • The Region (Infrastructure Programming & Studies) pointed out that the main 	Region

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	<p>concern was for traffic calming though the area and suggested that a slide be included summarizing traffic calming measures in the preferred design including gateway features, raised medians and reduced lane widths.</p> <ul style="list-style-type: none"> • In response to a question from the Town, the Region confirmed that the proposed multi-use path at Walker Road was within the Regional right-of-way and no property will be required for this purpose. • The Region (Development Services) requested that the proposed accesses to future development be shown. The Town (Chief Planner) clarified that the accesses may not be approved but may be committed, and requested that a note be added to this effect. The Region (Infrastructure Programming & Studies) suggested that the Region and Town work together to show the appropriate information. The Project Team will check with the Region (Development Services and Traffic Development) to ensure only acceptable information is shown. • The Town (Chief Planner) asked if substantial widening was proposed in front of the [REDACTED] property [on the east side at Cranston Drive]. The Region (Designer) explained the proposed design did not require land for road widening, however the Region is protecting for the ultimate cross-section in accordance with the Region of Peel Official Plan. • The Town (Chief Planner) asked what lands are required at the Foodland Plaza. The Region (Project Manager) noted that a left and right turn lane is proposed within the existing right-of-way to facilitate access to the Plaza. During this discussion: <ul style="list-style-type: none"> ○ The Region (Project Manager) noted there is a pedestrian crossing proposed at the school exit for the roundabout at Cranston Drive, subject to future development on the east side. The Region (Infrastructure Programming & Studies) pointed out that it is assumed the pedestrian walkway will be built by the Town of Caledon or the Developer. ○ The Region (Infrastructure Programming & Studies) noted that construction for the EA is anticipated in 2024 and the highest priority segment is through Caledon East where streetscape enhancements are crucial. Phase 2 of the construction will be from Boston Mills / Castlederg Side Road to King Street. • The Region (Project Manager) noted the full roll plans will be circulated to TAC as the presentation slides do not show the full corridor. • The Region (Development Services) confirmed that their concern about two subdivision development applications had been addressed. 	Region/ Town
3	<p>Olde Base Line Road Feasibility Study</p> <ul style="list-style-type: none"> • Dillon Consulting (Project Manager) presented the Feasibility Study for Olde Base Line Road from Airport Road to Highway 10 (approximately 9 km). The study found that trucks can use this roadway and the road can also be used as a cyclist route. • Property along this route was found to be very tight, affecting the ability to widen the road and the potential for farm equipment to use this road. • Repaving the road and increasing the paved shoulder spacing, within the current property limits, would result in an acceptable route for cyclist and truck usage. A full Class Environmental Assessment would be required with Public consultation. 	
4	<p>Next Steps</p> <ul style="list-style-type: none"> • The Region (Project Manager) requested TAC to advise by August 27 of any major concerns with the Technically Preferred Design so the Region is aware before approaching property owners. 	All

Public Works

Attendance	
Agencies	
Credit Valley Conservation	Rebecca Stewart Sarah Labrie
Toronto and Region Conservation	Caroline Mugo (Planner)
Town of Caledon	Arash Olia (Transportation Engineering) Brian Baird (Operations) Kant Chawla (Transportation Planning) Sally Drummond (Heritage Resource Officer) Sylvia Kirkwood (Chief Planner)
Technical Consultants	
Dillon Consulting	Paul MacLeod (Project Manager)
IBI Group	Hailey McWilliam (Environmental Planner) Scott Johnston (Project Manager)
Region of Peel	
CAD & GIS	James Lavhey (Manager)
Development Services	Elizabeth Trent (Technical Analyst) Larissa Svirplys-Howe (Manager)
Infrastructure Programming & Studies	Arthur Lee (Designer) Asha Saddi (Technical Analyst) Sally Rook (Manager) Sonya Bubas (Project Manager) Syeda Banuri (Stormwater Management)
Public Health	Michael Bennington (Built Environment)
Real Property Acquisitions	Joe Gallagher (Real Estate) Scott Beveridge (Real Estate)
Roads Design & Construction	Olek Garbos (Project Manager)
Roads Operations & Maintenance	Daniel Eberhardt (Technical Analyst)
Traffic Engineering	Denise Dang-Williams (Traffic Operations) Maurice Abu Nassar (Traffic Signals) Nishat Hassan (Traffic Safety) Rani Kol (Traffic Development) Seema Ansari (Traffic Safety)
Traffic Systems Planning	Parshan Bahrami (Principal Planner)
Water and Wastewater	Megan Lendvoy (Infrastructure Planning & Asset Management)
Utilities	
Trans-Northern Pipelines	Michelle Gruszecki
Enbridge	Emilio Labra
Hydro One	Nadeen Wadji-Houjeily

Public Works

Lauren Wilcox

From: Saddi, Asha
Sent: Friday, September 11, 2020 11:29 AM
To: Bubas, Sonya; Lee, Arthur
Subject: FW: Airport Road EA - August 20 TAC2 meeting notes
Attachments: Airport Road EA TAC 2 Meeting Minutes.doc

FYI

Thanks,

*Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca*



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From: Michelle Gruszecki <mgruszecki@tnpi.ca>
Sent: September 11, 2020 11:25 AM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: FW: Airport Road EA - August 20 TAC2 meeting notes

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Asha,

TNPI has reviewed this project and while Airport Rd does intersect 25 km South of this project, in the Town of Caledon our line is quite far away. Therefore TNPI has no interest in the development as it is very far from the TNPI line. Please remove the contacts you have on file for TNPI for this project. The ones I see are as follow:

Arhynold@tnpi.ca
seedgar@tnpi.ca
mgruszecki@tnpi.ca

Thank you,

Michelle Gruszecki
Property and Right-of-Way Administrator

OFFICE: 403-476-1644 | CELL: 403-827-9035



Trans-Northern // Trans-Nord

Make it Home



From: Alyssa Rhynold <Arhynold@tnpi.ca>
Sent: Tuesday, September 8, 2020 5:49 AM
To: Michelle Gruszecki <mgruszecki@tnpi.ca>
Cc: Sandrine Exibard-Edgar <seedgar@tnpi.ca>
Subject: FW: Airport Road EA - August 20 TAC2 meeting notes

Alyssa Rhynold
Land Administrator
Land Affairs- Land & Damage Prevention Department
TRANS-NORTHERN PIPELINES INC.
OFFICE: 289-475-5392



Trans-Northern // Trans-Nord

Make it Home



From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: September 4, 2020 4:33 PM
To: Kant Chawla <Kant.Chawla@caledon.ca>; Bell, Trevor (MOECC <Trevor.Bell@ontario.ca>; 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>; bell.moc@telecon.com; markups@enbridge.com; westcentralzonescheduling@hydroone.com; ian.mitchell@hydroone.com; edgar.henriquez@rci.rogers.com; zone2scheduling@hydroone.com; Mark-Ups <Mark-Ups@enbridge.com>; Aurora.McAllister@ontario.ca; Maria.Jawaid@ontario.ca; utility.circulations@zayo.com; info <info@tnpi.ca>; Marcel Mallia <Marcel.Mallia@enbridge.com>; meetpal.chhina@enbridge.com; sjohnston@IBIGroup.com; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Paul MacLeod <pmacleod@dillon.ca>; kim.peters@ontario.ca; Zibby Petch <zibby.petch@ibigroup.com>; Cc: 'Stewart, Rebecca' <Rebecca.Stewart@cvc.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Nadeen.Wajdi-Houjeily@HydroOne.com; Michelle Gruszecki <mgruszecki@tnpi.ca>; Emilio Labra <Emilio.Labra@enbridge.com>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Labrie, Sarah <Sarah.Labrie@cvc.ca>; Willemse, Merrilees <mwillemse@dillon.ca>; Alyssa Rhynold <Arhynold@tnpi.ca>

>; Sandrine Exibard-Edgar <seedgar@tnpi.ca>; Mike.Miller@enbridge.com; Meetpal Chhina <Meetpal.Chhina@enbridge.com>; Lavhey, James <james.lavhey@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gardiner, Len <len.gardiner@peelregion.ca>; Garbos, Olek <olek.garbos@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Dangwilliams, Denise <denise.dang@peelregion.ca>; Bahrami, Parshan <parshan.bahrami@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Ansari, Seema <seema.ansari@peelregion.ca>; ZZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>; Trent, Elizabeth <elizabeth.trent@peelregion.ca>; Levesque, Karen <karen.levesque@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Gallagher, Joe

<joe.gallagher@peelregion.ca>; Aymar, Matthew <matthew.aymar@peelregion.ca>; Svirplys-Howe, Larissa <larissa.svirplyshowe@peelregion.ca>; Crawford, Mark <mark.crawford@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lotecki, Nancy <nancy.lotecki@peelregion.ca>; Bennington, Michael <michael.bennington@peelregion.ca>; Eberhardt, Daniel <daniel.eberhardt@peelregion.ca>; Ursitti, Franca <franca.ursitti@peelregion.ca>; Ghai, Kiran <kiran.ghai@peelregion.ca>; Abu-Nassar, Maurice <maurice.abu-nassar@peelregion.ca>; Lendvoy, Megan <megan.lendvoy@peelregion.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>

Subject: Airport Road EA - August 20 TAC2 meeting notes

CAUTION: This email originated from outside of the TNPI organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All,

Attached for your review are the meeting notes from our second TAC meeting held on August 20. Please let me know of any comments or revisions by Friday, September 11.

Regards,

*Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca*



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AIRPORT ROAD

AREA: C-25, C-26, C-36, C-37, C-48 AND C-49.
P.N. 16-4360

RATIO 1:4000
SHEET 1 OF 6

LEGEND

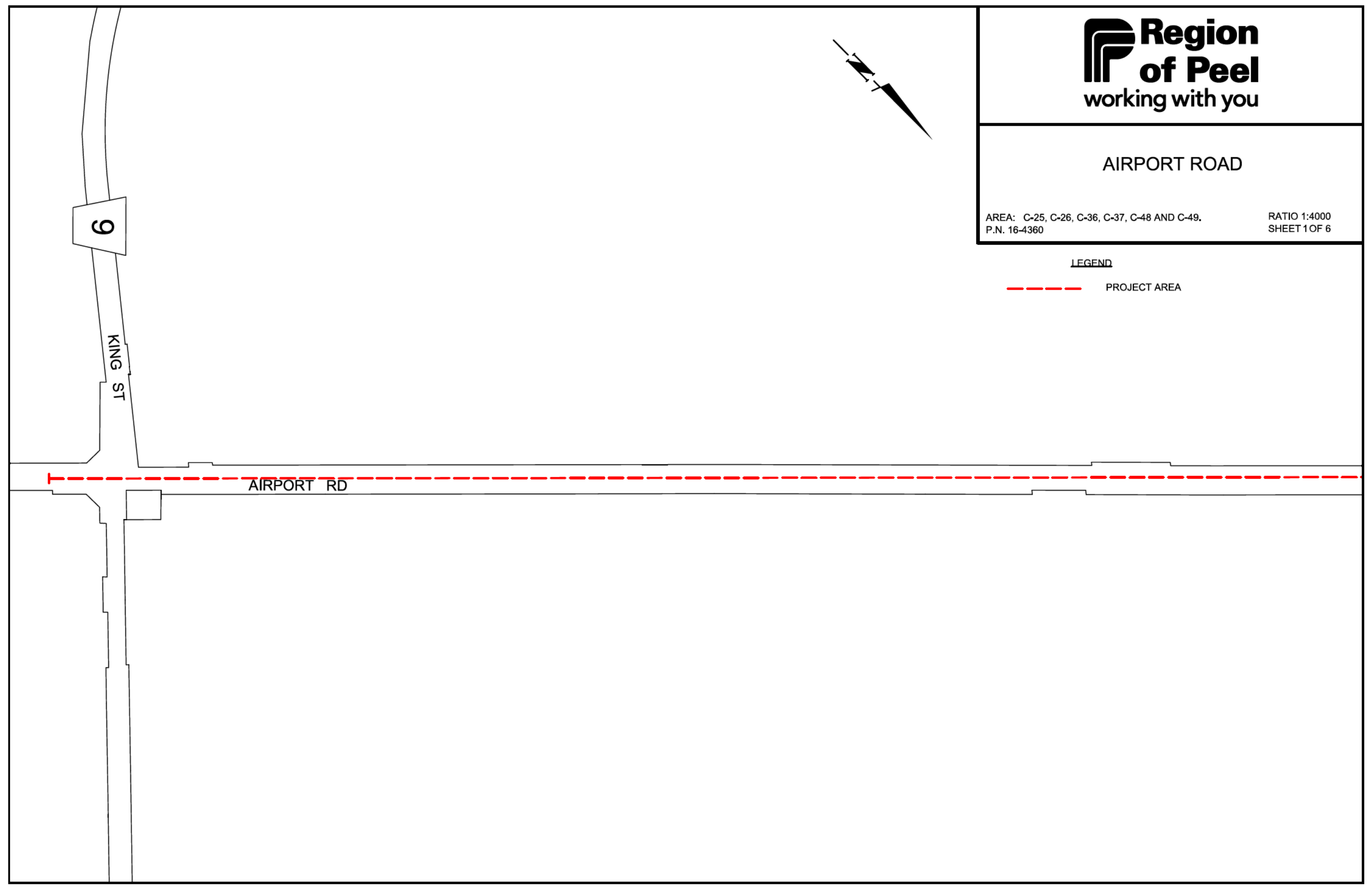
----- PROJECT AREA



6

KING ST

AIRPORT RD



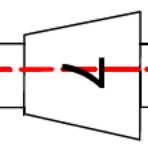
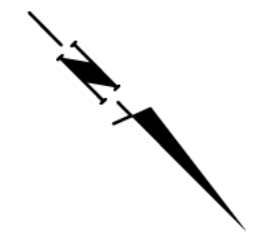
AIRPORT ROAD

AREA: C-25, C-26, C-36, C-37, C-48 AND C-49.
P.N. 16-4360

RATIO 1:4000
SHEET 2 OF 6

LEGEND

----- PROJECT AREA



AIRPORT RD

AIRPORT ROAD

AREA: C-25, C-26, C-36, C-37, C-48 AND C-49.
P.N. 16-4360

RATIO 1:4000
SHEET 3 OF 6

LEGEND

--- PROJECT AREA



BOSTON MILLS RD

OLDE BASE LINE RD

AIRPORT RD

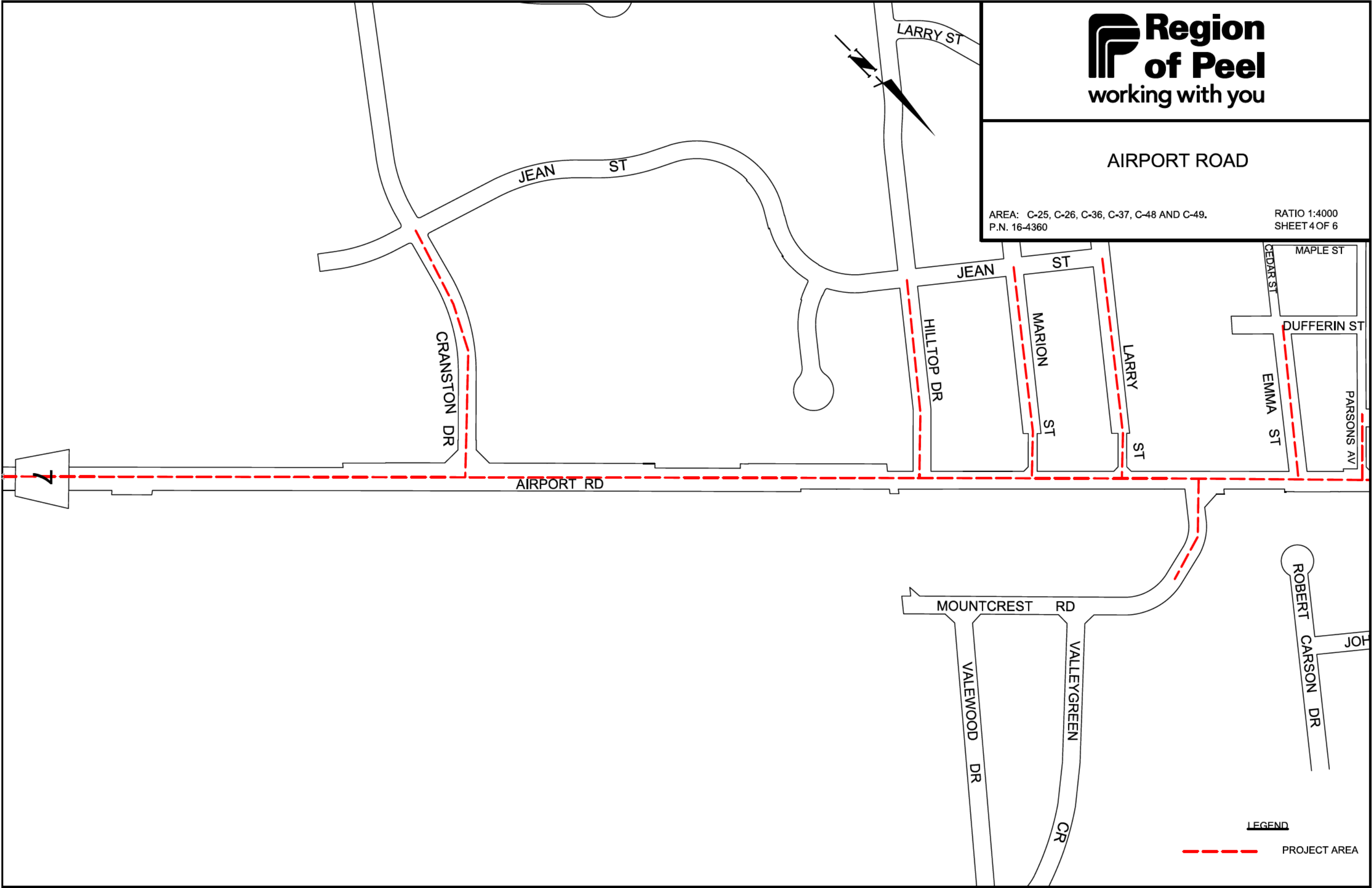
CASTLEDERG SRD

SEE SHEET 6 FOR LIMITS ON CASTLEDERG SRD

AIRPORT ROAD

AREA: C-25, C-26, C-36, C-37, C-48 AND C-49.
P.N. 16-4360

RATIO 1:4000
SHEET 4 OF 6



LEGEND
----- PROJECT AREA

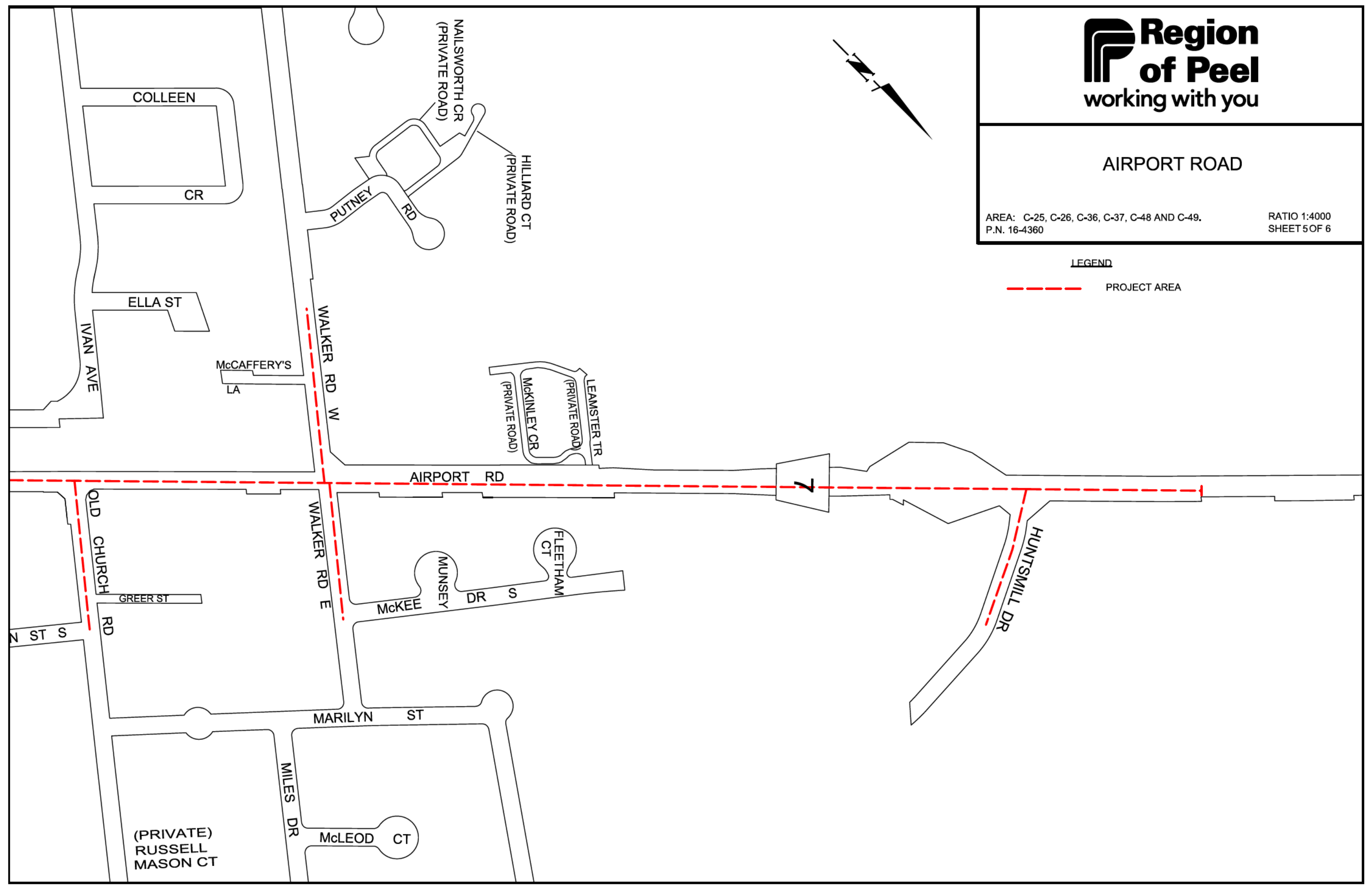
AIRPORT ROAD

AREA: C-25, C-26, C-36, C-37, C-48 AND C-49.
P.N. 16-4360

RATIO 1:4000
SHEET 5 OF 6

LEGEND

----- PROJECT AREA



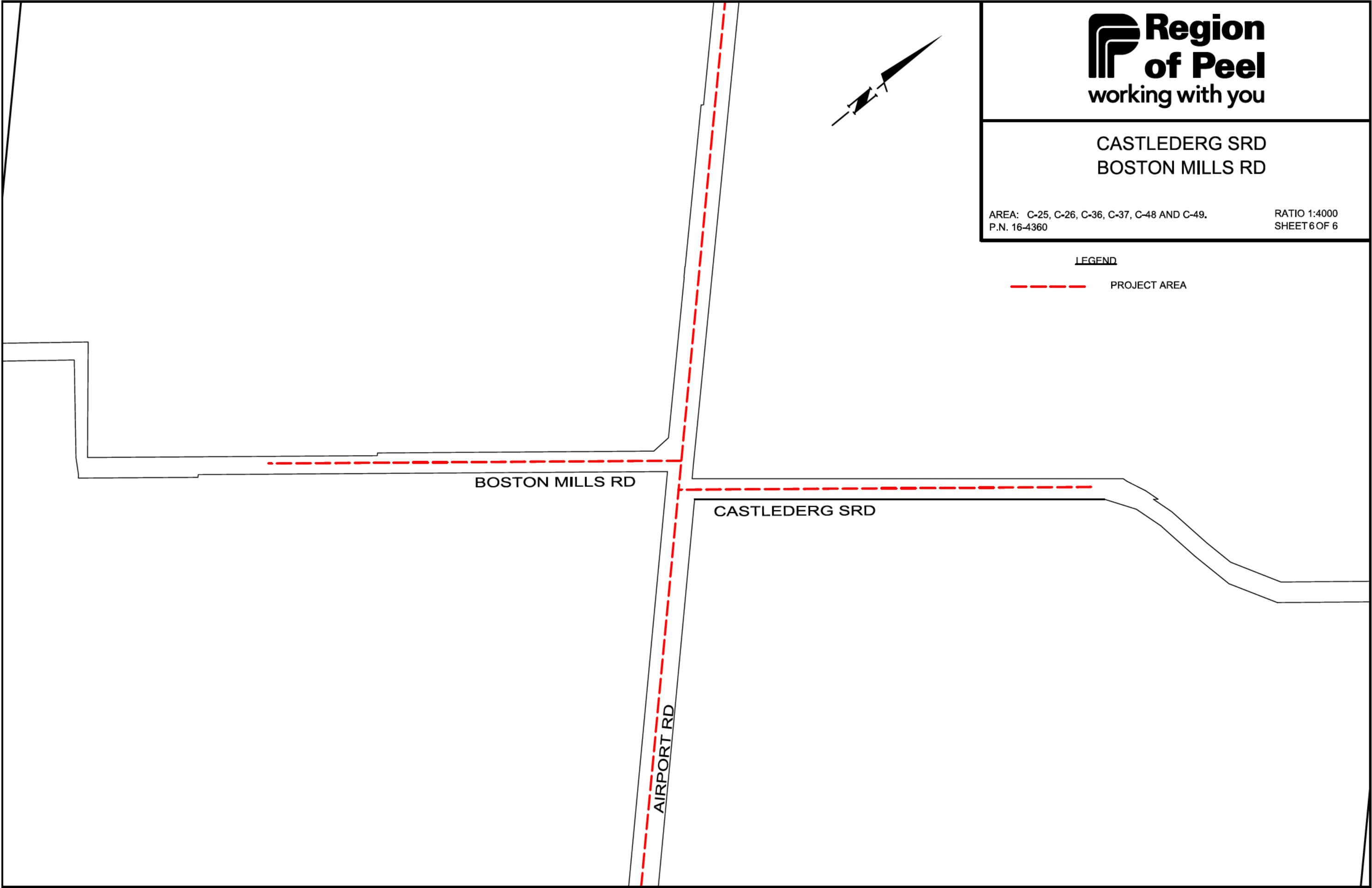
CASTLEDERG SRD
BOSTON MILLS RD

AREA: C-25, C-26, C-36, C-37, C-48 AND C-49,
P.N. 16-4360

RATIO 1:4000
SHEET 6 OF 6

LEGEND

----- PROJECT AREA



BOSTON MILLS RD

CASTLEDERG SRD

AIRPORT RD

Lauren Wilcox

From: Lee, Arthur
Sent: Wednesday, February 7, 2018 4:25 PM
Cc: Bubas, Sonya
Subject: 16-4360 Airport Road King Street to Huntsmill Dr - Utility Circulation
Attachments: Airport road - Util Circulation.pdf

Hi All,

The Region of Peel is conducting a preliminary design along Airport Road between King Street and Huntsmill Dr. The limits and scope of the design is as shown in the attached drawing.

Please provide a markup of the utilities known within the ROW before the following date: **Wednesday February 28th 2018.**

Also, please do not hesitate to contact me if you require any additional information or DGN files.

Kind Regards,



Arthur Lee

Technical Analyst, Infrastructure Programming and Studies
Transportation, Public Works

10 Peel Centre Dr., Suite B, 4th Floor, Brampton, ON L6T 4B9

Arthur.Lee@peelregion.ca

tel: 905-791-7800, ext. 7872

[@regionofpeel](https://twitter.com/regionofpeel)

peelregion.ca

Lauren Wilcox

From: ian.fleming@zayo.com on behalf of Utility Circulations <utility.circulations@zayo.com>
Sent: Friday, April 13, 2018 3:01 PM
To: Bubas, Sonya
Subject: Re: Airport Rd EA - Technical Advisory Committee Meeting - April 26 2018

Good Afternoon Sonya,

Zayo has no existing plant in the area, we will not be attending the meeting. Thank you.

Ian Fleming
Utility Circulations

On 12 April 2018 at 19:24, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

Good Day,

You are invited to attend the next Technical Advisory Committee (TAC) meeting for the Class Environmental Assessment (EA) on Airport Road from King Street to Huntmill Drive in Caledon. The meeting will be held:

April 26, 2018, 1:30pm to 3:30pm

[7120 Hurontario Street \(Room 2-131\), Mississauga](#)

Please join us to review the progress of Phases 1 and 2 of the Class EA. An agenda and review materials will be provided in advance.

Kindly reply by April 20 to confirm your attendance. If you cannot attend, please send a representative on your behalf.

Thank you and we look forward to meeting with you,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

[10 Peel Centre Dr., Suite B](#), 4th Floor

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



Other Correspondence

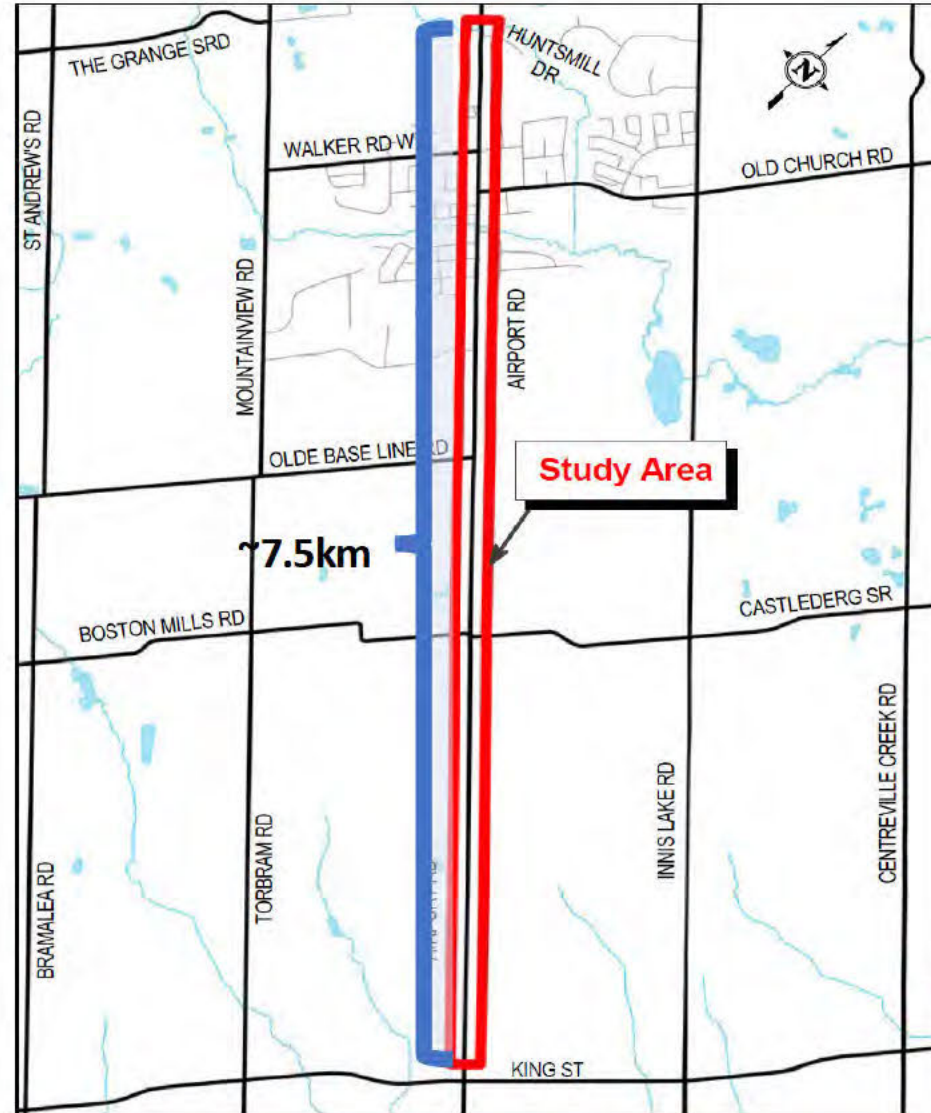
Environmental Assessment

Airport Road from King Street to Huntsmill Drive



Active Transportation Task Force Meeting
October 16, 2020

Study Area

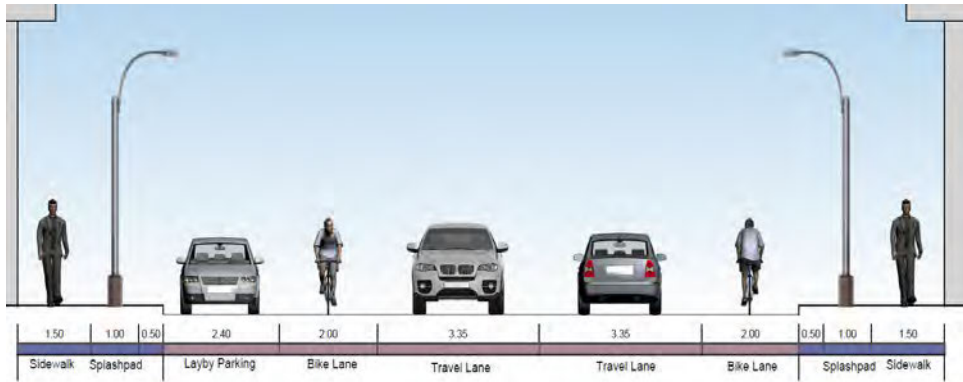


2-lane Major Regional Road serving local, through and truck traffic

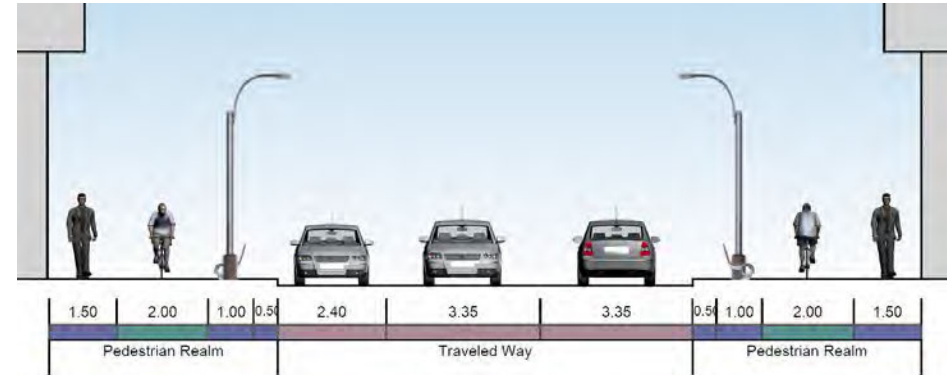
Caledon Trailway to Walker Road

Active Transportation Alternatives

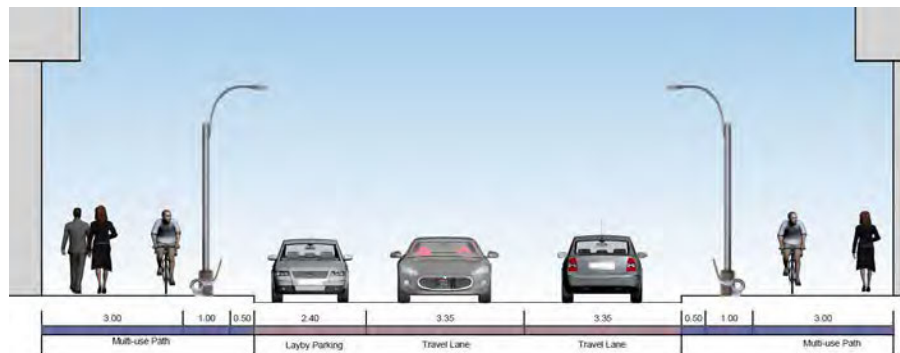
Buffered Bike Lanes and Sidewalks



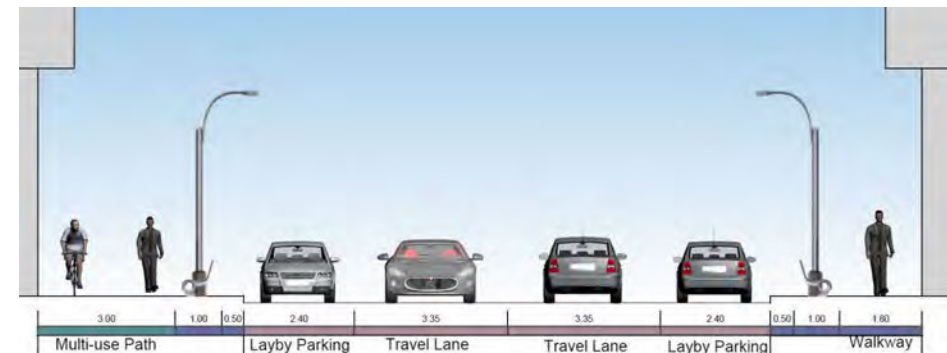
Cycle Tracks and Sidewalks



Multi-use Paths



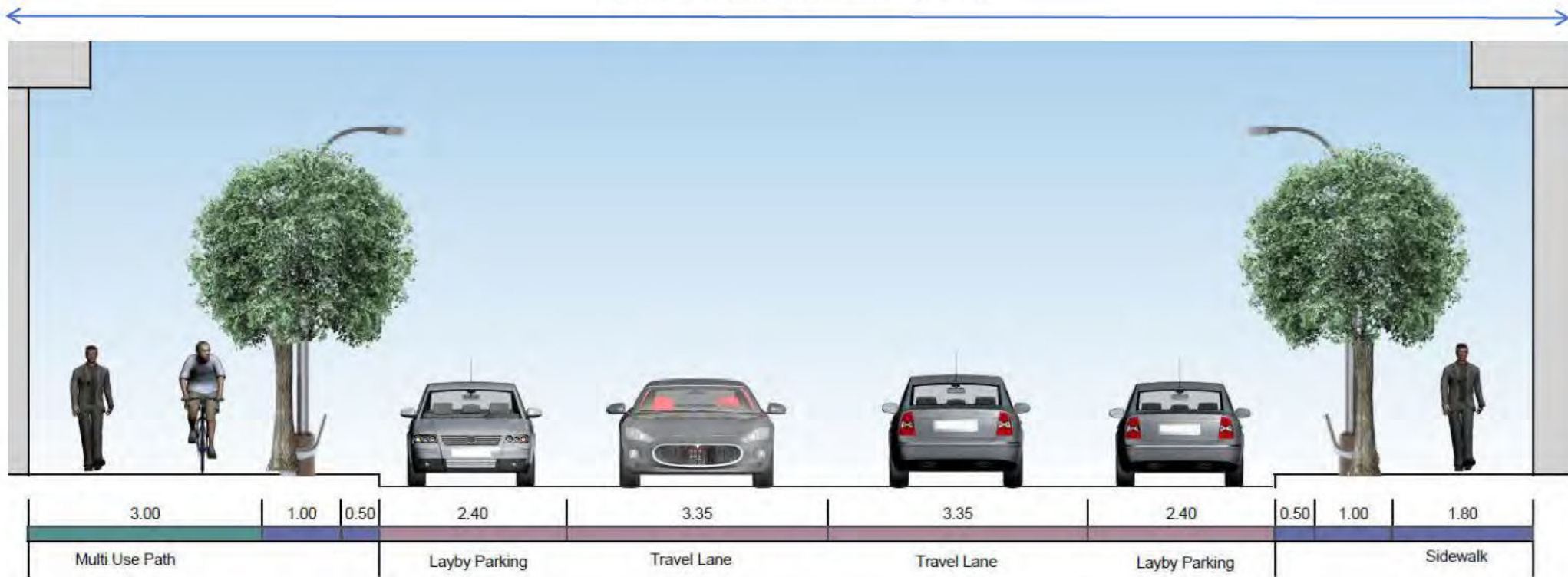
Multi-use Path and Sidewalk



Caledon Trailway to Walker Road

Reduced Lane Widths with Multi-use Path on West Side and Improved Sidewalk on East Side (Streetscaping included)

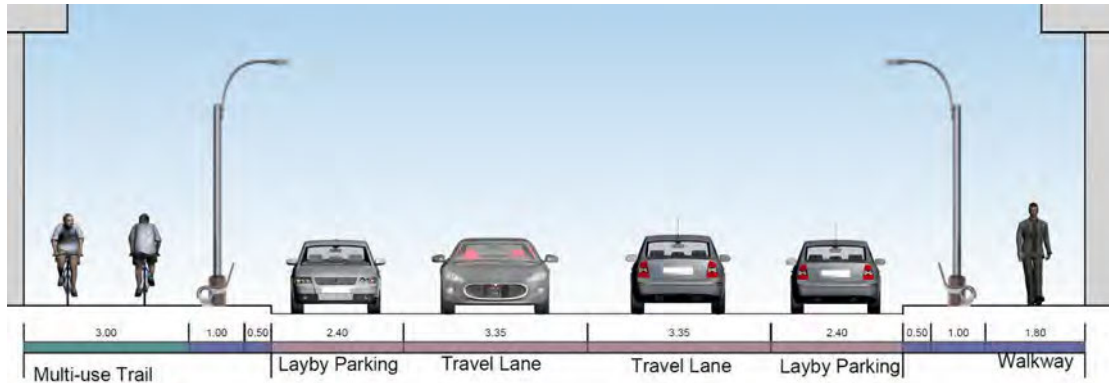
Designated Right-of-Way: 26m



Rest area benches within the right-of-way in Caledon East, where possible.

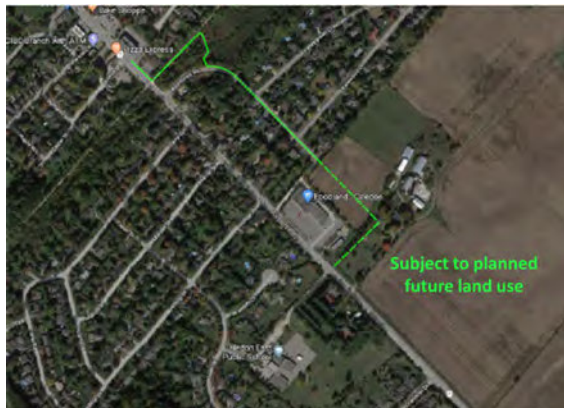
Urban Area / Caledon East Technically Preferred Design

Reduced Lane Widths with Multi-use Path on West Side and Improved Sidewalk on East Side and Streetscaping



Designated Right-of-Way:

26m from Caledon Trailway to Walker Road



Signed bike route through East Neighborhood south of Caledon Trailway provides connectivity, bypassing narrow portion of corridor

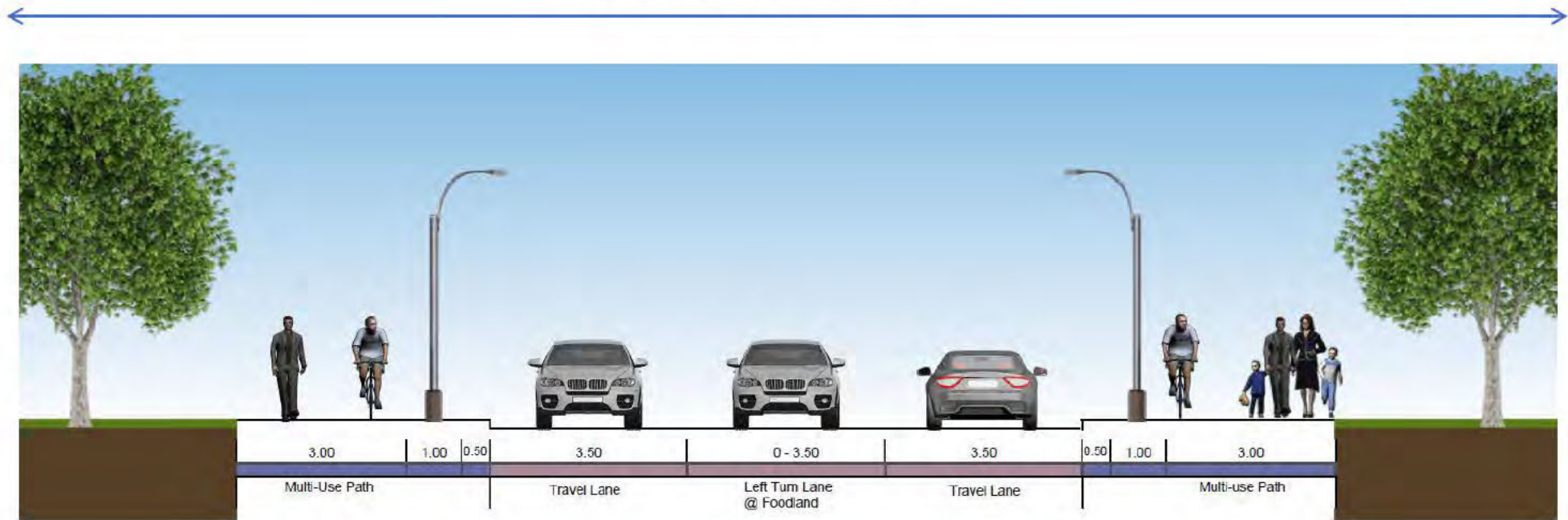
AT Improvements:

- Direct access to major cycling generator (Trailway)
- Physical separation between cyclists and travel lanes for vehicles
- Minimal removal of on-street parking
- Improved opportunities for aesthetics through streetscaping
- Provide green surface treatment at the driveway entrances to warn cyclists and drivers due to the shared space
- Separated crossrides will be provided at major intersections for safe crossing without dismounting at **Walker Rd**, **Olde Base Line Rd**, and **Old Church Rd**

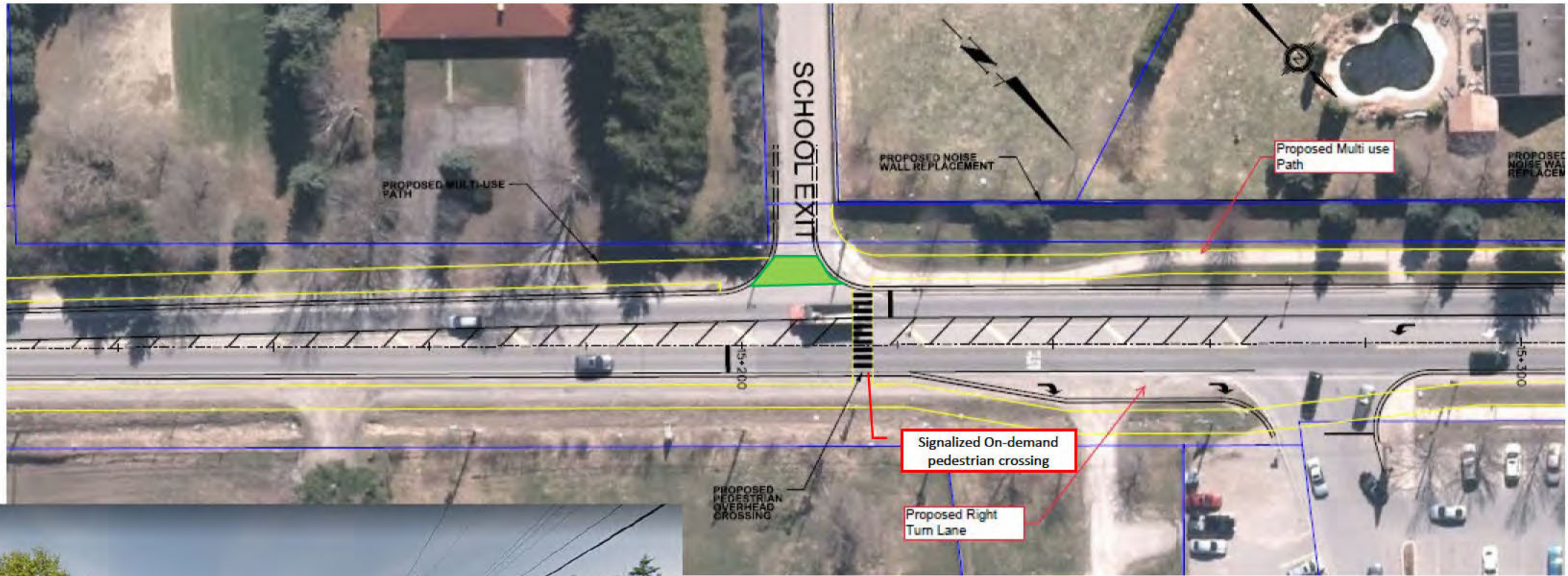
South of Hilltop Drive (School Entrance) to Cranston Drive

Reduced Lane Widths with Multi-Use Paths

Designated Right-of-Way: 45m



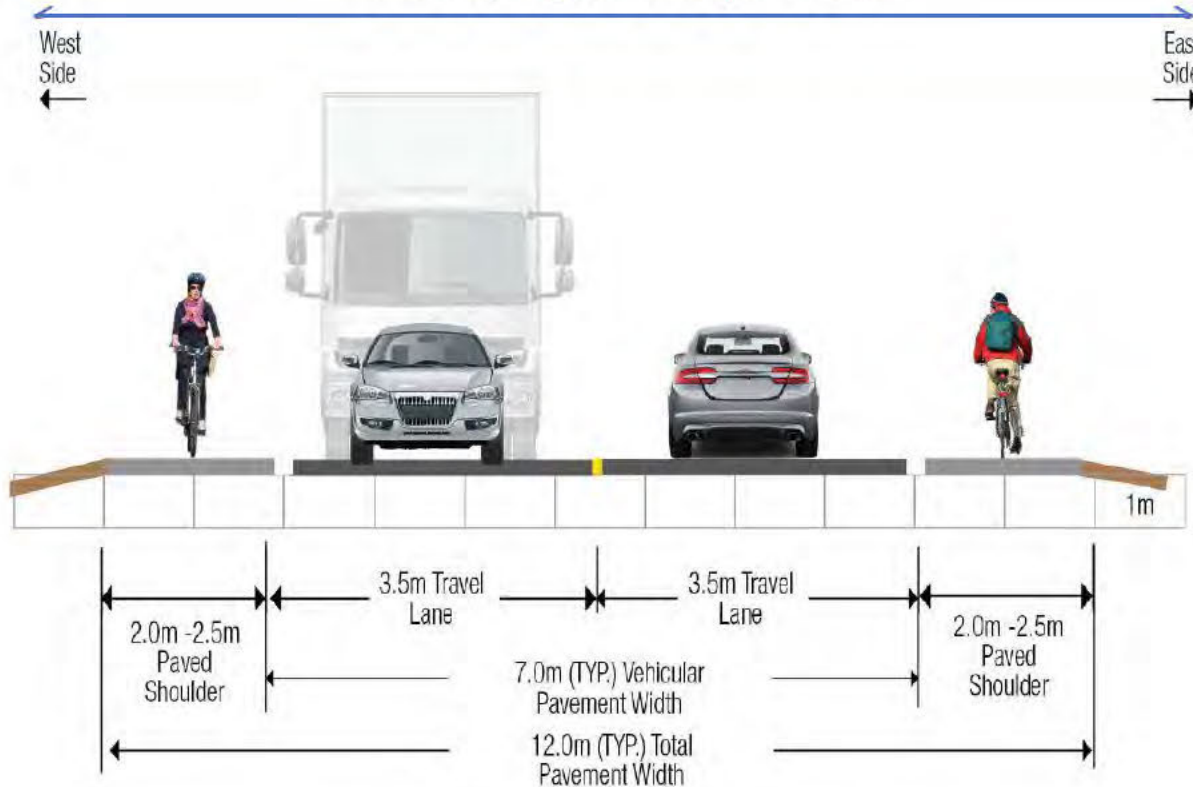
Airport Road – School Exit Crossing, South of Plaza entrance



Rural Area Technically Preferred Design

Reduced Lane Widths with Paved Shoulders and Rumble Strips

Existing Right-of-Way: 20-33m



AT Improvements:

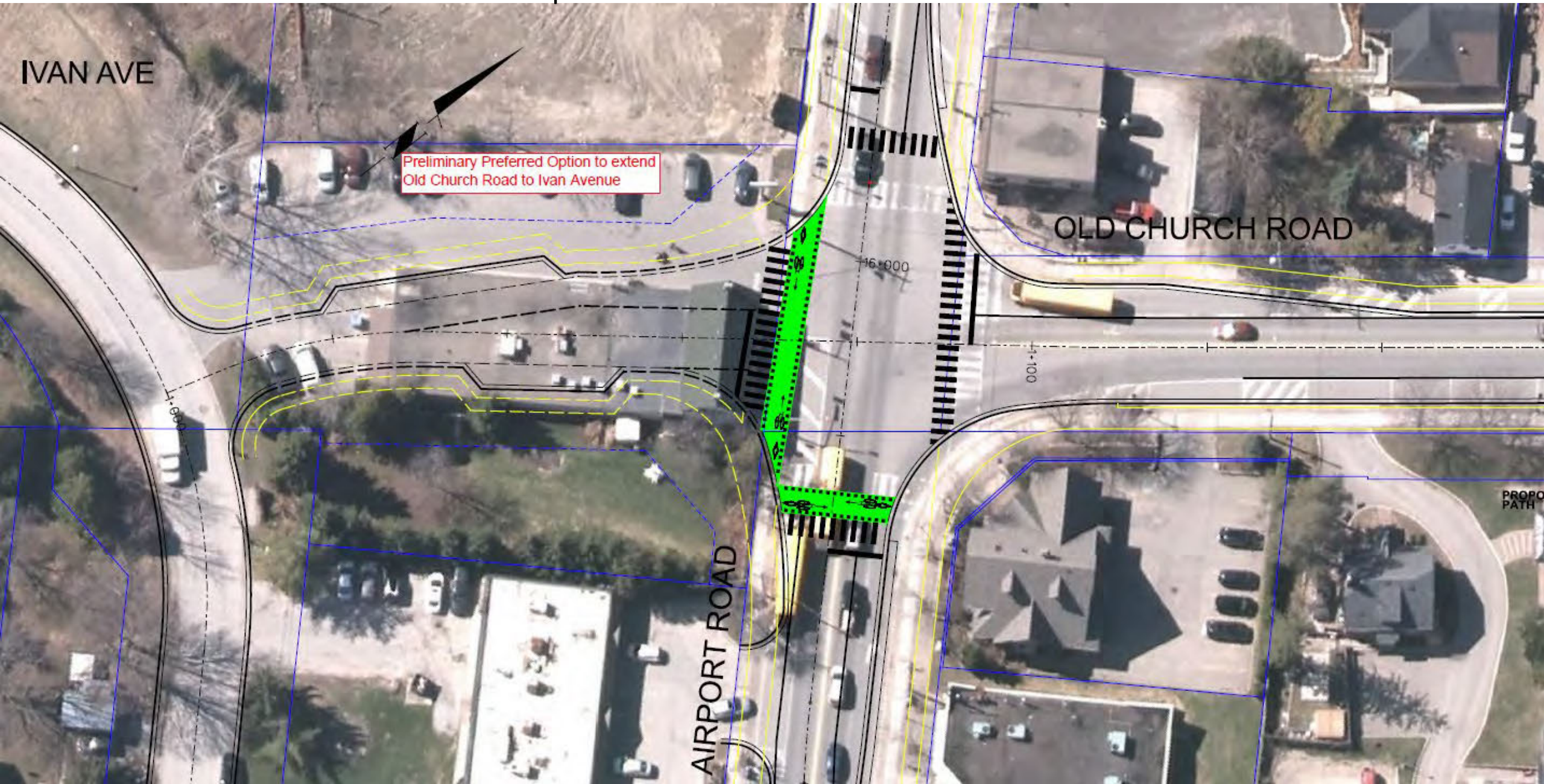
Paved shoulders to improve surface conditions for cycling and walking

Narrow rumble strips to alert drivers drifting off the travel lane

Designated Right-of-Way:

45m from North of King Street to Olde Base Line Road
36m from Leamster Trail to Huntsmill Drive

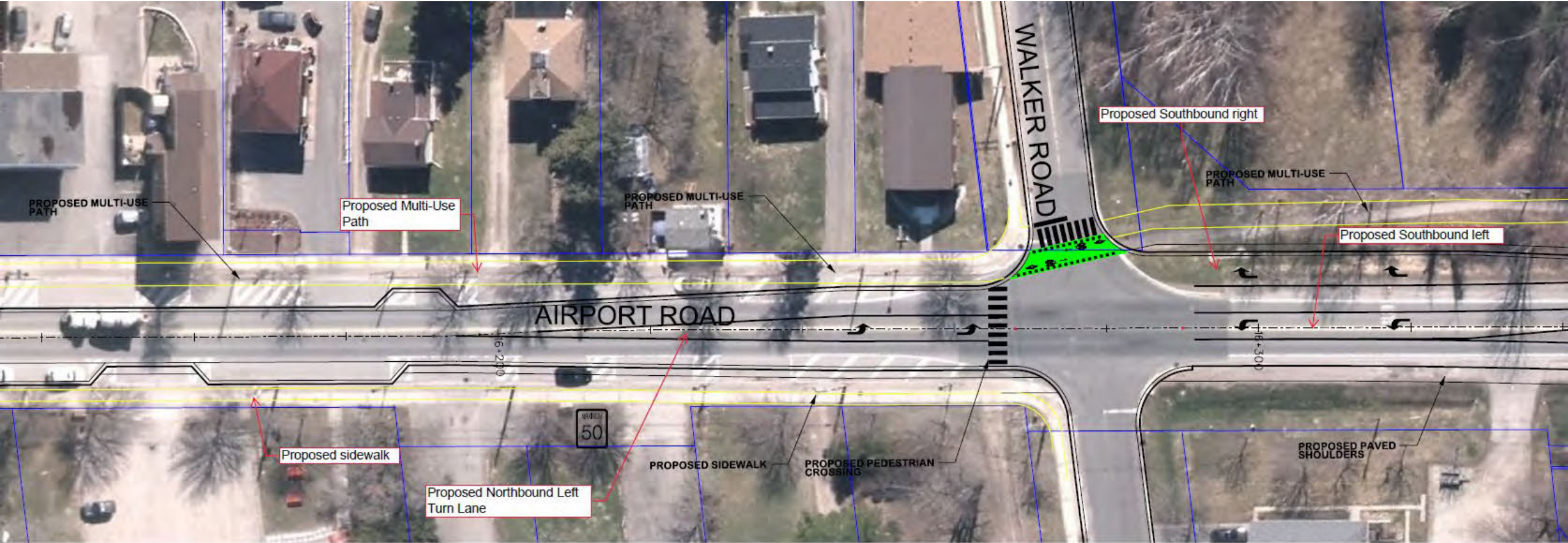
Airport Road – Old Church Road



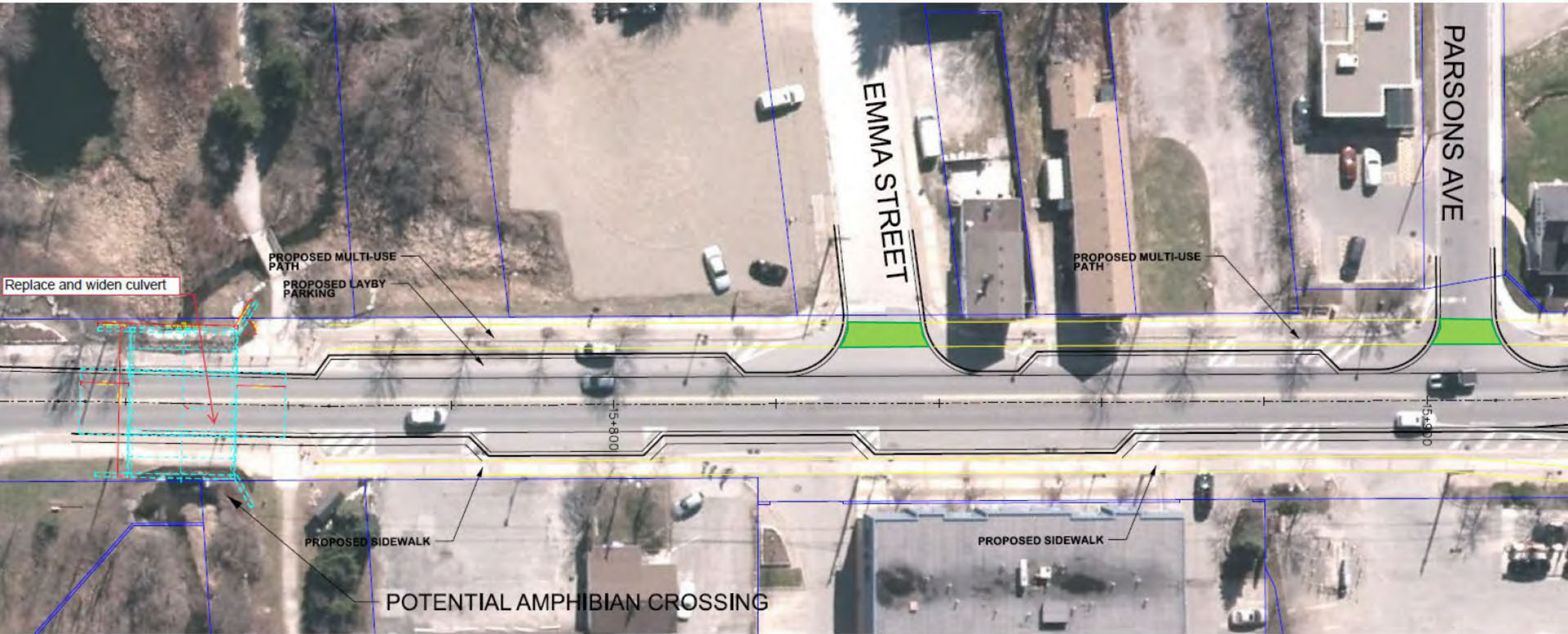


LOOKING SOUTHWEST FROM OLD CHURCH RD

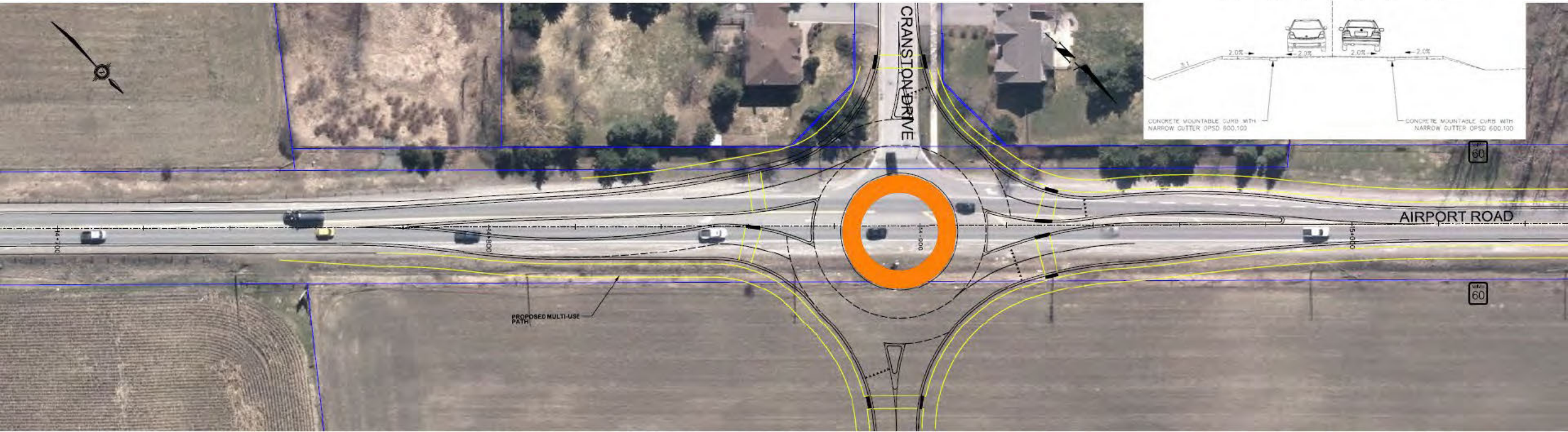
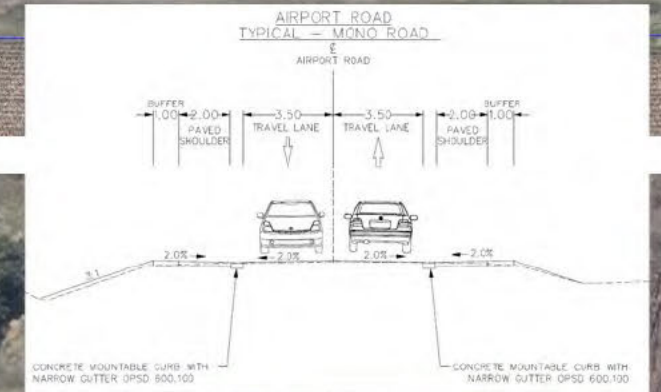
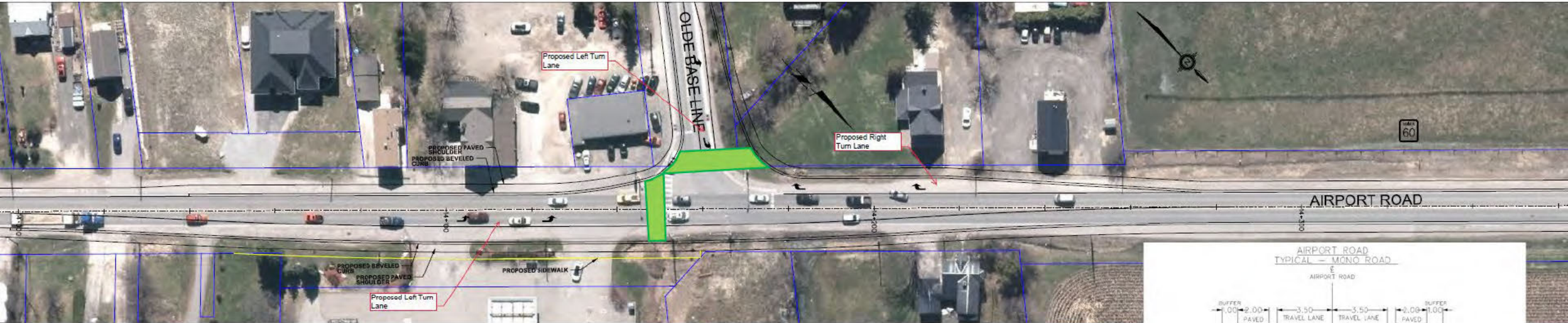
Airport Road – Walker Road Technically Preferred Design



Airport Road – Emma Street and Parsons Ave Technically Preferred Design



Airport Road – Olde Base Line Road to Cranston Drive Technically Preferred Design



DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Transportation								
Improves traffic operations	<ul style="list-style-type: none"> Constrained traffic operations in 2041, however carried forward for comparison purposes. 	<ul style="list-style-type: none"> Could only be implemented through signage. A raised curb / median is not geometrically feasible given driveway location or configuration. With signage this option is unlikely to be effective, will experience violators, is difficult to enforce, will experience additional driver confusion, thus does not address safety issues. Does not provide a signalized egress to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Inbound entrance on Airport Road may be implemented through narrow entry, raised medians. Traffic exiting the property uses Ivan Avenue, then Parsons Avenue, to access Airport Road. Potential for infiltration is low as Ivan Avenue does not lead to major destinations. Traffic diverted to Parsons Avenue and Airport Road does not operate well during peak times. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The affected property would only have a rear access to Ivan Avenue, and traffic to the property would need to turn onto Parsons Avenue, then Ivan Avenue, to access the site. Potential for infiltration is low as Ivan Avenue does not lead to major destinations. Traffic operations at the Parsons Avenue and Airport Road unsignalized intersection are poor during peak times and will deteriorate further over time with traffic growth. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The access would be relocated approximately 70m to the north of the intersection with a driveway leading to the existing location of parking and building. Access on Ivan Avenue would not be affected. Does not provide a signalized egress to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Reduces capacity compared to current conditions resulting in notable increase in congestion. Likely to experience complaints with concerns regarding negative impact to road function for through traffic. A minor benefit is some potential to divert through traffic away from Airport Road due to congestion. Longer traffic delays for all movements due to traffic signals that phase in green light for one direction at a time. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Improves traffic operations at intersection and for west neighbourhood. Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses. 	<ul style="list-style-type: none"> Improves traffic operations at intersection and for west neighbourhood. Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses.
Improves traffic safety	<ul style="list-style-type: none"> Poor safety performance (significant concerns with operation under current configuration), however carried forward for comparison purposes. 	<ul style="list-style-type: none"> Little to no benefit under signage plan. Does not address sightline issue. Drivers turning right out of the parking lot will be looking left for oncoming vehicles. View of pedestrians walking north is blocked by the building. 	<ul style="list-style-type: none"> Notable benefit provided by removal of outbound traffic at driveway on Airport Road. Drawback in safety due to some occurrence of violators (exiting onto Airport), non-standard intersection (one-way driveway), and increased traffic at Parsons Avenue. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Increase in traffic at unsignalized exit at Parsons Avenue may affect safety. 	<ul style="list-style-type: none"> Resolves safety issue at driveway. Resolves sightline and related safety constraints at intersection. 	<ul style="list-style-type: none"> Improves safety performance with signals for private driveway. Does not resolve sightline and related safety constraints. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Resolves sightline and related safety constraints. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Full signalization would eliminate split phases and resolve sightline issue.
Improves road geometrics	<ul style="list-style-type: none"> No change to road geometrics. 	<ul style="list-style-type: none"> Right-in and right-out raised curb is not geometrically feasible. 	<ul style="list-style-type: none"> Improves driveway geometrics. 	<ul style="list-style-type: none"> Trucks and large vehicles may not be able to manoeuvre in and out of the narrow parking lot. 	<ul style="list-style-type: none"> Geometrically feasible. 	<ul style="list-style-type: none"> Improves road geometrics for truck movements from westbound Old Church Road to northbound Airport Road. 	<ul style="list-style-type: none"> Significantly improves road geometrics. 	<ul style="list-style-type: none"> Significantly improves road geometrics.
Conforms to transportation planning policies and plans	<ul style="list-style-type: none"> Does not support the goals of the Region of Peel Long Range Transportation Plan and Vision Zero; and Caledon East Community Improvement Plan (i.e., does not improve road network connectivity and safety performance). 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issues). 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issue). 	<ul style="list-style-type: none"> Supports the goals of Vision Zero and Community Improvement Plan through resolved safety issues and constraints. Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Partially supports the goals of Vision Zero and Community Improvement Plan (i.e., improves safety performance and does not resolve sightline issue). Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue. 	<ul style="list-style-type: none"> Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Natural Environment								
Complies with Provincial environmental planning policies	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Policy interpretation to be confirmed. 	<ul style="list-style-type: none"> Policy interpretation to be confirmed.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> No impacts to environmentally sensitive lands. Potential loss of some mature trees. No impact to watercourse crossings. Minor encroachment into meadow community of urban concern. Potential encroachment into buffer surrounding treed swamp community. No impact to species at risk and their habitat. 	<ul style="list-style-type: none"> No impacts to environmentally sensitive lands. Potential loss of some mature trees. No impact to watercourse crossings. Minor encroachment into meadow community of urban concern. Potential encroachment into buffer surrounding treed swamp community. No impact to species at risk and their habitat.
Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunities to improve wildlife crossing. 	<ul style="list-style-type: none"> Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community. 	<ul style="list-style-type: none"> Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community.
Maintains or reduces risk for natural hazards	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. Most of the land potentially affected by the driveway is within the flood plain with only a small portion on usable land, and therefore may not be feasible. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Healthy Communities								
Provides for active transportation	<ul style="list-style-type: none"> Does not provide for active transportation. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road and Old Church Road. 	<ul style="list-style-type: none"> Accommodates active transportation on Airport Road and Old Church Road.
Promotes healthy, age-friendly and accessible environments	<ul style="list-style-type: none"> No opportunities to promote healthy, age-friendly and accessible environments. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Closed access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Relocated access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at Old Church Road intersection. No refuge medians or pedestrian islands at Old Church Road intersection. Opportunity for flaring of sidewalks at Old Church Road intersection (to be confirmed). Upgrade at Old Church Road intersection will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross. No refuge medians or pedestrian islands. Opportunity for flaring of sidewalks at intersection (to be confirmed). Upgrade will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at intersection(s). No refuge medians or pedestrian islands at intersection(s). Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act. 	<ul style="list-style-type: none"> Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. Reduced lane widths to cross at intersection(s). No refuge medians or pedestrian islands at intersection(s). Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act.
Avoids or reduces negative impact on air quality	<ul style="list-style-type: none"> No air quality impacts. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan. 	<ul style="list-style-type: none"> Similar air quality impacts as future no build scenario. Increased dust during construction controlled by emissions management plan.
Avoids or reduces noise impacts	<ul style="list-style-type: none"> Avoids noise impacts. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice. 	<ul style="list-style-type: none"> Changes in future sound levels are expected to be small. Increased noise during construction will be controlled by Construction Code of Practice.

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Social, Cultural and Economic Environment								
Conforms to Municipal planning policies	<ul style="list-style-type: none"> Does not fully conform to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements). 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements). 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies. 	<ul style="list-style-type: none"> Partially conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (i.e., removal of building and retaining/re-using materials is less supportive of the goal to conserve cultural heritage resources than relocating the building).
Compatible with existing and planned future land uses	<ul style="list-style-type: none"> No impact to existing and planned future land uses. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No impact to existing land uses in addition to the impacts assessed under traffic operations and property. No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection. 	<ul style="list-style-type: none"> No impact to existing land uses in addition to the impacts assessed under property. No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection. 	<ul style="list-style-type: none"> Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential). Currently no active or approved development adjacent to the intersection. Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection and shared driveway. 	<ul style="list-style-type: none"> No impact to existing and planned future land uses. 	<ul style="list-style-type: none"> Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential). 	<ul style="list-style-type: none"> Could provide an alternative access to Old Church Road versus Airport Road for the adjacent property to the north.
Avoids or reduces property impacts (including cultural heritage and local economic impacts)	<ul style="list-style-type: none"> Avoids property impacts. No impact to businesses. No opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Allows property to continue as existing. Driveway currently functions as a full-movement access to property. Removal of access could increase property impact. Property owner and/or commercial tenant may be concerned about inconvenience to customers. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Driveway currently functions as a full-movement access to property. Removal of access could increase property impact. Could become an inconvenient site for commercial uses potentially leading to an under utilized or vacant site. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Relocated access on Airport Road may not be acceptable given proximity (70m) to the Old Church Road intersection. Property owner and/or commercial tenant may be concerned about inconvenience to customers. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> No private properties required (low property impact). No buildings or structures displaced. Driveway access improved. Improved driveway access may attract new patrons to business on-site. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. 	<ul style="list-style-type: none"> Various properties impacted (high property impact). Major disruption to residential and business tenants due to relocation of building. Road extension with relocation of building to the north would provide a new access to the building (potential for revised site plan to provide rear parking and no access from Airport Road). Temporary disruption to business due to relocation of building. Access to one business may be affected during construction. Opportunity for onstreet parking in Caledon East. Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)). 	<ul style="list-style-type: none"> One property displaced (major property impact). One building displaced with major disruption to residential and business tenants. Potential loss of business if it cannot be relocated within the Study Corridor. Access to one business may be affected during construction. Opportunity for onstreet parking in Caledon East. Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)).

DRAFT ASSESSMENT OF OLD CHURCH ROAD AND AIRPORT ROAD INTERSECTION OPTIONS

March 12, 2020

Alternatives Criteria	Do Nothing	Modify Driveway Access				Signalize Driveway Access with Split Phasing	Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access	Relocate Access to the North (on adjacent properties)		Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential (to be confirmed for driveway location on adjacent properties). 	<ul style="list-style-type: none"> Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> One built heritage resource relocated (currently not designated under Ontario Heritage Act). Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> One built heritage resource displaced (currently not designated under Ontario Heritage Act). Heritage materials would be retained for record and/or re-use and a commemorative plaque considered near the former site. Lands impacted are disturbed with no archaeological potential.
Supports Goods Movement	<ul style="list-style-type: none"> No impact to goods movement corridors. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Minor delay to delivery of goods to commercial use at closed driveway. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and existing Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and existing Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road.
Reduces complexity of construction	<ul style="list-style-type: none"> No construction cost. No change to road operations and maintenance costs. No conflict with utilities and municipal infrastructure. No construction staging. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Minor increase in operations cost for extra traffic light. No change to road maintenance cost. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. No change to road operations and maintenance costs. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Road operations and maintenance impacts to be confirmed. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Minor increase in operations cost for extra traffic light. No change to road maintenance cost. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Greater cost to construct than intersection improvements. High cost. Greater cost to construct than road extension with removal of building due to combined property and building relocation/reconstruction impacts. Greater cost to operate and maintain than intersection. Utilities and municipal infrastructure to be relocated. Minimal construction staging and traffic impacts. 	<ul style="list-style-type: none"> Greater cost to construct than intersection improvements. High cost. Less cost to construct than road extension with relocation of building due to less property and building relocation/reconstruction impacts. Greater cost to operate and maintain than intersection. Utilities and municipal infrastructure to be relocated. Minimal construction staging and traffic impacts.
Evaluation								
Summary	Does not address problem & opportunity.	Not geometrically feasible with raised curb and not effective through signage alone.	Not preferred due to potential traffic and economic impacts.	Not preferred due to potential traffic and economic impacts.	Not preferred due to potential access restrictions and land development constraints.	Least preferred due to increase in traffic delay / congestion at intersection.	Second Preferred due to transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal.	Preferred due to transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation.
	Not carried forward	Not carried forward	Not Preferred	Not Preferred	Not Preferred	3rd Preferred	2nd Preferred	1st Preferred

From: [Bubas, Sonya](#)
To: [Peggy Tollett](#); [Rook, Sally](#)
Cc: [Carey Herd](#); [Farr, Andrew](#); [Douglas McGlynn](#); [Casey Blakely](#); [Arash Olia](#); [Ian Todhunter](#); [Kant Chawla](#); [Avsec, Joe](#); [Nieuwenhuysen, Bob](#); [Gorman, Gayle](#); [Beveridge, Scott](#); [Gallagher, Joe](#); [Fuwing Wong](#); [Sylvia Kirkwood](#); [Ryan Grodecki](#)
Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd
Date: Tuesday, April 14, 2020 1:38:00 PM
Attachments: [image001.png](#)

Hi Peggy,

Thank you for your email. We will keep the Town informed of next steps in the EA.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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From: Peggy Tollett <Peggy.Tollett@caledon.ca>

Sent: April 14, 2020 8:54 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>

Cc: Carey Herd <Carey.Herd@caledon.ca>; Farr, Andrew <andrew.farr@peelregion.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Avsec, Joe <joe.avsec@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Gorman, Gayle <gayle.gorman@peelregion.ca>; Beveridge, Scott <scott.beveridge@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

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Hi Sonya,

Thanks for your email.

From a traffic perspective and to re-align the intersection engineering staff are supportive of this initiative if it contributes to enhancing the safety of the intersection by the elimination of intersection skew. It can be supported from the safety standpoint;

We would like some additional information to understand the additional trips that will be

diverted to Ivan Avenue while we recognize it will be low it would be important to have this information from a residents point of view. We would recommend additional traffic calming measures be consider as to avoid traffic using Ivan Avenue as a by-pass. We are also assuming the Environmental Assessment of Airport road would cover this extension to Ivan Avenue. The rear portion of the property is TRCA regulated and it would be important to consult with them as early as possible as this area is also in the flood plain.

Overall, we are supportive of this action however, to support the removal of the LCBO building the public would need to understand where it would go and how do we ensure that. I would think that Council would be supportive of the removal as long as the business is not lost. A final thought would be the re-development of the full area including the vacant property beside the LCBO should be looked at for future access to Airport road to ensure re-development in the future.

While we recognize this property is listed on the Town's Heritage Register the benefit from a traffic perspective and the re-align of the intersection from a safety point of view is more important.

Peggy Tollett, CPA, CGA

General Manager

Community Services

Office: 905.584.2272 x.4112

Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Tuesday, April 7, 2020 12:02 PM

To: Peggy Tollett <Peggy.Tollett@caledon.ca>

Cc: Rook, Sally <sally.rook@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

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Hi Peggy,

As a kind reminder, could you forward the Town's comments regarding Airport/Old Church Road, or let me know when we can receive comments?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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From: Bubas, Sonya

Sent: April 2, 2020 11:15 AM

To: Peggy Tollett <Peggy.Tollett@caledon.ca>; Sally Drummond <sally.drummond@caledon.ca>

Cc: Farr, Andrew <Andrew.Farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Kant Chawla <Kant.Chawla@caledon.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Beveridge, Scott <Scott.Beveridge@peelregion.ca>; Gallagher, Joe <Joe.Gallagher@peelregion.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Peggy,

I hope you are doing well. I am writing as a follow-up to my email below.

Could the Town forward feedback on the traffic and EA assessment for the Old Church Rd / Airport Rd intersection that was circulated in March? Feedback was requested by March 27 and I understand if there was a delay under current circumstances.

The Region is scheduled to provide Councillor Innis with an update next week and we will need to let her know the status of the Town's review concerning the proposed road extension. Could you please forward your comments or let me know the status of the Town's review by **April 6**?

I added Kant Chawla to this message to keep him informed as the Town's main contact on TAC.

I look forward to your reply.

Thank you and take care,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

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From: Bubas, Sonya

Sent: March 12, 2020 9:22 AM

To: Peggy Tollett <Peggy.Tollett@caledon.ca>; Sally Drummond <sally.drummond@caledon.ca>

Cc: Farr, Andrew <Andrew.Farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia

<Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>; Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Peggy,

Attached you will find 2 EA files pertaining to intersection improvements at Airport Road and Old Church Road for the Town's review and comments, respectfully requested by **March 27**. Please treat the attachments as Draft for internal review only.

The attached files include:

1. Relevant pages from the traffic report that explain the safety concerns related to the Airport / Old Church Road intersection and benefits of a road extension.
2. Draft Assessment of Old Church / Airport Road Intersection Options. Previously, the Town reviewed the options that were considered at the time (e.g., right-in/right-out access, signalize driveway, road extension). The attached assessment provides more information on options and impacts with respect to the heritage building.

I look forward to the Town's feedback on this assessment. Please let me know if you have any questions or wish to meet to discuss further.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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From: Bubas, Sonya

Sent: February 21, 2020 11:27 AM

To: Peggy Tollett <Peggy.Tollett@caledon.ca>; Sally Drummond <sally.drummond@caledon.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>

Cc: Farr, Andrew <Andrew.Farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Peggy,

Thank you for the update. I will follow-up with the information requested. We can meet after your review of this information should the Town have outstanding questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

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From: Peggy Tollett <Peggy.Tollett@caledon.ca>

Sent: February 21, 2020 10:55 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Sally Drummond <sally.drummond@caledon.ca>; Avsec, Joe <joe.avsec@peelregion.ca>

Cc: Farr, Andrew <andrew.farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

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Hi Sonya,

Staff meet again on this matter and we have another alternative:

If the Region can provide information as to the safety concerns related to this intersection, the benefits of re-aligning it, how maintaining this structure will impact their ultimate design for the road and most importantly the quantitative/qualitative analysis of alternatives, environmental, technical/social economical/ transportation/financial. We can look at options for the LCBO either re-location, preserving elements, re-use, etc. If there is enough to support from traffic and engineering the heritage aspect is only one element.

Please let me know if you need to meet further on this issue.

Peggy Tollett, CPA, CGA

General Manager

Community Services

Office: 905.584.2272 x.4112

Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

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From: Peggy Tollett

Sent: Thursday, February 13, 2020 1:49 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Sally Drummond <sally.drummond@caledon.ca>; Avsec, Joe (joe.avsec@peelregion.ca) <joe.avsec@peelregion.ca>

Cc: Farr, Andrew (andrew.farr@peelregion.ca) <andrew.farr@peelregion.ca>; Carey Herd <Carey.Herd@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Casey Blakely <casey.blakely@caledon.ca>; Arash Olia <Arash.Olia@caledon.ca>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>

Subject: FW: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Good Afternoon,

Staff meet early this week to discuss options for the EA for Airport Road in regards to the LCBO on 16000 Airport Road.

Based on our discussion the HIA that was completed meets the 3 main criteria under the Heritage Act for Contextual, Architectural and Associative. The HIA does not provide any direction of alternatives for mitigation based on retention or demolition. There is no options for moving the building, different ways to show the street, or changes to the layout of the road at this location. It is difficult to provide a decision without the understanding of regulated floodplain implications with TRCA comments or a future traffic impact study for the area, impacts on the local roads with a road extension (i.e. Ivan Ave.)

Other issues:

- The redevelopment in the area is unknown at this time and re-configuring the road may or may not help future development.
- ROP should demonstrate how maintaining this structure will impact their ultimate design for the road.
- ROP to provide quantitative/qualitative analysis of alternatives, environmental, technical/social economical/ transportation/financial;

At this point, given this is a landmark building and listed with the Heritage properties, and all the other unknowns we are recommending the building remain and other alternatives are reviewed to correct the intersection.

Below is all our other previous comments as well. If you still want to meet to discuss please let me know.

Peggy Tollett, CPA, CGA

General Manager

Community Services

Office: 905.584.2272 x.4112

Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

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From: Arash Olia

Sent: Tuesday, December 17, 2019 11:20 AM

To: Kant Chawla <Kant.Chawla@caledon.ca>

Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Peggy Tollett <Peggy.Tollett@caledon.ca>; Douglas

McGlynn <Douglas.McGlynn@caledon.ca>

Subject: RE: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

Hi Kant,

In principle, Transportation and Engineering are supportive of the safest engineering design. However, similar to any EA studies a matrix showing the pros and cons of the Old Church Road extension needs to be provided to the Town and Public for input. It is premature in nature to provide any comment in the absence of such analysis and investigation, for example how to address cut-through traffic and traffic calming issues on the side roads.

Thanks,

Arash Olia, Ph.D., P.Eng.

Interim Manager, Transportation Engineering

Finance & Infrastructure Services

Office: 905.584.2272 x.4073

Email: arash.olia@caledon.ca

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Friday, December 13, 2019 2:55 PM

To: Kant Chawla <Kant.Chawla@caledon.ca>

Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>;

Arash Olia <Arash.Olia@caledon.ca>; Fuwing Wong <Fuwing.Wong@caledon.ca>; Rook, Sally

<sally.rook@peelregion.ca>; Avsec, Joe <joe.avsec@peelregion.ca>; Peggy Tollett

<Peggy.Tollett@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Subject: Airport Rd - EA Alternatives and HIA for 16000 Airport Rd

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Hi Kant,

Thank you for taking the time to reconnect on the Airport Road Class EA. Per our discussion, I am reaching out to you as the Town's main point of contact for the Class EA.

I would appreciate if you could forward a consolidated response regarding the Town's position on the road extension alternative at Old Church Road. The messages below provide the status of the heritage impact assessment that was completed to better understand the potential impacts and mitigation for this alternative. [REDACTED]

I have copied all who were part of the messages below so they are aware that I have shared this correspondence with you and that you may be reaching out to them.

Feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

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From: Bubas, Sonya

Sent: November 21, 2019 4:46 PM

To: 'Peggy Tollett' <Peggy.Tollett@caledon.ca>; Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>;

Arash Olia <Arash.Olia@caledon.ca>; 'Fuwing Wong' <fuwing.wong@caledon.ca>; Rook, Sally

<Sally.Rook@peelregion.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>

Subject: RE: 16000 Airport Road HIA comments

Hi Peggy,

Thank you for letting me know and I look forward to the Town's collective position.

As background for Ryan and Arash, our last discussion on this option with the Town was in January. My understanding at that time was the Town (Planning and Engineering) were generally supportive of the road extension option with heritage mitigation as the outstanding issue to be addressed.

Please let me know if you have any questions or need further information.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

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From: Peggy Tollett <Peggy.Tollett@caledon.ca>

Sent: November 21, 2019 3:55 PM

To: Douglas McGlynn <Douglas.McGlynn@caledon.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Ryan Grodecki <Ryan.Grodecki@caledon.ca>;

Arash Olia <Arash.Olia@caledon.ca>

Subject: RE: 16000 Airport Road HIA comments

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Hi Sonya,

From my department we only commented on the HIA. I have copied both Ryan and Arash if they

wish to provide any comments on a road extension alternative. They might need some additional details.

Peggy Tollett, CPA, CGA

General Manager

Community Services

Office: 905.584.2272 x.4112

Cell: 416.524.2332

Email: peggy.tollett@caledon.ca

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From: Douglas McGlynn

Sent: Thursday, November 21, 2019 3:45 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Peggy Tollett <Peggy.Tollett@caledon.ca>; Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>

Subject: RE: 16000 Airport Road HIA comments

Hi Sonya,

Thanks for the email. Sorry but I have hardly been at my desk all day today.

I will have to confer with both Sylvia and Peggy concerning the road extension alternative as this falls out with my remit to provide a solution.

Will hope to have an answer for you tomorrow.

Cheers

Douglas

Douglas McGlynn

Heritage | Urban Design Planner

Office: 905.584.2272 x.4232

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Thursday, November 21, 2019 3:42 PM

To: Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Subject: RE: 16000 Airport Road HIA comments

Importance: High

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Hi Douglas,

I left a message this morning regarding the HIA report for 16000 Airport Road. Can you confirm if the Town will provide a position on the road extension alternative by the requested date of Nov 25 (Monday) while we address your comments on the report? IBI/ASI are reviewing your comments and have a few clarification questions. They may be in touch with you directly.

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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From: Bubas, Sonya

Sent: November 20, 2019 9:52 AM

To: Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Subject: RE: 16000 Airport Road HIA comments

Thank you Douglas. I will share your comments with IBI/ASI and Regional Staff on the Project Team, and reply with any questions we may have.

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

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From: Douglas McGlynn <Douglas.McGlynn@caledon.ca>

Sent: November 20, 2019 9:41 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Peggy Tollett <Peggy.Tollett@caledon.ca>

Subject: 16000 Airport Road HIA comments

Importance: High

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Good morning Sonya,

My apologies for sending this to you on November 20th, however I feel that we need to get this right.

I have marked up the PDF with more detailed comments and provide a list of the primary points that I feel should be addressed below.

- There is a lack of detail in the ownership and possible building date. We have a map of survey from 1855 and a reference to a building on the site from as early as 1860 from historic resources. Please find attached.
- There is no recognition of the building being a landmark until much later in the report. The building has a major impact on both Old Church Road and Airport Road and its location is a

vital part of the streetscape.

- ASI recognize that the property meets 2 of the criteria under 9/06 for designation whereby it only requires to meet one for designation, yet they do not state that designation is an option.
- I feel that the building also meets the criteria for representative architectural form as the only changes to the exterior are the lack of front porch columns, the change in siding material to stucco and the removal of a ground floor window. The rest of the building still maintains its form, style and multiple other attributes such as second floor windows, roof line, chimneys etc.
- The proposed mitigation is based on retention or demolition and there is no discussion about moving the building, designating it or considering other options feasible for the functional requirements of the road's extension. There is also no recognition of the flood plain or the associated impacts this will have on the development of the road.
- There needs to be a clear justification for the requirement for extending Old Church Road through to Ivan Avenue. Is this for ease of access to the northerly adjacent site? Once the LCBO is gone what would the new road's purpose be when historically there has been no requirement to change the layout of the road at this location.
- The mapping also shows no buildings in the site in the 19th century but when analyzed the river and railway lines do not line through, so georeferencing these properly would show buildings along the west side of Airport Road.
- There are photos which show the property's integrity as a landmark along Old Church Road and these have not been shown, which I believe show the most impact to the buildings loss, should that be decided.

As previously mentioned I have provided more detailed comments in the PDF.

Please feel free to contact me Sonya, if you have any further questions.

Cheers

Douglas

Douglas McGlynn BSc(Arch) BA Hons MA CAHP

Heritage | Urban Design Planner

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"The heritage of the past is the seed that brings forth the harvest of the future." — Wendell Phillips

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From: [Bubas, Sonya](#)
To: [Marisa Williams](#)
Subject: FW: Airport Rd EA - Old Church Road
Date: Monday, November 23, 2020 12:13:00 PM
Attachments: [16-4360_Draft_Assessment_of_Old_Church_Rd_Intersection_Options_All_\(2020_03_12\).pdf](#)
[19CH-085_16000_Airport_Rd_HIA_5Mar20.pdf](#)
[19CH-085_16000_Airport_Rd_HIA_5Mar20_with_comments_hm.pdf](#)
[RE_Airport_Rd_-_EA_Alternatives_and_HIA_for_16000_Airport_Rd.msg](#)
[image001.png](#)

Hi Marisa,

As a follow-up to our discussion last week, please see attached report and comments for the HIA at 16000 Airport Rd.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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From: Bubas, Sonya

Sent: August 14, 2020 3:08 PM

To: Sylvia Kirkwood <Sylvia.Kirkwood@caledon.ca>; Marisa Williams <Marisa.Williams@caledon.ca>; sally.drummond@caledon.ca

Cc: Kant Chawla <Kant.Chawla@caledon.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Avsec, Joe <Joe.Avsec@peelregion.ca>

Subject: Airport Rd EA - Old Church Road

Hi Sylvia, Marisa and Sally,

Thank you for all your questions and comments today. Attached you will find the Heritage Impact Assessment, evaluation and correspondence regarding the alternatives at Old Church Road. The evaluation shows the road extension as the preferred option and further suggests removal of the heritage building. However, the proposed removal is partly based on our understanding of the limitations in the corridor for relocation of the building. We are open to exploring the relocation option further with you. Let me know if you have suggestions or a preference for where this building can be located.

The meeting with technical agencies next week would be an opportunity to hear your feedback on options for relocation. Let me know if you wish to attend and I can add you to the invitation in Outlook (Thursday, August 20 at 1:00pm).

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

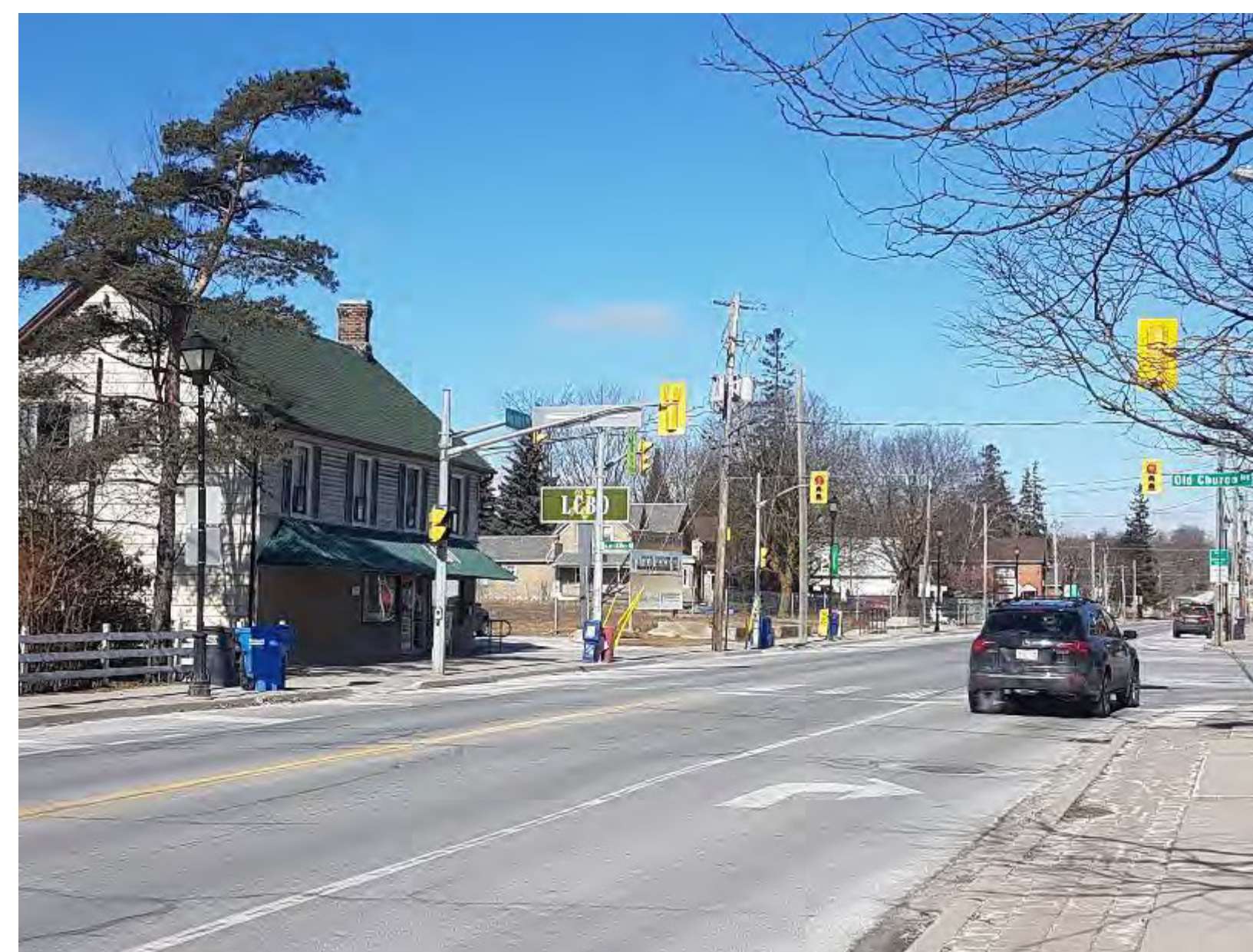
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Environmental Assessment

Airport Road from King Street to Huntsmill Drive



Caledon Heritage Committee
December 7, 2020

Sightline, safety and operational concerns...



...Opportunity to provide signalized access to Airport Road for West Neighbourhood

Old Church Road Intersection



Alternatives		Evaluation Summary	Recommendation
Do Nothing	No improvements	Does not address problem & opportunity	Not carried forward
Modify Driveway Access	Restrict Access to Right-In and Right-Out	Not geometrically feasible with raised curb and not effective through signage alone	Not carried forward
	Restrict Access to One-Way	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access (without land acquisition)	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access (with land acquisition)	Not preferred due to limited benefits to road network	Not Preferred
	Relocate Access to the North (on adjacent properties)	Not preferred due to potential access restrictions and land development constraints	Not Preferred
	Signalize Driveway Access with Split Phasing	Not preferred due to increase in traffic delay / congestion at intersection	Not Preferred
Extend Old Church Road & Relocate/Remove Building at 16000 Airport Road	Extend Old Church Road to Ivan Avenue and Relocate Building	Transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal	Carried Forward (heritage mitigation subject to further analysis)
	Extend Old Church Road to Ivan Avenue and Remove Building	Transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation	

Extend Old Church Road to Ivan Avenue



16000 Airport Road



LOOKING SOUTHWEST FROM OLD CHURCH RD



LOOKING NORTHEAST FROM IVAN AVE

- Retains cultural heritage value (eligible for designation)
- Realignment of proposed extension to avoid heritage attributes not technically feasible

Options to mitigate heritage impact:

1. Relocate structure, or
2. Remove building, and
 - i. Salvage or document heritage attributes
 - ii. Consider a commemorative plaque nearby

- Review and address public comments
- Select Preferred Design Concept
- Prepare Environmental Study Report for minimum 30-day public review period

<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp>

