

Appendix N – Public Consultation

Schedule “C” Class Environmental Assessment for Airport
Road from Braydon Boulevard / Stonecrest Drive to
Countryside Drive



N.1 – Notices

Schedule "C" Class Environmental Assessment for Airport Road from Braydon Boulevard / Stonecrest Drive to Countryside Drive



Airport Road Environmental Assessment Study

NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE NO. 1

The Study

The Region of Peel has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) in accordance with the Municipal Engineers Association's Municipal Class EA process for improvements to Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive, in the City of Brampton. The approximate limits of the project area are illustrated on the map.

The study will examine the need and feasibility for improvements to the Airport Road corridor to address short and long term issues related to planned future growth, road design and function. The study will review opportunities to facilitate the movement of vehicles, transit, goods movement, walking and cycling.

The Process

The Municipal Class EA process will include:

- public and agency consultation
- an evaluation of road improvement alternatives
- an assessment of the possible environmental effects of the improvements
- the identification of reasonable means to mitigate any adverse impacts

Public Consultation

Public consultation is important to the success of this study. Two Public Information Centres (PICs) are planned to be held during the study. These PICs will provide stakeholders with an opportunity to meet the project team, and:

- obtain background information on the study
- discuss issues related to the project, including alternative solutions, alternative design concepts, environmental considerations, and anticipated impacts and mitigation strategies

The first PIC will be held as follows:

When: Thursday, November 23, 2017 anytime from 6:30 p.m. to 8:30 p.m.

Where: Fairlawn Public School
40 Fairlawn Blvd
Brampton, ON, L6P 2X4

Upon completion of the study, an Environmental Study Report will be submitted to the Ministry of the Environment and Climate Change and other key agencies, and will be made available for public review for a period of 30 days.

Comments and Information

Your participation is important and your comments are valued. Please visit our website at <http://peelregion.ca/pw/transportation/enviro-assess/ea-airport-road-bray-countryside.htm> for updates on this project. To provide comments or request additional information about this project please contact:

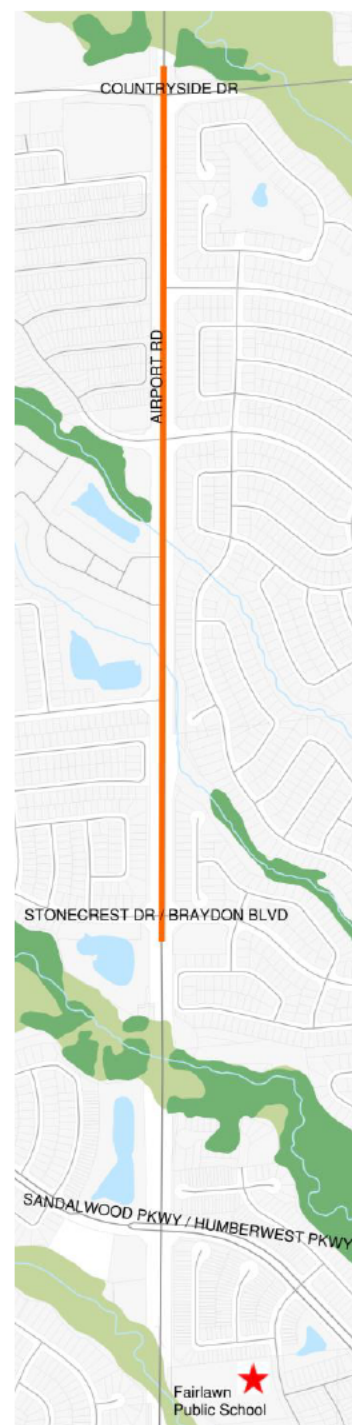
Tareq Mahmood

Project Manager, Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905.791.7800 ext. 7828
Toll Free: 1.888.919.7800
Email: Tareq.mahmood@peelregion.ca

Anthony Reitmeier, P.Eng.

Consultant Project Manager, HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 647.777.4954
Email: Anthony.reitmeier@hdrinc.com

This notice was first issued on November 9, 2017.



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

Information is 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 BRAYDON BOULEVARD / STONECREST DRIVE TO COUNTRYSIDE DRIVE, BRAMPTON MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

The Region of Peel is completing a Schedule "C" Municipal Class Environmental Assessment (EA) for Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive, in the City of Brampton. The purpose of the study is to examine the current and future transportation needs for pedestrians, cyclists, public transit users, and motorists along the Airport Road corridor. The approximate limits of the project area are illustrated on the map.

The second Public Information Centre (PIC) will be an informal drop-in centre format with display boards which will present:

- a review of alternative design concepts,
- the preliminary preferred design, and
- potential mitigation measures.

The project team will review and consider the feedback received at the PIC and confirm the recommended preliminary preferred design. An Environmental Study Report (ESR) will be prepared to document the planning process including conclusions and recommendations. The ESR will be made available for public review.

Public Consultation

Public consultation is important to the success of this study. You are invited to attend the PIC to review the project and discuss your comments or concerns with the project team, and provide your feedback on the preliminary preferred design for the study corridor.

Public Information Centre No. 2 will be held:

Thursday, November 28, 2019
6:00p.m. - 8:30 p.m.
Mayfield Recreation Complex, 12087 Bramalea Road, Caledon East, ON L7C 2P9

Comments and Information

For information on this study visit our website at: <http://peelregion.ca/pw/transportation/envIRON-assess/ea-airport-road-bray-countryside.htm>.

**Your opinion matters and we welcome your participation.
Please forward your comments by December 13, 2019.**

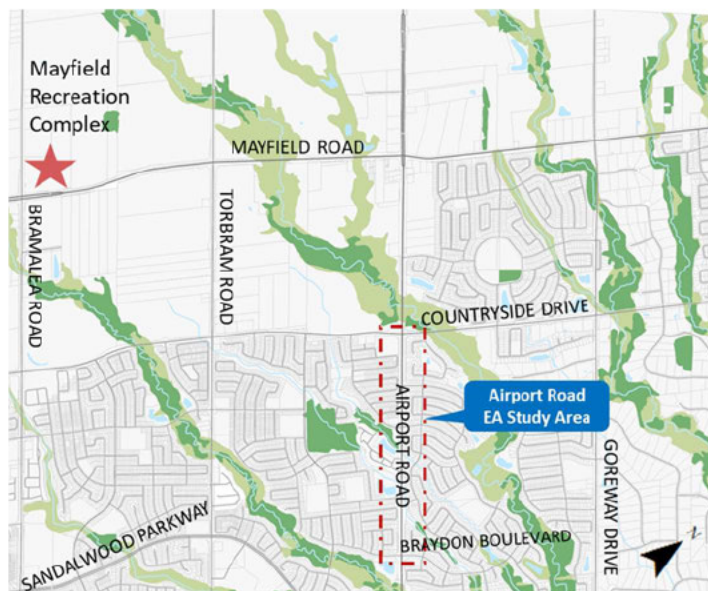
If you have any questions or comments on the study please contact:

Tareq Mahmood
Project Manager, Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905.791.7800 ext. 7828
Toll Free: 1.888.919.7800
Email: Tareq.mahmood@peelregion.ca

Anthony Reitmeier, P.Eng.
Consultant Project Manager,
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 289.695.4701
Email: Anthony.reitmeier@hdrinc.com

This notice was first issued on November 14, 2019.

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

AIRPORT ROAD FROM BRAYDON BOULEVARD / STONECREST DRIVE TO COUNTRYSIDE DRIVE MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

The Region of Peel has completed a Class Environmental Assessment (Class EA) Study for Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive, in the City of Brampton.

The study was conducted according to the requirements for a Schedule C project in the Municipal Engineers Association document titled Municipal Class Environmental Assessment.

The planned improvements will benefit all transportation modes including cyclists, pedestrians, transit users and motorists and will include:

- Widening from 4 to 6 lanes to accommodate additional vehicular volumes;
- Off-road multi-use paths to accommodate cyclists and pedestrians on both sides of the street; and
- Incorporating streetscaping as feasible.

Study Report Review Period

The Environmental Study Report (ESR) documents the planning, consultation, preliminary design and decision-making process undertaken for the project and will be available for review for 30 calendar days starting June 17, 2021 and ending on July 16, 2021. The report can be reviewed on the Region's website at: [Airport Road Environmental Assessment - Region of Peel \(peelregion.ca\)](https://www.peelregion.ca/airport-road-environmental-assessment). If you are unable to access the Study Report electronically, please contact the Region of Peel Project Manager, Tareq Mahmood, and special accommodations can be made.

Comments

Please provide written comments to the Region of Peel Project Manager listed below no later than July 16, 2021.

Tareq Mahmood

Project Manager, Region of Peel

E-mail: Tareq.mahmood@peelregion.ca

Anthony Reitmeier, P.Eng.

Consultant Project Manager, HDR Corporation

100 York Boulevard, Suite 300

Richmond Hill, ON L4B 1J8

Tel: 289.695.4701 Email: Anthony.reitmeier@hdrinc.com

In addition, a Part II Order request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry. Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request. A Part II Order Request Form must be used to request a Part II Order. The Part II Order Request Form is available online on the Forms Repository website at <http://www.forms.ssb.gov.on.ca/> by searching "Part II Order" or "012-2206E" (the form ID number). The request should be sent in writing or by e-mail to the following individuals no later than July 16, 2021:

Minister of the Environment, Conservation and Parks

Ministry of Environment, Conservation and Parks

777 Bay Street, 5th Floor

Toronto ON M7A 2J3

E-mail: minister.mecp@ontario.ca

Director, Environmental Assessment Branch

Ministry of Environment, Conservation and Parks

135 St. Clair Ave. W, 1st Floor

Toronto ON, M4V 1P5

E-mail: EABDirector@ontario.ca

A copy of the request should also be sent to the Peel Region Project Manager by mail or e-mail.

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 Tareq Mahmood for any disability accommodations to review the study documents.

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.

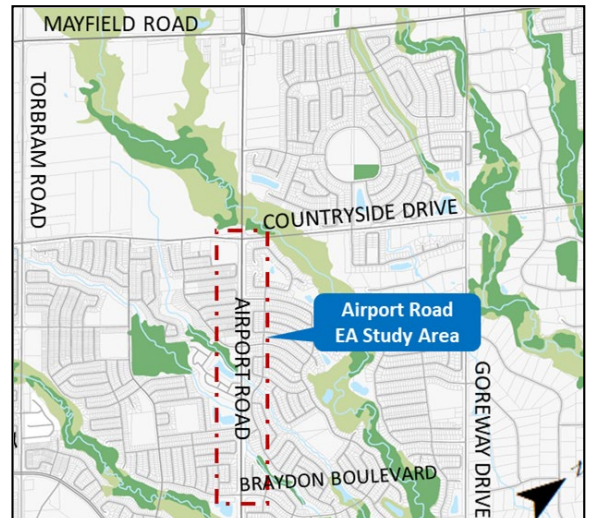
Construction statement regarding COVID-19

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](https://www.peelregion.ca/construction).

Follow [Peel Public Works on Twitter](#) for service updates and changes.

This notice was first issued on June 17, 2021



N.2 – Public Information Centre #1 Summary Report

Schedule “C” Class Environmental Assessment for Airport
Road from Braydon Boulevard / Stonecrest Drive to
Countryside Drive





ation Centre #1

Stonecrest Drive





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1. Introduction

The Regional Municipality of Peel (Peel Region) is undertaking a Municipal Class Environmental Assessment (EA) Study to review the transportation needs along Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive, within the City of Brampton. This Schedule C Class EA study is being conducted in accordance with the Municipal Engineers Association, Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015).

The purpose of the Airport Road Class EA study is to determine specific improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along Airport Road. As such, public and stakeholder consultation are a key component of this study. This report presents a summary of the first public consultation event, the information presented to the public, and the comments received.

1.1 Project Background

Airport Road between Braydon Boulevard/Stonecrest Drive and Countryside Drive is a four-lane, north-south regional arterial located in the City of Brampton. The Airport Road Class EA spans approximately 2.2 kilometres in length, and is illustrated in **Exhibit 1**.

Airport Road plays a key role in Peel Region's north-south connectivity by providing direct connections to major east-west roads including Mayfield Road and Bovaird Drive/Castlemore Road. Airport Road is designated as a Primary Truck Route in Peel Region's Strategic Goods Movement Network Study and has a posted speed of 70km/h. The predominant land use type adjacent to Airport Road Within the study limits is low-rise residential.

The Peel Region Official Plan (PR-OP) has identified the road as a Major Road (PR-OP Schedule E) with midblock right-of-way requirements of 45 m (PR-OP Schedule F). The existing right-of-way varies between 44 m and 57m along the corridor's length.

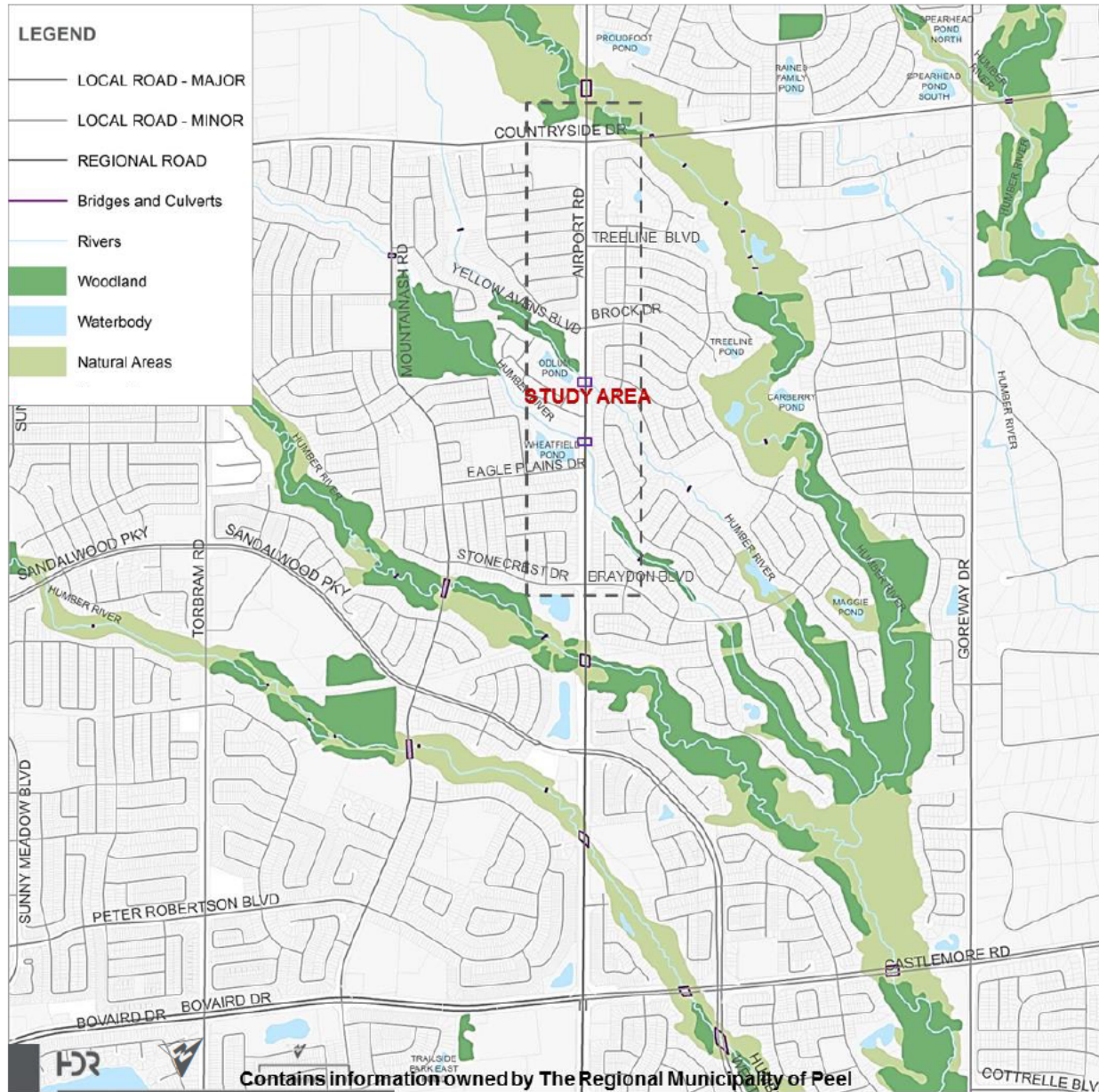


Exhibit 1: Study Area Map

2. Public Information Centre #1

The first Public Information Centre was held on November 23, 2017 at the Fairlawn Public School library. Notice for this consultation event was provided through the following:

- Mailing of notices to residents and property owners adjacent to the Airport Road study area between Braydon Boulevard/Stonecrest Drive and Countryside Drive, and all others on the project contact list (including agency and First Nations representatives and other stakeholders)
- Social media platforms such as:
 - The study website (www.peelregion.ca/pw/transportation/envIRON-assess/ea-airport-road-bray-countryside), and on the Region's public notices page on November 9, 2017.
 - Peel Region's Twitter account (November 20, 2017 and November 23, 2017)
- Local newspaper advertisement:
 - Brampton Guardian on November 9, 2017 and November 16, 2017.
- Emailed announcements to the Regional and Local Councilors on October 11, 2017.

The meeting was organized as a drop-in Public Information Centre from 6:30 pm to 8:30 pm. During this time, community residents and stakeholders had an opportunity to view project background displays and discuss their opinions and concerns with the project team, which included representatives from Peel Region and HDR. Attendees were also provided with a Comment Form for them to fill out and return to the project team by December 8, 2017. A total of 10 people signed in at the November 23, 2017 Public Information Centre. No Regional Councillors attended the event. No media representation was in attendance.

2.1 Purpose

The purpose of Public Information Centre #1 was to present the preliminary findings of Phases 1 and 2 (Problem & Opportunity and Alternative Solutions) to the public and stakeholders and obtain community input on the material presented. The Public Information Centre also provided an opportunity for attendees to meet members of the Project Team and have them answer any questions the attendees may have about the project.

There were 22 display boards that conveyed the following:

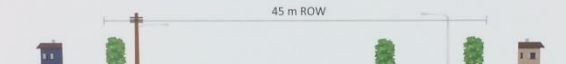
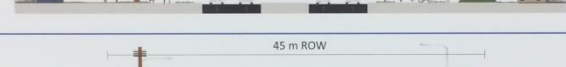
- Overview of the Class EA process being followed for this study
- Relevant policies, specialist studies and initiatives that are applicable to the project
- An overview of the corridor characteristics, including the existing and planned land uses and traffic operations
- Problem and/or Opportunity Statement
- Alternative planning solutions, where attendees had an opportunity to indicate their preference using coloured dots (**Evaluation criteria**)
-).
- Evaluation criteria

- 

Peel
working with you

Alternative Solutions Carried Forward

The following alternative solutions were identified for Airport Road within the study limits Place a dot beside your preferred image(s)

Alternative 1: Do Nothing Maintain existing conditions, including the number of lanes.	 45 m ROW	
Alternative 2: Implement Active Transportation Improvements Only Provide continuous space for cyclists and pedestrians.	 45 m ROW	
Alternative 3: Widen Airport Road from four to six lanes Only Provide additional capacity for vehicular traffic.	 45 m ROW	
Alternative 4: Intersection Improvements Only Includes provision of right and/or left turn lanes where warranted, signal optimization, etc.	 45 m ROW	

Reference: The above images are created using Streetmix and are subject to the Creative Commons BY-SA 3.0 license (<http://creativecommons.org/licenses/by-sa/3.0/>)



USE YOUR DOTS TO INDICATE YOUR PREFERENCE ON THIS BOARD

- A roll-out study area map was used to facilitate dialogue with attendees, and allow for location-specific comments to be recorded as shown in **Exhibit 3** below.



4

2.2 Key Messages Heard

The residents and stakeholders who attended the Public Information Centre had several comments about the study scope and process, transportation assessment findings, and types of transportation-related solutions that would be considered.

The following is a synthesis of comments and key messages heard.

- Attendees shared their support for the improvement of active transportation facilities along the study corridor, as shown in **Evaluation criteria**
- . Prioritization of pedestrian and cycling infrastructure and the provision of multi-use paths (MUPs) and sidewalks to expand and improve the active transportation network connectivity were common themes noted during the event.
- Attendees generally supported widening to six lanes, as shown in **Evaluation criteria**
- .
- Some residents expressed an interest in the prioritization of transit through transit only lanes and HOV lanes as part of the proposed widening.
- Attendees preferred MUPs to be located on both sides of the street instead of on one.
- Residents shared their concerns regarding high operating speeds along Airport Road, especially when involving trucks. Residents proposed traffic calming measures such as reduced lane widths to reduce speeds.
- A resident suggested for the project team to investigate more effective methods to advertise public consultation events.
- Some attendees believed a 2% region-wide cycling mode share to not be ambitious enough. It was explained that, because this target encompassed all areas of Peel Region, it may not be representative of individual corridors such as Airport Road where active transportation mode share is expected to grow more significantly.

A total of 6 comment forms were submitted at the Public Information Centre on November 23, 2017 (included in **Appendix A**). No additional comments or emails were received by the Project Team prior to and in the weeks that followed the Public Information Centre. The table in **Appendix B** summarizes the general comment themes, their occurrence rates, and the project team response.

The comments submitted most frequently emphasized the public's support for active transportation improvements in the study area. The incorporation of multi-use paths into the final design was generally seen as a requirement to address not only residents' and commuters' needs but also recreational cyclists as well.

3. Next Steps

Based on the input received during the Public Information Centre, the project team will confirm the study findings and develop alternative design concepts for the solutions carried forward. The evaluation of alternative design concepts and recommendation of a preliminary preferred design for the Airport Road corridor will be presented during Public Information Centre #2, tentatively scheduled for 2019.

Appendix A

PIC #1 Comment Forms

Airport Road Environmental Assessment Study
(Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Public Information Centre #1

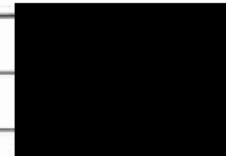
November 23, 2017

General Comments and Ideas that I have:

Use this form to record any comments, ideas, or concerns about the information presented today. Feel free to use the back if you require more space. Thank you for your input!

• I AM A RECREATIONAL BICYCLE RIDER AND AM VERY FAMILIAR WITH EXISTING TRAIL / PATH SYSTEM. WOULD BE MOST INTERESTED IN SEEING THIS SEGMENT CONNECT INTO EXISTING.

• I FAVOUR THE TREND TOWARDS MASS TRANSIT, AT THE SACRIFICE OF ACCOMMODATING CARS.



Name (please print): _____

Mailing Address: _____

City: _____

Postal Code: _____

Email Address: _____

Would you like to be added to the project mailing list?

☐ Yes

☒ No

Please leave your completed Comment Form in the drop box or send your comments (by December 7, 2017) to:

Tareq Mahmood

Region of Peel

10 Peel Centre Drive, Suite B, 4th Floor

Brampton, ON L6T 4B9

Phone: 905-791-7800 ext. 7828

Toll Free: 1.888.919.7800

Email: tareq.mahmood@peelregion.ca

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the Environmental Assessment Act and the Municipal Freedom of Information and Protection of Privacy Act for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.



Region of Peel
working with you

Airport Road Environmental Assessment Study (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Public Information Centre #1

November 23, 2017

General Comments and Ideas that I have:

Use this form to record any comments, ideas, or concerns about the information presented today. Feel free to use the back if you require more space. Thank you for your input!

- Expand from 4 lanes to 6 only if volume targets warrant it after applying mode shift targets. If 6 lanes then include a refuge island.
- Cycling target of 2% by 2031 is too low! If 42% of trips are less than 5K then at least 20% of those should be by bicycle. That means 7 or 8% cycling rate is more realistic.
- 2 way multi-use trails are ~~problematic~~ problematic on a 6 lane ^{busy} road. Paths should be on both sides.
- Reduce lane width to under 3.5 m to slow traffic.
- Use 6 lanes only where you don't want streetscape. 4 lanes is more appropriate if you want to encourage local ~~to~~ retail in a walkable format.
- Consider Caledon development as well. Consider transit alternatives to the ^{SAV}

Name (please print): _____	Would you like to be added to the project mailing list? ☐ Yes ☐ No
Mailing Address: _____	
City: _____ Postal Code: _____	
Email Address: _____	

Please leave your completed Comment Form in the drop box or send your comments (by December 7, 2017) to:

Tareq Mahmood
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 7828
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Airport Road Environmental Assessment Study
(Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Public Information Centre #1

November 23, 2017

General Comments and Ideas that I have:

Use this form to record any comments, ideas, or concerns about the information presented today. Feel free to use the back if you require more space. Thank you for your input!

Ideally multi-use paths both
sides
Cross rides at intersections
Prevent traffic overflow to
Mountainash & Torbram

Name (please print): _____

Mailing Address: _____

City: _____

Postal Code: _____

Email Address: _____

Would you like to
be added to the
project mailing list?

☒ Yes

☐ No

Please leave your completed Comment Form in the drop box or send your comments (by December 7, 2017) to:

Tareq Mahmood

Region of Peel

10 Peel Centre Drive, Suite B, 4th Floor

Brampton, ON L6T 4B9

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**Region
of Peel**
working with you

Airport Road Environmental Assessment Study
(Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Public Information Centre #1

November 23, 2017

General Comments and Ideas that I have:

Use this form to record any comments, ideas, or concerns about the information presented today. Feel free to use the back if you require more space. Thank you for your input!

CONCERNED THAT 6 LANES NOT NEEDED.
MULTIUSE PATH ON BOTH SIDES
CONCERNED TRAFFIC FUNNELED ONTO COUNTRYSIDE
DRIVE WESTBOUND, ENDING AT ENVIRONMENTALLY
SENSITIVE HEARTLAKE ROAD.
- 2% CYCLING MODE SHARE IS VERY LOW
- CONSIDER CALEDON BIKE LANE CONNECTION

Name (please print): _____	_____	Would you like to be added to the project mailing list? ☒ Yes ☐ No
Mailing Address: _____	_____	
City: _____	Postal Code: _____	
Email Address: _____	_____	

Please leave your completed Comment Form in the drop box or send your comments (by December 7, 2017) to:

Tareq Mahmood
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 7828
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Airport Road Environmental Assessment Study
(Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Public Information Centre #1

November 23, 2017

General Comments and Ideas that I have:

Use this form to record any comments, ideas, or concerns about the information presented today. Feel free to use the back if you require more space. Thank you for your input!

Good idea to Increase Lanes,
Also Adding a walk / Bicycle Lanes
MUST look at the options to
"REDUCE" SPEED.

TRUCK WITH HEAVY LOAD GOES
ON AIRPORT ROAD 100+ SPEEDS.

MANY COLLISIONS OCCURED IN PAST
AT THE AIRPORT ROAD.

Name (please print): _____

Mailing Address: _____

City: _____ Postal Code: _____

Email Address: _____

Would you like to
be added to the
project mailing list?

☒ Yes

☐ No

Please leave your completed Comment Form in the drop box or send your comments (by December 7, 2017) to:

Tareq Mahmood

Region of Peel

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**Region
of Peel**
working with you

Airport Road Environmental Assessment Study
(Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Public Information Centre #1

November 23, 2017

General Comments and Ideas that I have:

Use this form to record any comments, ideas, or concerns about the information presented today. Feel free to use the back if you require more space. Thank you for your input!

If the combo approach is selected,
Please ensure pedestrian & cycling
is prioritized - Multi-use trails on both sides.
Ensure there are curb cuts please.

Thank you.

Consider how better to advertize public
consultations to the public.



Name (please print): _____

Mailing Address: _____

City: _____ Postal Code: _____

Email Address: _____

Would you like to
be added to the
project mailing list?

☐ Yes

☐ No

Please leave your completed Comment Form in the drop box or send your comments (by December 7, 2017) to:

Tareq Mahmood

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Appendix B

PIC #1 Comment Tracking and Response Sheet

HDR

Airport Road EA - from Braydon Boulevard/Stonecrest Drive to Countryside Drive

Public Information Centre #1

Event Date: November 23, 2017

PIC #1 Comment Tracking

#	General Comments or Concerns	Number of Occurrences on Comment Sheet	Voting Dots	Post-it Notes	Notable Commenting Groups of Persons	Project Team Response
1	Attendees shared their support for the improvement of active transportation facilities along the study corridor. Prioritization of pedestrian and cycling infrastructure and the provision of multi-use paths (MUPs) to expand and improve the active transportation network connectivity were common themes derived from public input.	6	6 for Alternative 2	4	Residents	A hybrid alternative that incorporates widening for vehicles and addition or improvement of active transportation facilities is the preferred solution recommended for this EA.
2	Several residents shared their concerns regarding traffic infiltration onto other collector/arterial roads in the future.	2	-	-	Residents	The widening of Airport Road from 4 to 6 lanes as per the preferred solution will provide additional vehicle capacity to avoid traffic infiltration onto other streets.
3	Attendees generally supported widening to six lanes.	2	4 for Alternative 3	-	Residents	The widening of Airport Road from 4 to 6 lanes is part of the preferred solution recommended for this EA.
4	Some residents expressed an interest in the prioritization of transit.	2	-	-	Residents	Discussions with Brampton Transit will determine potential for transit improvements along the study corridor.
5	Attendees preferred MUPs to be located on both sides of the street instead of on one.	4		1	Residents	Discussions with City of Brampton and Peel Region to determine location and number of multi-use paths will be undertaken in Phase 3 of the EA, in consideration of the corridor needs and constraints.
6	Residents shared their concerns regarding high operating speeds along Airport Road, especially when involving trucks. Residents proposed traffic calming measures such as lane width reductions to reduce speeds.	2	-	-	Residents	Comment noted. Safety analysis was conducted as part of Phase 1 of the EA to assess the available collision history and findings will be incorporated into the development of the preliminary design to review potential safety improvements along the corridor.
7	A resident suggested for the project team to investigate more effective methods to advertise public consultation events.	1	-	-	Residents	Comment noted. Peel Region uses traditional communication methods such as newspaper advertisements and mail delivery of notices, in addition to enhanced consultation methods such as project website and social media posts.
8	Some attendees believed a 2% cycling mode share to not be ambitious enough for this corridor.	2	-	-	Residents	It was explained at the event that the 2% 2041 target mode share for cycling is Region-wide. Localized mode-share varies by area and depends on many factors, from density to access to cycling infrastructure. For corridors such as Airport Road, the active transportation mode share is expected to grow more significantly compared to other areas in the Region.
9	Concerns about traffic on Countryside Drive impacting environmentally sensitive Heart Lake Road were mentioned.	1	-	1	Residents	Comment noted. However, impacts on Heart Lake Road are outside the scope of this EA study.

N.3 – Public Information Centre #2 Summary Report

Schedule “C” Class Environmental Assessment for Airport
Road from Braydon Boulevard / Stonecrest Drive to
Countryside Drive





Public Centre #2

Assessment
/ Stonecrest Drive





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1 Introduction

The Regional Municipality of Peel (Peel Region) is undertaking a Municipal Class EA Study to review the transportation needs along Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive, within the City of Brampton. This Schedule 'C' Class EA study is being conducted in accordance with the Municipal Engineers Association, Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015).

The purpose of the Airport Road Class EA study is to determine specific improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along Airport Road. Phases 1 and 2 of the EA process established the need and justification for the study corridor and developed and evaluated alternative solutions to address the needs and opportunities. The preferred solution was to widen Airport Road within the study limits to six (6) lanes while adding a multi-use path on each side of the street. Phase 3 of the EA process developed and evaluated alternative design concepts based on the preferred alternative solution developed in Phase 2.

Public and stakeholder consultation are a key component of this study. This report presents a summary of the second public consultation event, the information presented to the public, and the comments received.

2 Public Information Centre #2

The second Public Information Centre (PIC #2) was held on November 28, 2019 at the Mayfield Recreation Complex (12087 Bramalea Road) in the Town of Caledon. The PIC was organized as an informal drop-in meeting from 6:00 pm to 8:30 pm. During this time, community residents and stakeholders had the opportunity to view project displays and discuss their opinions and concerns with the project team, which included representatives from Peel Region and HDR.

A total of 6 people signed in at the PIC. Attendees were provided with a comment form to fill out and return to the project team by December 13, 2019. No regional Councillors attended the event. No media representation was in attendance.

2.1 Notification Process

The notice for PIC#2 was first issued on November 14, 2019. The public consultation session was publicized through various platforms, including:

2.1.1 Mailed Notices

Printed copies of notices were sent to residents, property owners and current occupants adjacent to the Airport Road study area between Braydon Boulevard/Stonecrest Drive and Countryside Drive. Copies of the notice were also mailed to Indigenous group representatives.

2.1.2 Emailed Notices

The study team reached out via email to notify those who have indicated their interest in the Airport Road EA study throughout the course of the project. Emailed notices were

also used to inform agency contacts and other interested stakeholders about the upcoming public event as well as Regional Staff and Councillors.

2.1.3 Social Media and Peel Region Website

PIC #2 was advertised on the [Peel Region website](#).

2.1.4 Newspaper Advertisement

The Notice of PIC #2 was published in the Brampton Guardian on November 14 and 21, 2019.

2.1.5 Signage

Regional mobile signs were placed roadside south of Countryside Drive to advertise PIC #2.

In addition, a dynamic display indicating details of PIC#2 was shown on the Mayfield Recreation Centre screens.

2.2 Purpose

The objective of PIC #2 was to share the preliminary preferred design for Airport Road with the public and interested stakeholders. The meeting aimed to obtain community input on the recommendations put forward as part of Phase 3 of the Class EA process, which involves the review of alternative design concepts for the preferred solution. The meeting also provided the opportunity for the project team to present potential mitigation measures to alleviate impacts resulting from the proposed widening.

There were 26 display boards, which included the following key areas of interest:

- Objectives of the Study and PIC #2
- Overview of the Municipal Class Environmental Assessment process being followed for this study
- Summary of the Preferred Solution and Public Feedback
- Needs, Opportunities and Outcomes
- Project Benefits
- Alternative Designs Concepts
- Evaluation Criteria and the Evaluation of Alternative Design Concepts
- Preliminary Preferred Design
- Technical Studies and their findings
- Impacts and Mitigation
- Next steps

The PIC boards were presented as displayed in **Exhibit 2-1**.



Exhibit 2-1: PIC #2 Boards Set Up

A roll-out study area map showing the proposed design was used to facilitate dialogue with attendees and helped provide a plan view of the preliminary preferred design for Airport Road within the study limits. Sticky notes and pens were provided to encourage input from attendees, as shown in **Exhibit 2-2**.



Exhibit 2-2: Roll Plan showing the preliminary preferred design for the Airport Road EA study area

2.3 Key Messages Heard

Residents and stakeholders present were supportive of the proposed improvements to Airport Road. Some attendees remarked on the need for improvements along this corridor and inquired about the potential construction start date, per the note shown in **Exhibit 2-3**.

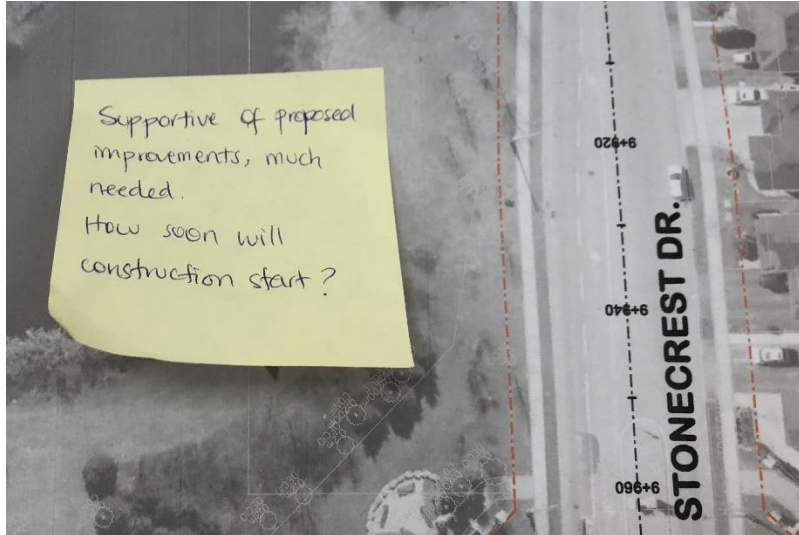


Exhibit 2-3: Attendees left comments indicating their support of the proposed improvements to Airport Road

The majority of the comments from this event focused on refinements to the preliminary design, as follows:

- **Consideration of intersection pedestrian signals (IPS)** at Treeline Boulevard and Eagle Plains Drive to facilitate safe access for pedestrians and transit users.
- **Review the location of the proposed multi-use path (MUP) at the plaza entranceway** south of Countryside Drive to improve visibility and raising the MUP across the entranceway to reduce the speed of vehicles.
- **Confirm that the proposed crosswalks do not overlap** at intersection locations as they should terminate at the curb per AODA requirements.
- **Revise the island on the north leg of the intersection at Airport Road and Countryside Drive** as it is encroaching into the proposed cross-ride.

No comment forms were submitted at PIC #2 on November 28, 2019. No additional comments or emails were received by the Project Team prior to and in the weeks that followed the public event.

3 Next Steps

Based on the input received during the PIC, the project team will confirm the study findings and further refine the preliminary preferred design ahead of filing of the Environmental Study Report.

N.4 – Public Comments and Responses

Schedule "C" Class Environmental Assessment for Airport
Road from Braydon Boulevard / Stonecrest Drive to
Countryside Drive



ID	Date	Comment Format	Comment / Request	Response / Action
1	6-Sep-18	Email	What is the process to request the installation of a new traffic signal at the intersection of Airport Rd and Eagle Plains Dr in Brampton? I also wanted to enquire on having the speed limit reduced on Airport Road from around Airport and Sandalwood to Airport and Countryside in Brampton. People in my neighbourhood are concerned as over the years they have witnessed many accidents at the above intersections. Yesterday there were 3 accidents in the area.	Hi [...]. This is acknowledge you that we have received your request as well your voice message about this inquiry. Please note that we also received the same request from a couple residents. The process of installing traffic signal at Regional intersections depend on technically justified criteria set out in Ontario Traffic Manual. These criteria include minimum 8 hour vehicle volume (both main and side streets), delay to cross (traffic and pedestrians turning/crossing main street) and collision experience (angle and turning movement collisions) over a 36 month analysis period. For traffic signals to be justified, one of the above criteria must be 100% satisfied or two criteria area at least 80% satisfied based on the threshold set out for roadway configuration and posted speed limit. Our latest available count and data do not meet the criteria to justified traffic signals at Airport Road and Eagle Plains Drive intersection (39%, 52% and 7% respectively). Furthermore, we have reviewed mid-block pedestrian volume and delay in between Stonecrest Drive/Braydon Blvd. and Yellow Avens Blvd./Block Drive. As a result, intersection or mid-block pedestrian signal (half signal) do not meet the criteria either. Please note that the Regional of Peel is currently undertaking an Environmental Assessment study on Airport Road from Stonecrest Drive to Countryside Drive. Posted speed limit, innovative operation measures, traffic safety on Airport Road will be reviewed as part of this study. I have copied Mr. Tareq Mahmood – Project Manager of this study. Should you have any questions and upcoming public meeting related to this study or would like to include in the contact/mailling list, please kindly advise Mr. Mahmood.
2	26-May-21	Letter		Dea [REDACTED]: The Region of Peel is undertaking a Schedule 'C' Municipal Class Environmental Assessment (EA) of Airport Road to identify possible improvements to address current and future transportation needs of pedestrians, cyclists, transit users and motorists along Airport Road. The study area extends from Braydon Boulevard/Stonecrest Drive to Countryside Drive in the City of Brampton. The project team is currently developing designs for the recommendation to widen the road from four to six lanes for improved traffic capacity as well as active transportation improvements including multi-use paths and streetscaping. Based on the design work completed to date, there are potential impacts to your property that the project team would like to discuss with you. Please refer to the attached plan to review potential impacts to your property. It is critical to the success of this project that we meet to discuss the potential impacts to your property. Please contact Anthony Reitmeier, the Region of Peel's planning and engineering consultant to arrange a virtual meeting with the study team to discuss this matter (Anthony.reitmeier@hdrinc.com – 416-629-8639). The project team is available for a meeting during the week of Monday May 31st and Friday June 11th 2021 to discuss this in more detail. Please allow for 30 to 60 minutes of your time for the discussion. Please contact us to arrange a date and time to meet. For information on this study visit our website at: Airport Road Environmental Assessment - Region of Peel (peelregion.ca) We look forward to meeting with you.