

Airport Road Improvements



APPENDICES

ESR

1

Municipal Class Environmental
Assessment
Airport Road
from 1.0km north of Mayfield Road to
0.6km north of King Street

October 2015

 Region of Peel
Working for you

B --- **STUDY COMMENTS RECEIVED AND STAKEHOLDER ENGAGEMENT**

Notice of Commencement Comments

January 2, 2014

Ms. Sally Rook, C.Tech., PMP
Project Manager
Regional Municipality of Peel
10 Peel Centre Drive
Suite B, 4th Floor
Brampton, ON L6T 4B9

Dear Ms. Rook:

RE: **Class Environmental Assessment - Update to PIC No. 1**
Airport Road, from approx. 1 kilometre north of Mayfield Road to approx.
0.6 kilometre north of King Street (R.R. #9)
Town of Caledon, Region of Peel

Thank you for your notice, dated December 2013, the Board received for the above noted project. Please provide the Board with any information that is available and keep the Board informed of the status of this project 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. 2724.

Yours truly,



Branko Vidovic
Intermediate Planning Officer
Planning and Accommodation Department

c. D. Dundas, Peel District School Board

Airport May King PIC1 update.doc

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Stan Cameron
Beryl Ford
David Green
Meredith Johnson

Steve Kavanagh
Sue Lawton
Brad MacDonald
Harinder Malhi
Jeff White
Rick Williams

Director of Education and Secretary
Tony Pontes

Associate Director,
Instructional Support Services
Scott Moreash

Associate Director,
Operational Support Services
Jaspal Gill (Acting)

22521 Island Rd.
Port Perry, ON L9L 1B6
Phone: 905-985-3337
Fax: 905-985-8828
www.scugogfirstnation.com



Fax

To: Sally Rook, Project Mgr From: Dave Mowat
Consultation Specialist

Fax: 1-905-791-1442 Pages: 2 (including cover)

Phone: Date: June 24, 2013

Re: Comment Sheet on cc:
Class EA Study Airport Rd

- Urgent For Review Please Comment Please Reply Please Recycle

• Comments:

**CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET**

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other Scugog

1. My interest is? (check all applicable)

- Direct access onto Airport Road
 Residential property
 Business/commercial
 Industrial
 Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

The main concern we have with infrastructure projects throughout the traditional land treaty territories of the Mississauga Nation are effects/impacts on any potential archeology sites.

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: DAVE MOWAT

Address: 22521 Island Rd, Port Perry, ON, L9L 1B6

Telephone/Email: 905-985-3337 ext 263

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/environ-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

Sally Rook, C.Tech., PMP
 Project Manager, Transportation Program Planning
 Public Works, Region of Peel
 10 Peel Centre Drive, 4th Floor, Suite B
 Brampton, ON L6T 4B9
 Tel: 905-791-7800 x7842 / Fax 905-791-1442
 Email: sally.rook@peelregion.ca

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Public Response to Notice of Commencement

Name/Address	Comments	Date Received	Response	Date of Response	Status
Pasquale CianFarani	What is the purpose of this study?	By fax: 2/6/12 By mail: 2/8/12			
Grace Balzan	I would like to be informed of any meetings or Information sessions in advance of the dates.	By fax: 2/9/12			

PIC#1 Comments

Brock, Liz

Subject: FW: Airport Road expansion/change 0.6 km North of mayfield North

From:

Sent: June 20, 2013 7:36 PM

To: Rook, Sally

Subject: Airport Road expansion/change 0.6 km North of mayfield North

Hi Sally;

We met this evening June 20/13 at the Caledon Community Complex

My name is Adriano Conti and I represent my parents that own land on Airport Road.

I am tabling our concern for any work that gets done to address the entrance issues we may have to our property. As it exists there is already a tremendous drop off to our property. Also the ability for large equipment/vehicles to turn into and out of our property is a concern.

I also wanted to mention that when this parcel was subdivided from the adjacent north parcel the region of peel did not provide a crossing of salt creek on the property to allow proper access to the lands.

Please contact me directly for any clarification and concerns for us to comment on any design consideration

Adriano Conti

CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other VAUGHAN

1. My interest is? (check all applicable)

- Direct access onto Airport Road
 Residential property
 Business/commercial
 Industrial
 Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

I WOULD LIKE TO KNOW WHEN THE TOWN IS
PLANNING TO INSTALL WATER LINE TO THE AREA.
I UNDERSTAND THAT IT IS APPROX 1KM SOUTH OF
KING ROAD I WOULD LIKE TO SEE THE WATER
BROUGHT UP TO KING ROAD.

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: MUNZIO SIMONE

Address: [REDACTED]

Telephone/Email: [REDACTED]

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

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 Region of Peel
Working for you

CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
- Residential property
- Business/commercial
- Industrial
- Other (specify) _____

2. Do you have any comments on the study information to date or the recommended planning alternative?

We assessed the information that was provided at the public meeting as well as the and it makes perfect sense to widen Airport Road to five lanes given the criteria you are using to assess the alternatives

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: Craig + Branda Robbins
Address: _____
Telephone/Email: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/environ-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

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CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
- Residential property
- Business/commercial
- Industrial
- Other (specify) *farm traffic*

2. Do you have any comments on the study information to date or the recommended planning alternative?

- 1) *water should be put in place during road/ditch work.*
- 2) *currently/soon to change hydro poles N of King by Hydro One Network. - why if road to be widened in 5 years?*
- 3) *North Peel Community Church needs parking - now park on both sides of King. Fri, some Sat, & once or twice on Sundays.*

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: *Harvey Cook & Lori Cook*

Address: _____

Telephone/Email: _____

Over

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4) make sure intersection - lights or roundabout - is wide enough for turns - both extra long tractor-trailers and farm tractors with equipment up to 20' wide.

5) I hope mail box at end of my laneway (across the road) does not move to a community box as I do receive mail daily. In other words make sure the post office is happy/content with the width of the shoulders of the roads. - too because cars do pass on the right when I am stopped to ~~make a left into my lane.~~

CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
- Residential property
- Business/commercial
- Industrial
- Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

- lower Speed Limit
- a center lane so you can make left safely - or enter - 2 lanes and a time
- mail access.
- noise barriers
- Closeness to the home to access garage.
- Height of the Road
- Safety. Man hole and privacy Installed - required by the Region of Peel.

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: MAURO TESTANI
Address: _____
Telephone/Email: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

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CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
- Residential property
- Business/commercial
- Industrial
- Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

The most important thing is water is
not being discussed & needs to be
discussed

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: DIANO DI PUCCHIA
Address: _____
Telephone/Email: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

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CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
- Residential property
- Business/commercial
- Industrial
- Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

Out of all the environmental inventories, I notice that agriculture, an already suffering part of Ontario, is not a consideration. Farmers allowing their cattle and other livestock to graze in fields on Airport road are already exposed to the industrialization of Tullamore and the increasing traffic. This plan greatly impacts the air quality and land, which are vital to the few farms that are still operational on Airport Road. Farmers should be supported — not have their land further ravaged by increasing traffic, pollution and other detrimental aspects to the agricultural areas of Airport Road.

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: _____

Address: _____

Telephone/Email: _____

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As a young person of Caledon, I am truly insulted by the failure to protect and nurture the agricultural industry. Farmers are losing land — when will it stop?

 Region of Peel
Working for you

CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
 Residential property
 Business/commercial / *Agricultural*
 Industrial
 Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

Agricultural operations along Healey and Old School Rd. and the use or access will be affected by increased traffic on Old School Rd. Widening Airport to four lanes, growth of subdivisions into the agricultural reserve, increases the pressures on the wrong roads and puts agricultural machinery in conflict with motorists. Speeding is a problem on Healey Rd + Old School Rd. Limits should be lowered across the breadth of Old School to match vehicle numbers and farm machinery use.

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: *Bob Early - Earlvole Farms*

Address: _____

Telephone/Email: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/environ-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

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CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
 Residential property
 Business/commercial
 Industrial
 Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

I AM A REGULAR COMMUTER ON AIRPORT ROAD LAST 8 YEARS AND FIND TRAFFIC MOVES WELL. I FAIL TO SEE WHY PEEL IS CONSIDERING A 5 LANE CORRIDOR ~~BE~~ NOW, BASED ON PROJECTED CONGESTION 18 YEARS IN THE FUTURE. I SEE A LOT OF SECONDARY ROADS IN CALEDON THAT WOULD BE A LOT SAFER WITH SURFACE IMPROVEMENTS

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: KEITH BUTH

Address: _____

Telephone/Email: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/enviro-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

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CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
 Residential property
 Business/commercial
 Industrial
 Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

Straightening out the jog at Airport and adding four lanes to Airport Rd will increase traffic using Old School Rd, and Healey Rd. The side roads and concession roads were not meant for commuters. The town and region need to have better East-West arterial roads, sooner rather than later. More and more East-West commuters are avoiding Mayfield and King Street in favour of Healey + Old School. The hard top deteriorates with more cars, and the lands south and north of Healey and Old School are zoned Greenbelt and agricultural for some time yet. What strategies will the two tiers exercise to encourage less commuter mis-use of Old School Rd.

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: Bob Early + Candy Early
Address: _____
Telephone/Email: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/environ-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

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CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
- Residential property
- Business/commercial
- Industrial
- Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

Definitely necessary with the added population growth in Caledon East and the increased truck traffic

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: _____

Address: _____

Telephone/Email: _____

Thank you for participating in this study. For more information please visit our website at <http://www.peelregion.ca/pw/roads/envirom-assess/airport-road-ea.htm>. Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

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AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET**

F I R S T P U B L I C I N F O R M A T I O N C E N T R E

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other _____

1. My interest is? (check all applicable)

- Direct access onto Airport Road
- Residential property
- Business/commercial
- Industrial
- Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

Please send written hard copy of report

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: *Bob Early*

Address: _____

Telephone/Email: _____

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ea.htm](http://www.peelregion.ca/pw/roads/environ-assess/airport-road-
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- Adriano Conti
Morris Bridge East side
Lot 3 CONT

- Concern is entrance matching into on property driveway
which drops quite a bit.

- Julia & Bernie Stevens

- property impacts
- roundabouts with trucks

PIC#2 Comments

Pete Paterson



July 17, 2013

Mr. Emil Kolb
Regional Chairman and CEO
Region of Peel
10 Peel Centre Drive
Suite A, 5th Floor
Brampton, ON L6T 4B9

Dear Emil,

I recently attended a public meeting in Caledon East that was to explain the future widening of Airport Road from Mayfield to just north of King Road. I just want to explain my concerns about how this will impact the future of Caledon and especially the village of Caledon East.

Brampton has exploded under the sprawl of subdivisions and extremely wide thoroughfares that create no neighbourhood, but just more subdivisions. We already have Highway 410 north to Mayfield, and an expanded highway north to Orangeville. Highway 427 is being explored to eventually meet with Highway 9. Bolton has the new supposed by-pass of Coleraine which was badly planned on the west side of Bolton when it should really have gone up the townline of Caledon-King. Right now it is stopped at King Road and will badly impact a very hilly and environmentally sensitive area north of King, to complete it back onto Highway 50.

Airport Road is used a lot on the weekends for Collingwood cottagers, and seems to be under pressure from gravel truck traffic. By widening Airport Road south of King, all that is being encouraged is more and more traffic. The thing that really concerns me is that there still is no study of widening north of King Road and when that happens, it will be a HUGE HUGE impact on Caledon East. In fact, it will destroy the village.

We finally have speed flashing lights (still not in operation) and a number of us wish crosswalks at the Trail (at the south of Caledon East) and at Walker Road (at the north). By building these highways wider and wider, what is being done is encouraging more and more sprawl north of Toronto, not to mention increased speed. I liken this scenario to a funnel. What is being proposed is opening the arteries wider and wider to the north of Toronto, and feeding the complete

blockage that exists through the whole of the GTA and especially the peripheral of Toronto.

Instead of spending money on road widenings, the focus should be on more public transit, for example a GoTrain north to Bolton. I always felt that the Orangeville rail line should be used immediately for small commuter trains. With the building out of Mayfield West, my wish was, before a single house was built, a train station should have been built.

From the above, you will understand my concerns. I would like you to explain to me why things are continuing to be done in the "same old" manner of expansion, to the detriment of the environment and people's lives.

If you would like a meeting with me, I would be very pleased to accommodate. We have met a number of times over the years, and I feel that you are open and sympathetic to the concerns of the community.

I look forward to hearing from you.

Yours truly,


Pete Paterson

Airport Road Environmental Assessment
1km north of Mayfield Road to 0.6km north of King Street

Comments on Public Information Centre No. 2

1. Where do you live?

Town of Caledon Other

2. My property/interest is (please check all that apply):

<input type="checkbox"/> Direct access on to Airport Road	<input type="checkbox"/> Residential Property
<input checked="" type="checkbox"/> User of Airport Road	<input type="checkbox"/> Commercial/Industrial Property
<input checked="" type="checkbox"/> General Interest	

3. Do you have any comments on the study information presented and/or the preliminary recommended design?

Roundabouts should work good on Airport

If you would like us to contact you, please provide your name, address, telephone number and/or email address:

Shaun

Thank you for participating in this study. To review the information boards and if you wish to comment online, please visit our website at: www.peelregion.ca/pw/roads/envirom-assess/.

You can place your completed comment sheet in the **Comment Box** or mail/fax by December 18th to:

Sally Rook, Project Manager
Infrastructure Programming and Studies
Public Works, Region of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9
sally.rook@peelregion.ca
Toll Free 1-888-919-7800
905-791-7800 x7842

Comments and information regarding this study are being collected to assist the Region of Peel in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will be included in the Environmental Study Report and will become part of the public record.

 **Region of Peel**
Working for you



Principals
Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Lily Law, B.E.S.
Lena Gagnon

January 5, 2015

Region of Peel
Public Works
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, Ontario
L6T 4B9

Our File: P.N.11.1710.00
Via: Email

Attention: Ms. Sally Rook, Project Manager
Infrastructure Programming & Studies, Public Works
Region of Peel

Subject: Airport Road Municipal Class Environmental Assessment from North
of Mayfield Road to North of King Street, Town of Caledon
Public Information Centre No. 2

Dear Sally:

We act as planning consultant to [REDACTED] and [REDACTED] registered owners of [REDACTED] and [REDACTED] (hereinafter referred to as the Subject Site). The Subject Site is located [REDACTED] within the Sandhill Settlement Area. Our office attended the June 20, 2013 Airport Road Municipal Class Environmental Assessment (EA) Public Information Centre (PIC) Meeting No. #1. We previously submitted a letter to your attention on September 27, 2013. We recently attended PIC No. #2 on November 27, 2014. We have had an opportunity to review the PIC Presentation and the Preliminary Preferred Plan for Airport Road within the Study Area. Our Clients have requested that we provide input in connection with the ongoing EA Study.

By way of background our office filed a Rezoning Application with the Town of Caledon in June 2012 to permit Highway Commercial uses. The Rezoning Application [REDACTED] was deemed a "Complete Application" on July 6, 2012 but was put on hold until the Sandhill Settlement Area Interim Control By-law (BL-2011-093) was lifted and the Town of Caledon completed its Sandhill Land Use Study.

Council for the Town of Caledon approved the Town initiated Official Plan Amendment (OPA) No. 233 and Zoning By-law (ZBL) No. 2013-072 on July 9, 2013 (subsequently appealed to the Ontario Municipal Board). The lands at the intersection of Airport Road and King Street were re-designated and rezoned Highway Commercial providing for a range of retail and service uses consistent with our client's development proposal.

21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556
www.gagnonlawurbanplanners.com • Toll Free: 1-855-771-7266

CONFIDENTIALITY
CAUTION

This document is Consultant-Client privileged and contains confidential information intended only for person(s) named above. Any distribution, copying or disclosure is strictly prohibited. If you have received this document in error, please notify us immediately by telephone and return the original to us by mail without making a copy.



On October 23, 2014 a Motion Hearing was held at Caledon Town Hall. [REDACTED] and [REDACTED] ("Moving Parties") brought a motion seeking relief as follows:

1. An Order of the Board approving OPA 233 as it relates only to the lands municipally known as [REDACTED] and [REDACTED] and
2. An order of the Board approving [REDACTED] a By-law to amend the Town of Caledon Comprehensive Zoning By-law No. 2006-50, as it relates only to the lands municipally known as [REDACTED] and [REDACTED]

The Board granted the Motion approving the OPA and ZBA in part and further ordered that the Interim Control By-law ceases to be in effect for these lands. Our client is now able to proceed with an Application for Site Plan Approval in order to implement the proposed development of the property with highway commercial uses.

COMMENTS, OBSERVATIONS and RECOMMENDATIONS

We recognize and acknowledge that the Region's traffic analysis indicates that the road network will be congested in the future without improvements and that the Region is being proactive in planning now with road construction scheduled for 2020. We also acknowledge it is the Region's intent to make sure all vehicles, including farm equipment; emergency vehicles and trucks are able to maneuver through the Study Area and its intersections safely and efficiently.

As per the Region's Official Plan, Airport Road has a ROW of 45.0 metres (147.60 feet) with provisions for up to 54.0 metres (177.16 feet) at ROW intersections. King Street has a ROW of 30.0 metres (98.42 feet) with provisions for up to 39.0 metres (127.95 feet) at ROW intersections. Thank you for confirming that it has not been determined at this time exactly what the ROW requirement will be at the King Street intersection. The presentation advised that the Region's Long Range Transportation Plan does not identify the need to widen King Street and that King Street will be reassessed when the Transportation Plan is updated to reflect 2041 population.

We do not object to the Region's preferred planning solution to widen Airport Road from two (2) lanes to four (4) lanes with a centre lane turning left. We do not have any objections at this time with respect to the proposed "urban" cross section within Sandhill or the recommended a "hybrid" solution including the proposed roundabout at King Street with the understanding that the Region will NOT be seeking additional lands beyond the Regional Official Plan maximum.

Based on the Study Area Preliminary Preferred Design, it is estimated that the Region requires [REDACTED] along its Airport Road frontage. The Region also requires [REDACTED]



[REDACTED] The Preliminary Preferred Design suggests that King Street will not be widened beyond its current ROW and that no additional land will be required along the King Street frontage.

We have reviewed the Preliminary Preferred Plan with our Transportation Consultant. In the interim condition, we have proposed that the Subject Site operate with two (2) full moves access points located at the [REDACTED] and [REDACTED] limits of the site. We recognize that these access points will need to be assessed via the Site Plan Approvals process.

By way of this submission we respectfully request the Region confirm that once the road is reconstructed and the roundabout installed that our client will continue to enjoy private access to both Airport Road and King Airport Road. The elimination of these access points would prevent our Client and the Town of Caledon from achieving its long term vision for these lands within the Sandhill Settlement Area.

We ask that the Region also revisit the Preliminary Preferred Design to reduce the proposed "swing" on the western side of Airport Road approaching the roundabout. [REDACTED]

The Preliminary Preferred Design suggests that any future access from the Subject Site on [REDACTED] or [REDACTED] will be restricted to right-in/right-out movements only. We are concerned that the Design of the roundabout will preclude oversized truck movements (i.e. fuel truck deliveries) from certain directions and may cause the site to be inoperable at the time of installation. We would ask that the Region revisit the Design and explore a reduction in the median lengths [REDACTED] and [REDACTED].

In closing, please accept this correspondence as input to Phases 3 and 4 of the Airport Road EA. Through this submission, we respectfully request that we be notified of any recommendations and decisions that are made in this regard. We are willing to meet with Staff to further clarify our concerns related to these matters.

We look forward to continuing to participate in the EA Study Process.

Yours truly,



Marc De Nardis, B.U.R.P.I., M.C.I.P., R.P.P.
Planning Associate

c.c. T. Manley, Town of Caledon
[REDACTED]
M. Gagnon, Gagnon & Law Urban Planners Ltd.

Brock, Liz

From: Rook, Sally
Sent: January 21, 2015 9:17 AM
To: 'Marc De Nardis'
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Airport Road Environmental Assessment EA; G&L File PN1710
Attachments: SKMBT_36315010711050.pdf

Hi Marc,

Thank you for your letter dated January 5th, 2015.

I understand that your clients may be submitting a Site Plan for [REDACTED] and [REDACTED] in the future and based on our previous communications, this was considered throughout the Environmental Assessment. Specifically when evaluating alternatives for the [REDACTED] intersection. The preferred alternative, presented at PIC#2 is to construct a roundabout at this intersection. Among other benefits, a roundabout at this location allows any properties with access restrictions to utilize the roundabout to change direction approaching or exiting the property.

The preliminary design is considered to be 30% detailed design and as such is subject to modifications throughout the duration of the detailed design process. The Region will continue to communicate with you and your clients to ensure that the road design works with your approved site plan and ensures all vehicles can access the site.

Many of your questions and comments relate more directly with the Site Plan process. The Region's Traffic Development section have provided the detailed comments below and I believe they will provide useful additional information and cover the rest of your questions:

Access Requirements:

- A Traffic Impact Study (TIS) will be required for our review and comments, detailing the effect of the development's operations on the adjacent Regional Road network and intersection, identifying any mitigation measures required. Terms of reference must be submitted for our review and comments prior to study commencement;
- The Region will support one right in / right out access to [REDACTED] located at the [REDACTED] limits of the property and one right in / right out access to [REDACTED] located at the [REDACTED] limit of the property. The Road Characterization Study identifies the section of [REDACTED] and [REDACTED] within the subject site as Suburban Connector, which requires full moves access to be located a minimum of 300 metres from an intersection. Please be advised that potential future access to Regional roads must adhere to Region's Controlled Access By-law 62-2013 and Road Characterization Study;
- The Owner must pursue reciprocal permanent easements with the owners of the properties to the north and west for the purposes of the mutual right in/right out accesses to [REDACTED] and [REDACTED] when these properties proceed with a development application;
- The Region agrees to support, in principle, the interim use of the [REDACTED] access as a full movement access;
- A provision shall be made in the Site Plan Agreement that the Owner and/or tenants agree not to claim any damages arising from the physical restriction of the access onto [REDACTED] to right-in/right-out movements only, upon any of the following occurrences:
 1. It is determined by the Region that the interim full movement access adversely impacts the safety and/or capacity of traffic on [REDACTED]
 2. Regional Council so directs; or
 3. At such time as the Region in its sole discretion determines necessary;
- A provision shall be made in the Site Plan Agreement that the Owner acknowledges and agrees that until such time as the accesses are physically restricted to right-in/right-out, the Region, its officers, employees, servants, agents, contractors, or any other person or entity for whom the Region is in law responsible, shall not be responsible for any claim including but not limited to compensation, damages, for bodily injury or death, injurious affection or any other damages, claims, demands, losses, costs, suits or other proceedings by anyone, arising or

which may arise as a result of the interim use of the restricted right-in/right-out access for left-in turns to the lands or left-out turns from the lands.; and

- The Owner shall provide detailed design of the proposed accesses on [REDACTED] and [REDACTED] for our review and comments.

Property Requirements:

- The applicant shall ensure that sufficient [REDACTED] widening is gratuitously dedicated as public right-of-way to the Region of Peel. The Region's road widening requirements for mid-block are 22.5 metres from the centreline of Airport Road and 15 metres from the centreline of King Street. Additional property over and above the Official Plan requirement will be required to account for BILT requirements, resulting in a right-of-way of 50.50 metres along Airport Road within 245 metres of an intersection (25.25 metres from the centreline of the road) and 35.50 metres along King Street within 245 metres of an intersection (17.75 metres from the centreline of the road);
- The Region will require the gratuitous dedication of 15 x 15 metres daylight triangle at intersection of [REDACTED] with [REDACTED]
- The Region will require the gratuitous dedication of a 0.3 metre reserve behind the property line along the frontage of the property onto [REDACTED] and daylight triangle except at the approved access locations;
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way; and
- A draft reference plan will be required for our review and approval prior to the plan being deposited.

Engineering Requirements:

- A detailed engineering submission will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission must include the REMOVALS, NEW CONSTRUCTION AND GRADING, TYPICAL SECTIONS and PAVEMENT MARKINGS AND SIGNING drawings. All works within Region of Peel's right of way must be designed in accordance to the Public Works, "Design Criteria and Development Procedures Manual" (<http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/designroads-july2009.pdf>) and "Material Specifications and Standard Drawings Manual" (<http://www.peelregion.ca/pw/other/standards/linear/drawings/roads-index.htm>);
- A detailed cost estimate of the proposed road and access works within the Region's right of way will be required;
- The Owner will be required to submit the following prior to commencement of works within the Region's right of way:
 - Securities in the amount of 100% of the approved cost estimate for road and access works along [REDACTED]
 - A 7% engineering and inspection fee based on the approved estimated cost of the road and access works (minimum \$1,594.32);
 - Completed Road Occupancy Permit and a fee of \$284.60;
 - Completed Notice to Commence Work;
 - Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor.
- All costs associated with the road and access works are 100% paid by the applicant.

Please let me know if you have any further questions. We are in the process of finalizing the ESR and I anticipate filing the EA in the next few weeks. A copy of your letter will be included in the Communications section of the ESR, please see attached. I believe this version respects your clients confidentiality, please let me know if further edits are required.

Thanks,

Sally Rook, C.Tech, PMP

Project Manager

Region of Peel | Transportation | Infrastructure Programming & Studies

10 Peel Centre Dr, Suite B | 4th Fl. | Brampton, ON | L6T 4B9

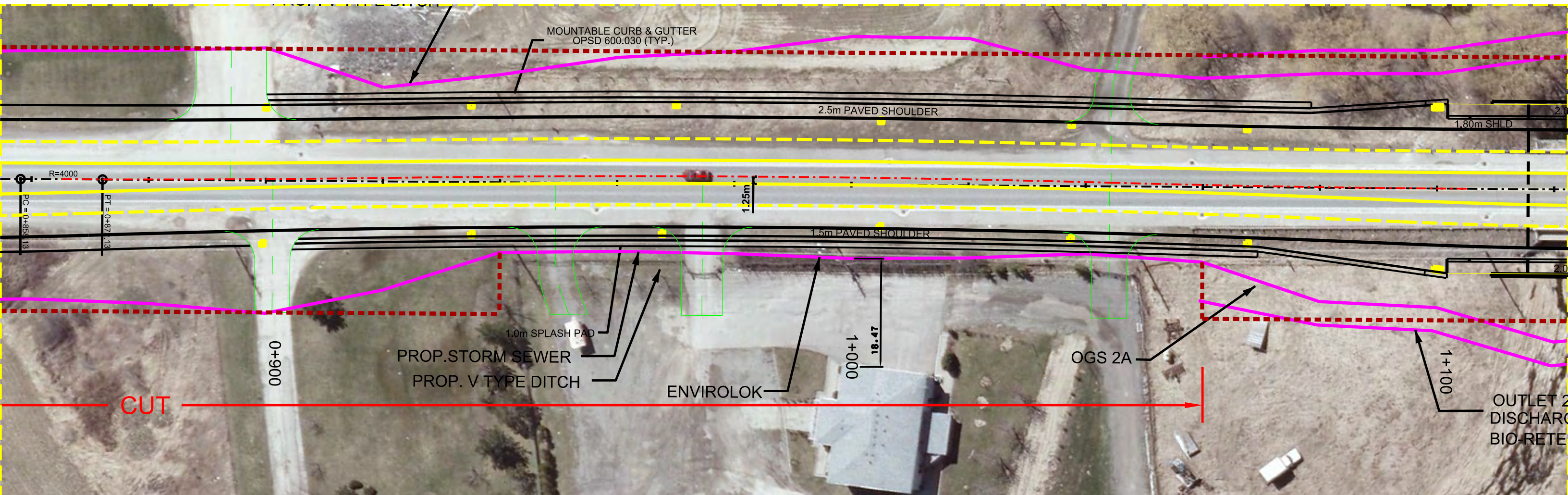
From: Rook, Sally
Sent: June 18, 2015 11:39 AM
To: Brock, Liz
Subject: FW: Airport Road EA shifted alignment option

Hi Liz,

Mr. Testani was happy with the revision to our design that avoids a property requirement at his property. The attached show the updated PIP and a summary of what compromises where made. The roll plan and design plates from IBI already included in the ESR have the original PIP... This should all be documented.

Thanks,

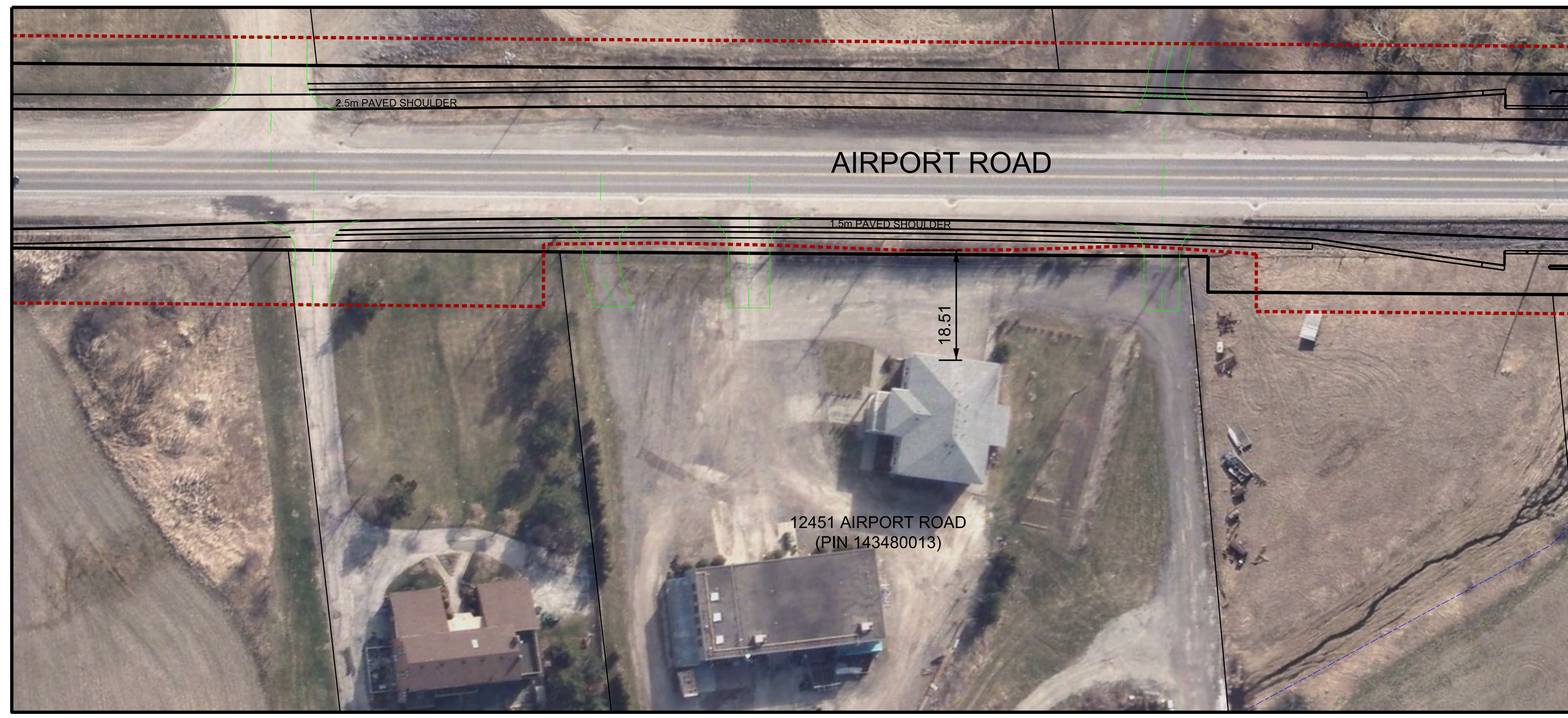
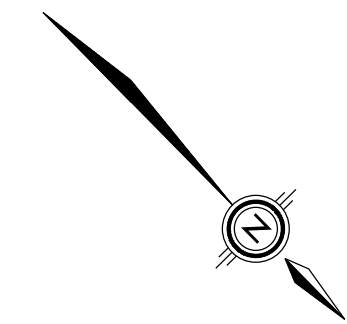
Sally Rook, C.Tech, PMP
Project Manager
Region of Peel |Transportation | Infrastructure Programming & Studies
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t: 905.791.7800 ext. 7842 | tf: 888.919.7800
REGION OF PEEL ■■■ working for you



- SHIFTED C/L 1.25m
- NO IMPACT TO STRUCTURE CROSS SECTION
- NO PROPERTY IMPACT
- FOLLOW GRADING LIMIT ROW, NOT 45m OP ROW

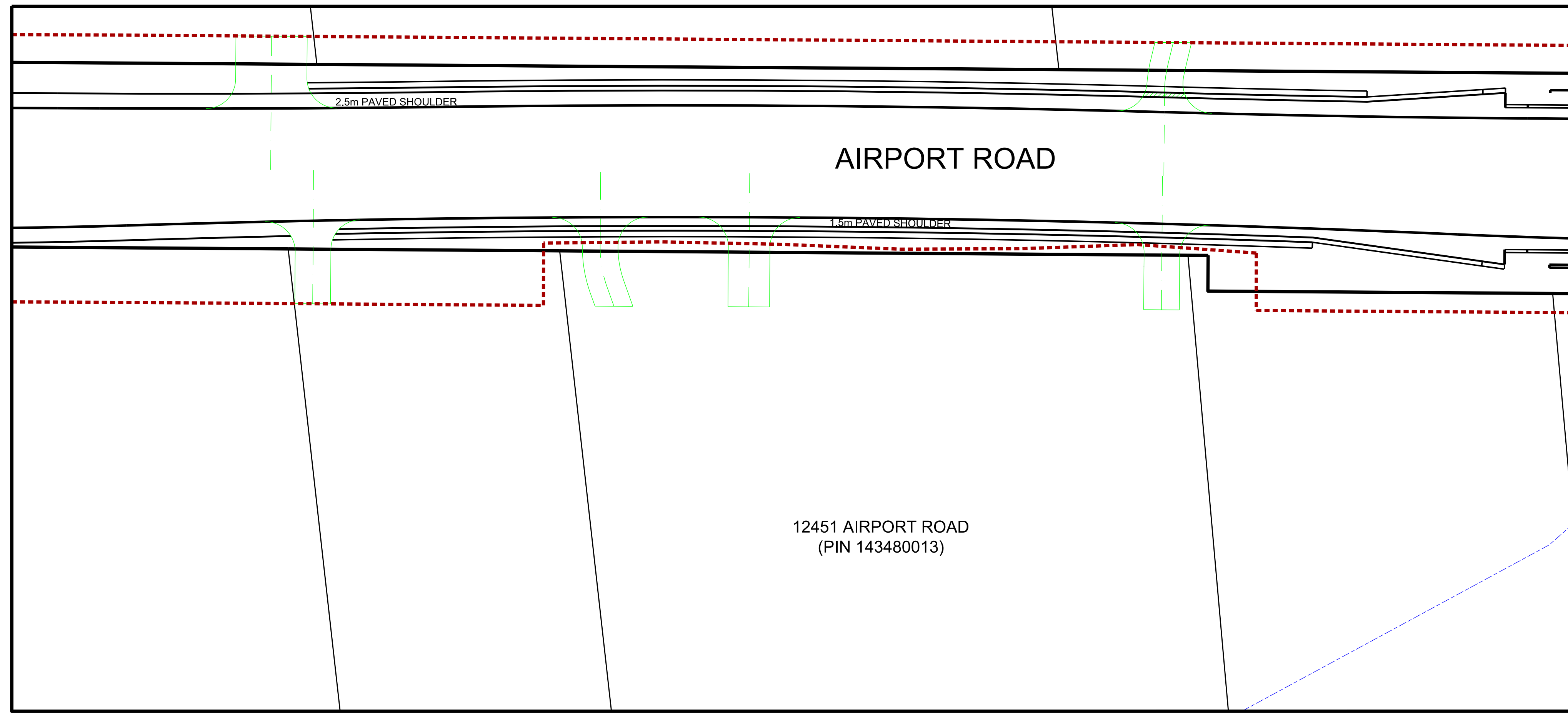
- 1:1 SLOPE WITH ENVIROLOK
- NO IMPACT TO LANDSCAPING
- CENTRE MEDIAN REDUCED FROM 5.5m TO 4.0m
- PAVED SHOULDER ON EAST SIDE REDUCED FROM 2.5m TO 1.5m

REVISIONS		
DATE	DETAILS	INT.

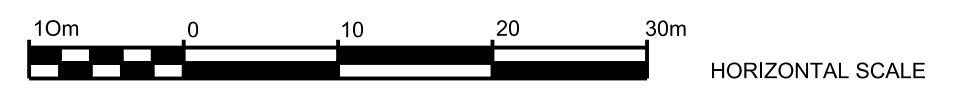


LEGEND

- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPERTY REQUIRED (0 sq.m.)



AFFECTED AMOUNT		
DESCRIPTION	UNIT	QUANTITY
LIGHT STANDARD	ea.	
DRIVEWAYS	sq.m.	
SOD	sq.m.	
TREES	ea.	
SHRUBS	LS.	
SIGNS	ea.	



**AIRPORT ROAD IMPROVEMENT
PROPERTY IMPACT PLAN
12451 AIRPORT ROAD
(PIN 143480013)**

CAD Area	Area	Project No.	12-4380
Checked by	Drawn by B.K.	Plan No.	
Date MARCH 2015	Sheet 2 of 2		

STAKEHOLDER ENGAGEMENT

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

	NAME	COMMENT/REQUEST	FOLLOW-UP/RESPONSE
Notice of commencement	Emails/Letters from Agencies		
	Curve Lake First Nation	Curve Lake First Nation does not have an interest in the project at this time. Asked to be contacted if environmental or archaeological issues arise.	None required
	Aboriginal Affairs & Northern Development Canada	Asked to be removed from mailing. Gave direction on whom to contact for Aboriginal consultation.	None required
	Alderville First Nation	As per the Alderville First Nation Consultation Protocol, the proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur.	None required – continued to send notices throughout the study.
	Infrastructure Ontario	General info letter if IO lands are impacted by the proposed construction.	No response required.
	Dorothy Moszynski Ministry of Natural Resources	Reviewed minutes from TAC meeting and had no comments at that time.	No response required.
	Peel Regional Paramedic Services	No concerns or issues with the proposed assessment. Request to be notified of any road closures or changes which may impact ability to provide emergency services to residents of the area.	No response required.
	Peel District School Board	Asked to be kept informed throughout the process.	No response required.
	Dufferin-Peel Catholic District School Board	Asked to be kept informed throughout the process.	No response required.
	Emails/Faxes from Residents		
	Pasquale Cianfarani	What is the purpose of the study?	Given details of study purpose by PM.
	Grace Balzan	Would like to be informed of meetings/information sessions in advance of the dates.	No response required.

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

	NAME	COMMENT/REQUEST	FOLLOW-UP/RESPONSE
Public Information Centre No. 1	Comment Sheets/Emails Residents		
	Harvey & Lori Cook	<ul style="list-style-type: none"> Request for water services to residents in area Why upgrade hydro poles if widening won't take place for at least 5 years? North Peel Community Church attendees are parking on the shoulder – need a parking lot make sure signalized intersection or roundabout is adequate for turning of large vehicles, e.g. farm tractors request for adequate shoulder for postal vehicles and comment that does not want community mail boxes 	<ul style="list-style-type: none"> There are no plans to bring water to the study area. The existing water main on Airport Rd ends north of Healey Rd and is already beyond the typical service elevation range for Pressure Zone 6 (i.e. we have already stretched the system). Therefore we could not extend the system further north without creating a new pressure zone with a booster pumping station and new water mains. As you can imagine, this would be very expensive. The water distribution system would only be extended to King St when or if significant development occurs in the area. The Town has no plans for development in this area within the 2031 planning horizon. Hydro One is replacing 11 poles on Airport Rd as part of the Hydro One maintenance program. The insides of the poles are rotted and replacement cannot wait until approximately 2018 when this project will be constructed. It is not within the scope of this EA to facilitate parking for the Church; however consideration will be given to access in and out of the church with the proposed intersection works at King Street. It is the Region's intent to make sure all vehicles, including farm equipment, emergency vehicles and trucks are able to manoeuvre through the area and its intersections safely and efficiently. Canada Post has told us that most rural delivery customers are being switched out to Community Mailboxes long before the construction of Airport Road occurs. They do not have a timeline for this location but will confirm in 2014-2016.

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

Public Information Centre No. 1	<p>Mauro Testani</p> <ul style="list-style-type: none"> • lower speed limit • mail access • a centre lane for safe turning • noise barriers • closeness to the lane to access grade • height of the road • sanitary manhole privately installed – required by the Region 	<ul style="list-style-type: none"> • The posted speed limit of 70 km/hr. is considered reasonable for the area and for the intended function of Airport road. Unfortunately drivers do not always choose to follow the posted signs and instead drive at increased speeds. • Canada Post has told us that most rural delivery customers are being switched out to Community Mailboxes long before the construction of Airport Road occurs. They do not have a timeline for this location but will confirm in 2014-2016. • A dedicated centre left-turn lane is included in the preferred alternative for Airport Road. • The noise study concludes noise walls are not required. Noise levels are expected to only minimally increase and there are no back or side yards to protect.
	<p>No name provided</p> <p>General Comment: Out of all the environmental inventories, I notice that agriculture, an already suffering part of Ontario, is not a consideration. Farmers allowing their cattle and other livestock to graze in fields on Airport Road are already exposed to the industrialization of Tullamore and the increasing traffic. This plan greatly impacts the air quality and lands, which are vital to the few farms that are still operational on Airport Road. Farmers should be supported – not have their land further ravaged by increasing traffic, pollution and other detrimental aspects to the agricultural areas of Airport Road. As a young person of Caledon, I am truly insulted by the failure to protect and nurture the agricultural industry. Farmers are losing land- when will it stop?</p>	<p>General Response presented at PIC#2: While agriculture is not listed in the environmental inventory, it has been considered in the study. The Town of Caledon’s Official Plan identifies the adjacent land use (with the exception of within the Sandhill Settlement area) as agricultural and Green Belt lands. As such, the cross section being proposed is rural. The Air Quality Study shows that as traffic increases and the road becomes congested, air quality declines. By providing the ability for traffic to free-flow through the area, air quality is improved. The Region isn’t widening the road to try to increase traffic but rather widen the road to facilitate increased traffic that we know will be coming to the area in the next 20 years. It is anticipated that very little existing working farm land will be required for this project.</p>

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

Public Information Centre No. 1	Dino DiPucchio	<ul style="list-style-type: none"> • water services need to be discussed 	There are no plans to bring water to the study area. The existing water main on Airport Rd ends north of Healey Rd and is already beyond the typical service elevation range for Pressure Zone 6 (i.e. we have already stretched the system). Therefore we could not extend the system further north without creating a new pressure zone with a booster pumping station and new water mains. As you can imagine, this would be very expensive. The water distribution system would only be extended to King St when or if significant development occurs in the area. The Town has no plans for development in this area within the 2031 planning horizon.
	Lou de Faveri Delgrove Enterprises Inc.	Maintain access on to Airport Road both northbound and southbound; in other words no island/median. Addressing this is of tantamount importance. Part of the business that operates out of these premises would be gravely disrupted.	
	Bob Early, Earlvale Farms	<ul style="list-style-type: none"> • agricultural operations, use and access along Healey and Old School will be affected by increased traffic • widening Airport Rd to 4 lanes will lead to growth of subdivisions into the agricultural reserve, increasing the pressures on the wrong roads and putting agricultural machinery in conflict with motorists • speeding is a problem along Healy/Old School – should lower speed limit 	The dedicated centre left-turn lane proposed along Airport Road is anticipated to reduce conflicts between vehicles (farm or otherwise) turning into properties and through traffic. At this time there is no development application related to subdivisions or any other multi-home developments in the study area.

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

Public Information Centre No. 1	Keith Buth	<ul style="list-style-type: none"> • does not understand need to widen now for the future – feels traffic is moving well • secondary roads could be improved and would be safer to take traffic 	Secondary roads are not built to a standard that will facilitate high volumes of traffic. To upgrade a secondary road to an arterial would not be cost effective and also would not necessarily suit the adjacent land uses and intended character of the area.
	Bob & Candy Early	<ul style="list-style-type: none"> • straightening out the jog at Airport (offset intersection at Healey/Old School) and adding 4 lanes to Airport will increase use of side roads that are not meant for commuter traffic • Need better east-west arterial roads – commuters avoiding Mayfield in favour of Healey/Old School • Area will be greenbelt for a while (i.e. Agricultural) and would like to know what strategies Region/Caledon have for commuters 	<p>The Town and Region are aware that there has been an increase in traffic on Old School Road in recent years. It is anticipated that with the completion of the widening of Mayfield Road from Dixie Road to Highway 50 that commuters using Old School Rd as a by-pass of Mayfield Rd will return to using Mayfield once the road is built for higher traffic volumes.</p> <p>When modelling and forecasting needs for the future, the Region’s Long Range Transportation Plan (LRTP) takes into account that Region and Town roads have different functions, standards and uses. The current LRTP doesn’t identify a need to widen King Street. It will be looked at again when the LRTP is updated with the 2041 population and employment projections.</p>
	No name	<ul style="list-style-type: none"> • Definitely necessary with the added population growth in Caledon East and increased truck traffic 	No response required

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

Public Information Centre No. 1	Adriano Conti	<ul style="list-style-type: none"> • Located close to Morris Bridge on east side • Concern for any work that gets done to address the entrance issues we may have to our property. As it exists there is already a tremendous drop off to our property. Also the ability for large equipment/vehicles to turn into and out of our property is a concern. 	Resident did not show up for scheduled July 2nd meeting Will set up a meeting for the fall once design is more complete.
	Julia & Bernie Stevens	<ul style="list-style-type: none"> • property impacts • roundabouts 	<p>As discussed, the proposed solution for Airport is 5-lanes (2 northbound, 2 southbound and a dedicated left-turn centre lane. The 5-lanes as well as paved shoulders will be kept within the 45 metre right-of-way designated for this section of Airport Road in the Region’s Official Plan. Attached is the presentation material from PIC#1 held last Spring and I will ensure that you receive a direct mail invite to PIC#2 anticipated to be next March/April 2014. At that time the design will show potential impacts to each of the properties along the corridor.</p> <p>I have copied my Real Estate team member since this is really his area of expertise and he will be the person you would likely deal with if any property acquisition is required. There isn’t an exact distance from the ROW necessarily, each property is looked at individually and then a plan is determined. In general, we would buy out when:</p> <ul style="list-style-type: none"> • there is a safety issue or; • if, after the widening, the house would be so close to the road that its value (relative to its value prior to the widening) would be severely impaired or; • If we know a future widening will also be required and that widening would result in one of the above.

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

Public Information Centre No. 1	<p>Marc De Nardis Gagnon & Law Urban Planners Ltd</p>	<ul style="list-style-type: none"> • interest in the project and request for meeting 	<p>While I agree that a meeting would be beneficial, it is premature at this point. The cross section shown for Sandhill at PIC #1 did show a shift to the west with the intent that the shift would be brought back to existing centreline prior to the intersection. The shift was specifically for the purpose of avoiding the Sandhill United Church on the east side of Airport Road, south of King Street that is designated as a Heritage Building. Once we have moved further towards finalizing the design we will be in a better position to discuss impacts to your client's property.</p>
		<ul style="list-style-type: none"> • Can you confirm when the ROW for Airport Road was increased to 45.0m? I imagine it took place via the approval of one of the ROPA's, not sure which one as I have not been tracking their approvals closely. • Just had a look at the Town's Official Plan Schedule K and the Region's OP Schedule F (2008 Office Consolidation), both identify Airport Road has having a ROW of 36.0m. Under the Region's OP Schedule F (Working Draft Office Consolidation February 2013), Airport Road has a ROW of 45.0m. 	<p>As per the Region's Official Plan, Airport Road within the study area has a ROW of 45m with provision for up to 54m ROW at intersections. It has not been determined at this time exactly what the ROW requirement is at the King St intersection. I can assure you that your comments will be considered throughout the design process.</p>
	<p>Natalie Boodram Project Planner Planning & Environmental Design MMM Group Limited</p>	<ul style="list-style-type: none"> • We are representing Landvest Development Corp. in relation to 13940 Airport Road (on the west side) • Do you have further information on the three major structures and other issues 	<p>Attached is a Bulletin that was sent out to all stakeholders in December 2013. It shows the 3 major structures that need to be replaced. As the design has progressed we have identified that all three major structures in the study area will need to be replaced as well as some other issues. As such, we are rescheduling the PIC#2 to November 2014.</p>

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

Public Information Centre No. 1	<p>Anthony Mazzucco</p>	<ul style="list-style-type: none"> • We own property on the east side of Airport Road in the affected area, and generally welcome advancement/expansion. • Not sure if we can attend the PIC. • Question: Is there any report or information on the future development of this area of Caledon, or is the "Official Plan 2008" the source? • I was looking for further info which may have covered the need for road expansion as a result of area expansion/development. 	<p>As far as the intended land use and zoning for the area, the Town of Caledon's Official Plan 2008 is the source. The Town's OP, among many other sources, are inputs into the Region of Peel's Long Range Transportation Plan (LRTP). It's the LRTP that identifies the need for roadway expansion.</p> <p>If you cannot attend the PIC on June 20th the material will be available through the Region's website.</p>
	<p>Mayor Morrison Town of Caledon</p>	<ul style="list-style-type: none"> • Is the Region planning a four lane widening for this section of Airport Road? • The Sandhill Church is a concern that must be addressed 	<p>Email response provided to Brian Johnson in Mayor's office.</p> <ul style="list-style-type: none"> • Region proposal is a 5-lane widening; 4 travel lanes (2-N/B & 2 S/B + a dedicated left centre turn lane throughout). • Region will be shifting the centreline of the road to the west to avoid impacts to Sandhill United Church.
	<p>Sharon Lingertat Toronto Region Conservation Authority (TRCA)</p>	<ul style="list-style-type: none"> • Expression of interest in the project and request to forward hand out materials for the PIC • Comments on Stormwater report. - As identified during a site visit with the Region of Peel on December 12, 2011, 8 watercourse crossings were identified in the field within the study limits. Of particular interest to TRCA staff are the three major watercourse crossings of Salt Greek (C2, C6, C7). Staff has reviewed the information provided and the proposed SWM scheme is conceptual in nature. Three options were evaluated for the above noted crossings. Although no preferred alternative has been selected at this point, option 2 which involves the replacement of these 3 structures performed better hydraulically and is better able to accommodate a full 4-lane roadway, with provision for bike lanes and sidewalks 	<ul style="list-style-type: none"> • Copy of PIC boards sent.

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

Public Information Centre No. 1	Craig & Brenda Robbins	We assessed the information that was provided at the public meeting and it makes perfect sense to widen Airport Road to five lanes given the criteria you are using to assess the alternatives.	No response required.
	Nunzio Simone	I would like to know when the Town is planning to install a water line to the area. I understand that is approximately 1 km south of King Road. I would like to see the water brought up to King Road.	There are no plans to bring water to the study area. The existing water main on Airport Rd ends north of Healey Rd and is already beyond the typical service elevation range for Pressure Zone 6 (i.e. we have already stretched the system). Therefore we could not extend the system further north without creating a new pressure zone with a booster pumping station and new water mains. As you can imagine, this would be very expensive. The water distribution system would only be extended to King St when or if significant development occurs in the area. The Town has no plans for development in this area within the 2031 planning horizon.
	Rosi Zirger Heritage Planner Ministry of Tourism, Culture & Sport	<ul style="list-style-type: none"> • Provided the Cultural Heritage Assessment Report: Built Heritage • Identified that for archaeological reports, the licenced archaeologist must submit the report directly to MTCS for review by an Archaeology Review Officer. 	No action required.
	Dave Mowat Mississauga of Scugog Island First Nation	<ul style="list-style-type: none"> • The main concern we have with infrastructure projects throughout the traditional and treaty territories of the Mississauga Nation are effects/impacts on any potential archaeology sites. 	No action required at this time.
	Christina Ayre Hydro One Networks Inc. Bolton Area Office	<ul style="list-style-type: none"> • Cannot attend PIC#1 	Provided a copy of the PIC presentation

SUMMARY OF PUBLIC/AGENCY ENGAGEMENT AND RESPONSE

Airport Road Environmental Assessment – Mavfield Rd to King St

Public Information Centre No. 2	Comment Sheets/Emails Residents		
	Pete Paterson	<ul style="list-style-type: none"> Staff given letter resident had written July 13th addressed to Regional Chair. Resident concerned how the proposed changes will affect the Village of Caledon East and that feels widening will encourage sprawl. 	
	Shawn	<ul style="list-style-type: none"> Roundabouts will work well on Airport Road. 	None required.
	Naresh Basal	<ul style="list-style-type: none"> Asked to be notified of PIC#2. 	Was emailed details.
	Gagnon & Law Urban Planners	<ul style="list-style-type: none"> Firm representing 2 properties within Sandhill settlement area concerned about maintain access following construction of roundabout. 	Accommodations will be evaluated further in detailed design phase of the project.
	Testanti	<ul style="list-style-type: none"> Submitted letter objecting to the study. Concerned about property impacts. 	Project manager and Real Property Asset Management staff met with the homeowner on multiple occasions to discuss concerns about property impacts. The proposed design was adjusted to reduce impacts to the property owner and the owner was satisfied with the changes.

Aboriginal and First Nations Consultation

Brock, Liz

Subject: FW: Notice of Study Commencement - Airport Road from 1 km north of Mayfield Road to .6km north of King Street, Caledon, Ontario

-----Original Message-----

From: dutytoconsult@curvelakefn.ca [<mailto:dutytoconsult@curvelakefn.ca>]

Sent: April 12, 2012 10:36 AM

To: Brock, Liz

Subject: Re: Notice of Study Commencement - Airport Road from 1 km north of Mayfield Road to .6km north of King Street, Caledon, Ontario

Dear Liz,

Thank you for the information in regards to Airport Road.

At this time, Curve Lake First Nation does not have an interest in this project. If any unforeseen environmental or archaeological issues arise, please contact our First Nation.

Thank you

Melissa Dokis
COnsultation Worker
Curve Lake First Nation

-----Original Mail-----

From: "Brock, Liz" <Liz.Brock@peelregion.ca>

To: "'dutytoconsult@curvelakefn.ca'" <dutytoconsult@curvelakefn.ca>

Sent: Tue, 14 Feb 2012 09:09:42 -0500

Subject: Notice of Study Commencement - Airport Road from 1 km north of Mayfield Road to .6km north of King Street, Caledon, Ontario

Please find attached the Notice of Study Commencement for the environmental assessment for the above study area. Please contact the project manager for the assessment, Solmaz Zia, if you have any questions or comments.

Thank you,

Liz Brock
Technical Analyst
Program Planning & Studies, Transportation Public works liz.brock@peelregion.ca
905-791-7800 x7902
fax: 905-791-1442

22521 Island Rd.
Port Perry, ON L9L 1B6
Phone: 905-985-3337
Fax: 905-985-8828
www.scugogfirstnation.com



Fax

To: Sally Rook, Project Mgr From: Dave Mowat
Consultation Specialist

Fax: 1-905-791-1442 Pages: 2 (including cover)

Phone: Date: June 24, 2013

Re: Comment Sheet on cc:
Class EA Study Airport Rd

Urgent For Review Please Comment Please Reply Please Recycle

• Comments:

**CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM 1.0KM NORTH OF MAYFIELD ROAD
TO 0.6KM NORTH OF KING STREET**

FIRST PUBLIC INFORMATION CENTRE

QUESTIONNAIRE / COMMENT SHEET

Where do you live? Town of Caledon City of Brampton Other Scugog

1. My interest is? (check all applicable)

- Direct access onto Airport Road
 Residential property
 Business/commercial
 Industrial
 Other (specify)

2. Do you have any comments on the study information to date or the recommended planning alternative?

The main concern we have with infrastructure projects throughout the traditional land treaty territories of the Mississauga Nation are effects/impacts on any potential archeology sites.

3. If you would like us to contact you, please give us your name and address or telephone number or email:

Name: DAVE MOWAT

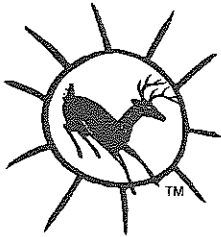
Address: 22521 Island Rd, Port Perry, ON, L9L 1B6

Telephone/Email: 905-985-3337 ext 263

Thank you for participating in this study. For more information please visit our website at [http://www.peelregion.ca/pw/roads/environ-assess/airport-road-ea.htm](http://www.peelregion.ca/pw/roads/environ-assess/airport-road-<u>ea.htm</u>). Please place your completed comment sheet in the comment box at the PIC or send to Sally Rook, Region of Peel, Project Manager (address below) by July 12th, 2013.

Sally Rook, C.Tech., PMP
 Project Manager, Transportation Program Planning
 Public Works, Region of Peel
 10 Peel Centre Drive, 4th Floor, Suite B
 Brampton, ON L6T 4B9
 Tel: 905-791-7800 x7842 / Fax 905-791-1442
 Email: sally.rook@peelregion.ca

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Chippewas of RAMA
First Nation

5884 Rama Road, Suite 200
Rama, Ontario L0K 1T0

T 705.325.3611 F 705.325.0879

A Proud Progressive First Nation Community

February 6, 2012

The Regional Municipality of Peel
10 Peel Centre Drive, Suite B
Brampton, ON K6T 4B9

Attention: Solmaz Zia, Project Manager

**Re: Notice of Study Commencement, Class Environmental Assessment
Airport Road, from 1km north of Mayfield Road to 0.6km south of King Street, Caledon**

Dear Ms. Zia:

As a member of the Williams Treaties First Nations, Rama First Nation acknowledges receipt of your letter of February 1, 2012, which was received on February 3, 2012.

A copy of your letter has been forwarded to Karry Sandy-McKenzie, Barrister & Solicitor, Coordinator for Williams Treaties First Nations for further review and response directly to you. Please direct all future correspondence and inquiries, with a copy to Rama First Nation, to Ms. Sandy-McKenzie at 8 Creswick Court, Barrie, ON L4M 2J7 or her e-mail address at k.a.sandy-mckenzie@rogers.com. Her telephone number is (705) 792-5087.

We appreciate your taking the time to share this important information with us.

Sincerely,



Chief Sharon Stinson Henry

c: Council, Rama First Nation
Jeff Hewitt, General Counsel
Karry Sandy-McKenzie, Coordinator Williams Treaties First Nations
Chief Roland Monague Portfolio Chief for Williams Treaties Nations



FEB 27 2012

Reference: 93

Solmaz Zia, P.Eng.
Project Manager
The Regional Municipality of Peel
10 Peel Centre Dr., Suite B
Brampton, ON L6T 4B9

Re: Notice of Study Commencement, Class Environmental Assessment for Airport Road, from 1km north of Mayfield Road to 0.6km north of King Street, Caledon

Dear Ms. Zia:

Thank you for your inquiry dated February 1, 2012 regarding the above-noted project.

As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project:

- reserves;
- land claims or claims in litigation against Ontario;
- existing or asserted Aboriginal or treaty rights, such as harvesting rights; or
- an interest in your project's potential environmental impacts.

MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.

You should be aware that many First Nations either have or assert rights to hunt and fish in their traditional territories. For First Nations, these territories typically include lands and waters outside of their reserves.

In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological resources may include communities who are not presently located in the vicinity of the proposed project.

With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in MAA's land claims process or litigation, that could be impacted by your project. Contact information is below:

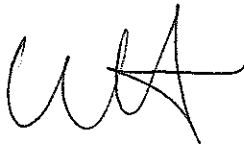
Mississaugas of the New Credit First Nation 2789 Mississauga Rd., R.R. #6 HAGERSVILLE, Ontario NOA 1HO	Chief Bryan LaForme (905) 768-1133 (Fax) 768-1225 bryanlaforme@newcreditfirstnation.com
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Through Aboriginal Affairs and Northern Development (AANDC), the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. AANDC's Consultation and Accommodation Unit (CAU) established a "single window" to respond to requests for baseline information held by AANDC on established or potential Aboriginal Treaty and rights. To request information from the Ontario Subject Matter Expert send an email to: UCA-CAU@aadnc-aandc.gc.ca

Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project. MAA does not wish to be kept informed of the progress of the project; please be sure to remove MAA from the mailing list.

The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.

Yours truly,



Wendy Cornet
Manager, Consultation Unit
Aboriginal Relations and Ministry Partnerships Division

Brock, Liz

Subject: FW: Class Environmental Assessment Study for Improvements to Airport Road north of Mayfield Rd. to north of King Street
Attachments: Improvements to Airport Road to Mayfield Road, Peel Region low level response letter.docx

From: Gay Marsden [<mailto:gmarsden@alderville.ca>]

Sent: July 12, 2013 9:38 AM

To: Rook, Sally

Subject: Class Environmental Assessment Study for Improvements to Airport Road north of Mayfield Rd. to north of King Street

Dear Ms. Rook,

Attached is our response letter regarding the Class Environmental Assessment Study for Improvements to Airport Road (R.R.#7) from approx. 1.0 km north of Mayfield Road (R.R.#14) approx. 0.6 km north of King Street (R.R.#9).

Sincerely,

Gay Marsden
Lands and Resources
Alderville First Nation



ALDERVILLE FIRST NATION
P.O. Box 46
11696 Second Line
Roseneath, Ontario K0K 2X0

Chief:	James R. Marsden
Councillor:	Dave Mowat
Councillor:	Pam Crowe
Councillor:	Wes Marsden Jr.
Councillor:	Randall Smoke

February 9th, 2012

Att: Solmaz Zia, P.Eng.

**Re: Notice of Study Commencement
Municipal Class Environmental Assessment Study
Airport Road, from 1km north of Mayfield Road to 0.6km north of
King Street Caledon**

Dear Solmaz,

Thank you for your consultation request to Alderville First Nation regarding the **Municipal Class Environmental Assessment Study for improvements to Airport Road, in the Town of Caledon**, which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that the **Region of Peel**, recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur.

Although we may not always have representation at all stakeholders meetings, it is our wish to be kept apprised throughout all phases of this project. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources
Communications Officer
Alderville First Nation

dsimpson@aldervillefirstnation.ca

Tele: (905) 352-2662
Fax: (905) 352-3242



ALDERVILLE FIRST NATION

11696 Second Line
P.O. Box 46
Roseneath, Ontario K0K 2X0
Phone: (905) 352-2011
Fax: (905) 352-3242

Chief : James R. Marsden
Councillor: Pam Crowe
Councillor: Wesley Marsden Jr.
Councillor: Dave Mowat

July 12, 2013

Region of Peel
Public Works
10 Peel Centre Dr., Suite B
Brampton, Ontario

Att: Sally Rook
Project Manager
Transportation Program Planning

Re: **Class Environmental Assessment Study for Improvements to Airport Road (R.R.#7) from approx. 1.0 km north of Mayfield Road (R.R.#14) to approx. 0.6 km north of King Street (R.R.#9)**

Dear Ms. Rook,

Thank you for your consultation request to Alderville First Nation regarding the **Class Environmental Assessment Study for Improvements to Airport Road (R.R.#7) from approx. 1.0 km north of Mayfield Road (R.R.#14) to approx. 0.6 km north of King Street (R.R.#9)** which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that **Region of Peel** recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

Brock, Liz

Subject: FW: Aboriginal consultation information re: Improvements to Airport Road

From: CAU-UCA [<mailto:CAU-UCA@aadnc-aandc.gc.ca>]
Sent: June 5, 2013 12:56 PM
To: Rook, Sally
Subject: Aboriginal consultation information re: Improvements to Airport Road

Hello Sally Rook,

I am writing on behalf of the Consultation and Accommodation Unit(CAU) of Aboriginal Affairs and Northern Development Canada (AANDC).

As a rule, AANDC officials do not participate in environmental assessments that pertain to projects off-reserve, nor does the department track how other parties carry out their EAs. Therefore, in future **please omit AANDC officials from your public information notification for projects that do not intersect with reserve land**. This information has been relayed to the Ministry of Environment, and their contact list will be updated shortly.

If you are contacting AANDC to request Aboriginal consultation information, please **reply** and we will be happy to provide it. The CAU's Consultation Information Service (CIS) has been established as a 'single window approach' to help co-ordinate departmental responses to consultation-related queries coming from federal departments and third parties. Please provide a radius (in kilometres) around your project from which you would like information. We will provide information related to Aboriginal groups and their asserted or established Aboriginal and/or treaty rights and claims, to the extent that these are known by AANDC.

Future requests for Aboriginal consultation information from AANDC, can be submitted directly to the following mailbox: UCA-CAU@aadnc-aandc.gc.ca. To facilitate a more timely response, use the following subject heading in your e-mail: request for '**Aboriginal consultation information**'. If you do not require this information from the CAU, please remove us from your notification mailing list.

Kind regards,

Consultation and Accommodation Unit
Aboriginal Affairs and Northern Development Canada
5H- 5th Floor, 10 Wellington
Gatineau, QCK1A0H4

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources

dsimpson@aldervillefirstnation.ca

Communications Officer
Alderville First Nation

Tele: (905) 352-2662
Fax: (905) 352-3242

March 15, 2012
Project No. 12-4380

Hydro One Networks Inc.
West Central Zone 2

40 Olympic Drive
Box 585
Dundas, On
L9H 7P5
Attn, Scheduling

Re: Class Environmental Assessment for Airport Road (R.R.7) from 1 km north of Mayfield Road (R.R.14) to 0.6 km north of King Street (R.R.9), Caledon

Dear Sir / Madam,

The Region of Peel has initiated an environmental assessment for the above study area to examine the need for improvements to address short and long term issues related to capacity, operational, geometric and storm drainage issues. A copy of the notice of commencement is attached.

The Region will be undertaking the 30% detailed design in-house and requires your assistance for the identification of utility relocates involved with this project.

Once the 30% detailed design of the proposed improvements are developed, the Region will submit one set of drawings for your review and comment. Following that, we request that you provide us with a preliminary estimate for the proposed relocation.

The anticipated detailed design schedule is summer 2012 and utility relocation is 2015

Please provide the following preliminary information:

- ❖ Primary Owners
- ❖ Approximate Locations
- ❖ Awareness of other utilities
- ❖ Personnel assigned to the project.
- ❖ Your future plans for this corridor

If you have any questions, please contact me.

Sincerely,



Solmaz Zia, P.Eng.
Project Manager | Transportation Program Planning
Transportation Division
Phone: 905-791-7800 ext. 7845
Fax: 905-791-1442
Email: solmaz.zia@peelregion.ca

Encl.: Notice of Study Commencement

Public Works

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

Agency Stakeholder Consultation

Brock, Liz

Subject: FW: Airport Road EA (Mayfield - King)
Attachments: signed ROP Kleinburg TS _20130530085359.pdf

From: dan.beardsall@HydroOne.com [<mailto:dan.beardsall@HydroOne.com>]
Sent: June 26, 2013 1:32 PM
To: Rook, Sally
Cc: steve.ness@HydroOne.com
Subject: RE: Airport Road EA (Mayfield - King)

Hi Sally,

As per voicemail. The 11 poles being replaced on Airport road are being done under the Hydro One maintenance program. Please see attached Road Occupancy Permit.

Any questions give me a call.

Dan Beardsall

Supervising Distribution Engineering Technician
Hydro One Networks Inc.
Bolton Area Office
Cell – (705) 435-8188
Fax – (905) 893-7992
dan.beardsall@hydroone.com

From: NESS Steve
Sent: Wednesday, June 26, 2013 7:58 AM
To: BEARDSALL Dan; sally.rook@peelregion.ca
Subject: FW: Airport Road EA (Mayfield - King)

Hi Dan,

Can you have someone look into this? I think the project crew has some pole replacement in this area.

Thx

From: DAVEY Steve
Sent: Tuesday, June 25, 2013 9:27 PM
To: NESS Steve
Subject: Fw: Airport Road EA (Mayfield - King)

I believe this involves your area. Sally is the Peel Region Project manager for the widening of Airport Rd.

From: Rook, Sally [<mailto:Sally.Rook@peelregion.ca>]

Sent: Tuesday, June 25, 2013 12:03 PM

To: DAVEY Steve

Subject: Airport Road EA (Mayfield - King)

Hi Steve,

At PIC #1 for Airport Road last Thursday night, a few residents just north of King Street mentioned that Hydro One was in the process of replacing or relocating poles in their area.

Can you confirm these plans and provide details? My study area ends approx. 0.6km north of King Street but the Region intends to initiate another EA for the next section northerly (King – Olde Base) in 2015 that proposes a widening and possible relocation of poles would be required to facilitate the proposed cross sections. Just want to make sure we are co-ordinating and also to be able to provide details of the proposed work when asked.

Thanks,

Sally Rook, C.Tech., PMP | Project Manager
Infrastructure Programming & Studies | Public Works
Region of Peel | 10 Peel Centre Dr., Suite B, 4th Floor, Brampton ON L6T 4B9
Tel. 905-791-7800 ext. 7842

REGION OF PEEL ■■■ working for you

January 2, 2014

Ms. Sally Rook, C.Tech., PMP
Project Manager
Regional Municipality of Peel
10 Peel Centre Drive
Suite B, 4th Floor
Brampton, ON L6T 4B9

Dear Ms. Rook:

RE: **Class Environmental Assessment - Update to PIC No. 1
Airport Road, from approx. 1 kilometre north of Mayfield Road to approx.
0.6 kilometre north of King Street (R.R. #9)
Town of Caledon, Region of Peel**

Thank you for your notice, dated December 2013, the Board received for the above noted project. Please provide the Board with any information that is available and keep the Board informed of the status of this project 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. 2724.

Yours truly,



Branko Vidovic
Intermediate Planning Officer
Planning and Accommodation Department

c. D. Dundas, Peel District School Board

Airport May King PIC1 update.doc

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Stan Cameron
Beryl Ford
David Green
Meredith Johnson

Steve Kavanagh
Sue Lawton
Brad MacDonald
Harinder Malhi
Jeff White
Rick Williams

Director of Education and Secretary
Tony Pontes

**Associate Director,
Instructional Support Services**
Scott Moreash

**Associate Director,
Operational Support Services**
Jaspal Gill (Acting)

Brock, Liz

Subject: FW: AIRPORT ROAD FROM 1 KM NORTH OF MAYFIELD ROAD TO 0.6KM NORTH OF KING STREET EA
Attachments: EA Notice Letter 2013.pdf; AIRPORT ROAD FROM 1 KM NORTH OF MAYFIELD ROAD TO 0.6KM NORTH OF KING STREET EA.pdf

From: Litner, Matthew [<mailto:Matthew.Litner@infrastructureontario.ca>]
Sent: May 29, 2013 9:17 AM
To: Rook, Sally
Cc: Myslicki, Lisa (IO)
Subject: AIRPORT ROAD FROM 1 KM NORTH OF MAYFIELD ROAD TO 0.6KM NORTH OF KING STREET EA

Good morning Sally,

Please refer to attached document for your information detailing next steps if your proposal impacts IO lands.

Thank you,

Matthew Litner

Summer Associate - Environmental Management
Ontario Infrastructure and Lands Corporation

☎ Direct: 416 212 0637

📞 (416) 212-1131

✉ Matthew.Litner@infrastructureontario.ca

May 28, 2013
Project number: 12-4380

Ontario Realty Corporation
Ms. Lisa Myslicki, Environmental Coordinator
1 Dundas Street West, Suite 2000
Toronto, ON M5G 2L5

Dear Ms. Myslicki

Re: Notice of Public Information Centre No. 1- Class Environmental Assessment Study for Improvements to Airport Road (R.R.#7) from approx. 1.0km north of Mayfield Road (R.R. #14) to approx. 0.6km north of King Street (R.R. #9)

The Region of Peel has initiated a Municipal Class Environmental Assessment Schedule 'C' Study to widen Airport Road from 1.0km north of Mayfield Road to 0.6km north of King Street. Opportunities will also be examined to provide pedestrian and cycling facilities. The purpose of this letter is to invite you of the first Public Information Centre (PIC), scheduled for June 20th at the Caledon Community Complex. A copy of the Notice is on the reverse side of this letter with detailed information.

This study is being undertaken as a Schedule 'C' project in accordance with the requirements of the Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011).

The first PIC will be an informal drop-in centre with display information on the study findings to date including the existing conditions, the problem and opportunity statement, the evaluation of alternative solutions and the preliminary recommended solution. The PIC provides stakeholders with the opportunity to ask questions, review project information, consider the preliminary recommended solution, and provide input on the project.

If you are unable to attend the PIC but wish to provide comments or request additional information, please contact me. The information boards will be posted on the Region's website following the PIC.

Sincerely,



Sally Rook, C.Tech., PMP
Project Manager, Transportation Program Planning
Phone No.: 905-791-7800 ext. 7842
Fax No.: 905-791-1442
Email: sally.rook@peelregion.ca

Environmental Assessment Study

NOTICE OF PUBLIC INFORMATION CENTRE No.1

AIRPORT ROAD FROM 1KM NORTH OF MAYFIELD ROAD TO 0.6KM NORTH OF KING STREET

The Study

The Region of Peel is conducting 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 1km north of Mayfield Road to 0.6km north of King Street. The approximate limits of the project area are illustrated on the map.

The study will examine the need and feasibility for improvements to Airport Road to address the short and long term issues related to planned future growth, road design and function up to 2031.

The Process

The Class EA process includes:

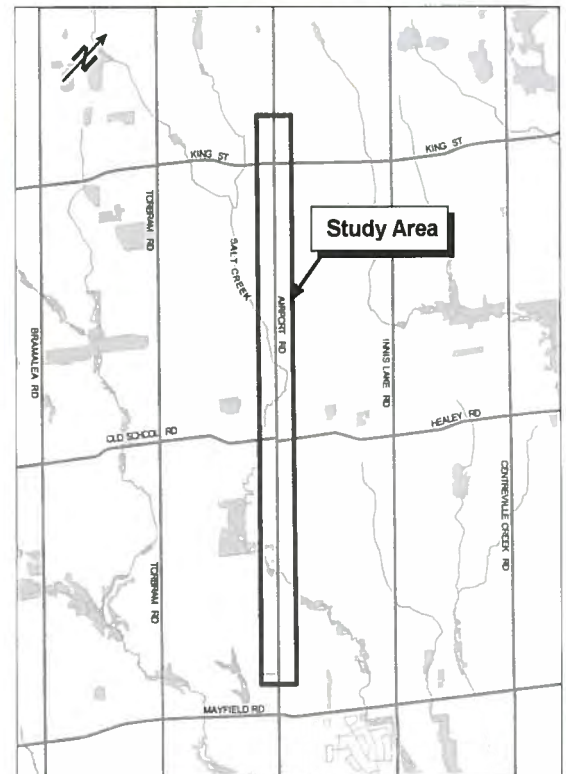
- public and agency consultation;
- an evaluation of road improvement alternatives;
- an assessment of the possible environmental effects of the improvements; and,
- the identification of reasonable means to mitigate any adverse impacts.

Public Information Centre

Two Public Information Centres (PICs) are planned for this study. The first PIC will use an informal drop-in centre format with display boards to present the study background information including:

- a problem statement;
- an evaluation of planning alternatives; and,
- a recommended planning alternative.

The Project Team members will be present to answer questions and discuss the next steps in the study. The first PIC is scheduled for:



Date: Thursday, June 20, 2013
Time: 6:30 p.m. - 8:30 p.m.
Location: Caledon Community Complex, 6215 Old Church Road

Comments and Information

Please visit our website: www.peelregion.ca/pw/roads/envirom-assess/airport-road-ea.htm for updates on this project. Comments and information regarding the study are being collected to assist the Region of Peel in meeting the requirements of the EA Act. This material will be maintained on file for use during the project and may be included in project documentation.

To provide comments or request additional information about this project, please contact:

Sally Rook, C.Tech., PMP
Project Manager, Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Telephone: 905-791-7800 ext. 7842
Toll Free: 1-888-919-7800
Fax: 905-791-1442
Email: sally.rook@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 accommodations to participate in the PIC.

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's *Environmental Assessment Act*.

May 29, 2013

Thank you for circulating Infrastructure Ontario (formerly the Ontario Realty Corporation) on your Notice. Infrastructure Ontario (IO) is the strategic manager of the provincial government's real estate property with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing real estate property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI)*. There is a potential that IO manages lands that fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed lands. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or it's predecessors (listed below) ownership. Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO is obligated to complete due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines. IO managed lands can ***include within the title but is not limited to*** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also to be circulated notices related to your project.

Potential Negative Impacts to IO Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative these should be appropriately mapped and quantified within EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

Heritage Management Process & Class Environmental Assessment (EA) Process

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage issues which can include the cultural landscape, archaeology and places of sacred and secular value could be required. The IO (formerly Ontario Realty Corporation) Heritage Management Process should be used for identifying and conserving heritage properties in the provincial portfolio (this document can be downloaded from the Heritage section of our website: <http://www.ontariorealty.ca/What-We-Do/Heritage.htm>). Through this process, IO identifies, communicates and conserves the values of its heritage places. In addition, the Class EA ensures that IO considers the potential effects of proposed undertakings on the environment, including cultural heritage.

Potential Triggers Related to MOI's Class EA

IO is required to follow the MOI Class Environmental Assessment Process for Realty Activities Not Related to Electricity Projects (MOI Class EA). The MOI Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the MOI Class EA please visit the Environment and Heritage page of our website found at <http://www.infrastructureontario.ca/What-We-Do/Buildings/Realty-Services/Environmental-Management/Class-EAs/>

Please note that completion of any EA process does not necessarily provide an approval for IO's EA process unless the alternative EA incorporates IO's applicable Class EA requirements.

If the MOI Class EA is triggered, and deferral to another ministry's or agency's Class EA or individual EA is requested, the alternative EA will be subject to a critical review prior to approval for any signoff of a deferral by the proponent. The alternative EA needs to fulfill the minimum criteria of the MOI Class EA. When evaluating an alternative EA there must be explicit reference to the corresponding undertaking in the MOI Class EA (e.g., if the proponent identifies the need to acquire land owned by MOI, then "acquisition of MOI-owned land", or similar statement, must be referenced in the EA document). Furthermore, sufficient levels of consultation with MOI's/IO's specific stakeholders, such as the MNR, must be documented with the relevant information corresponding to MOI's/IO's undertaking and the associated maps. In addition to *archaeological and heritage reports, a Phase I Environmental Site Assessment (ESA)*, on IO lands should also be incorporated into the alternative EA study. Deficiencies in any of these requirements could result in an inability to defer to the alternative EA study and require completing MOI's Class EA prior to commencement of the proposed undertaking.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales and Marketing Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

If an EA for this project is currently being undertaken and **only if** the undertaking directly affects all or in part any IO-managed property, please send the undersigned a copy of the DRAFT EA report and allow sufficient time (minimum of 30 calendar days) for comments and discussion prior to finalizing the report to ensure that all MOI Class EA requirements can be met through the EA study.

Please remove IO from your circulation list, with respect to this project, if there are no IO managed lands in the study area. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:
Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at the contacts below.

Sincerely,



Lisa Myslicki

Environmental Advisor, Environmental Management
Infrastructure Ontario
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

OLC: Ontario Lands Corporation
ORC: Ontario Realty Corporation
PIR: Public Infrastructure and Renewal
MGS: Ministry of Government Services
MBS: Management Board and Secretariat
MOI: Ministry of Infrastructure
MTO: Ministry of Transportation
MNR: Ministry of Natural Resources
MEI: Ministry of Energy and Infrastructure

Brock, Liz

Subject: FW: Airport Road EA Agency Kick-off Meeting Minutes

Sally Rook, C.Tech, PMP
Project Manager
Region of Peel | Transportation | Infrastructure Programming & Studies
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 for you

From: Moszynski, Dorothy (ENE) [<mailto:Dorothy.Moszynski@ontario.ca>]
Sent: September 24, 2012 3:14 PM
To: Rook, Sally
Subject: RE: Airport Road EA Agency Kick-off Meeting Minutes

Dear Sally,
I have no comments on the minutes, thank you.

Dorothy Moszynski, MCIP, RPP
Environmental Resource Planner & EA Coordinator
Ministry of Environment Central Region, Technical Support Section
5775 Yonge Street, 8th Fl.
North York, ON M2M 4J1
Tel: (416) 326-3469
Fax: (416) 325-6347
dorothy.moszynski@ontario.ca

From: Rook, Sally [<mailto:Sally.Rook@peelregion.ca>]
Sent: September 20, 2012 2:45 PM
To: Kocialek, Gary; Ganesh, Steve; Topiwala, Hitesh; Ballaro, Sean; King, Chris; Jamroz, Damian; Toy, William; Laing, Rick; Thomsen, Lori-Ann; Lee, Thomas; Crawford, Mark; Gardiner, Len; Motala, Imran; Rose, Jennifer; Gutmann, Christine; Chan, Eric; Chung, Margie; Saiyed, Sabbir; Self, Kennedy; Calavitta, Hillary; 'kant.chawla@caledon.ca'; 'john.hasselbacher@caledon.ca'; 'Lalita Paray'; Wong, Janet; 'allan.ortlieb@ibigroup.com'; 'rakesh.pandey@ibigroup.com'; 'SLingertat@trca.on.ca'; Moszynski, Dorothy (ENE); Heaton, Mark (MNR); 'stephen.keen@hdrinc.com'; Mohammed, Junior; Gallagher, Joe; Soodeen, Laverne; Hussaini, Zubaira; Albanese, Damian; Lising, Willy; Gorman, Gayle; Williams, Sharon; Mandoda, Shilpa; Zare, Mina; Ansari, Seema; Bahar, SM; Duque, Erica; Hamdani, Hashim Ali; Thajer, Ken; Ghai, Kiran; Fang, Michael; Meyer, Michael; 'Haiqing Xu'; Nieuwenhuysen, Bob
Subject: Airport Road EA Agency Kick-off Meeting Minutes

Hi Everyone,

Attached are the draft minutes from our recent Airport Road EA Kick-off Meeting. Please review and let me know if there are any errors or omissions by September 28th and I will re-issue the final approved minutes if required.

I'd like to take this opportunity to thank everyone for coming and/or sending a representative; we had good representation from all Agency and internal stakeholders. As I said in my presentation, it is so important that we get as many of the issues and opportunities identified early in the process so we can start working together to find solutions.

If you didn't get a chance to say something at the meeting or if after reading the minutes you have any questions, please don't hesitate to give me a call.

Thanks,

Sally Rook, C.Tech., PMP | Project Manager
Transportation Program Planning | Public Works
Region of Peel | 10 Peel Centre Dr., Suite B, 4th Floor, Brampton ON L6T 4B9
Tel. 905-791-7800 ext. 7842

REGION OF PEEL ■■■ working for you



June 7, 2013

CFN 46587

BY E-MAIL ONLY (sally.rook@peelregion.ca)

Sally Rook
Region of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9

Dear Ms. Rook:

**Re: Response to Notice of Public Information Centre #1
Airport Road (Approximately 1 km North of Mayfield Road to Approximately 0.6 km North of King Street)
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 20, 2013. Further to TRCA correspondence dated May 15, 2013, staff has expressed interest in this project. While staff is unable to attend the meeting, please forward one copy of any handouts or display materials from this meeting for our files. Please include a PDF copy of all materials as part of your submission.

Should you have any questions, please contact me at extension 5717 or at slingertat@trca.on.ca.

Yours truly,

Sharon Lingertat
Senior Planner, Environmental Assessment Planning
Planning and Development

BY E-MAIL

cc: TRCA: Beth Williston, Senior Manager, Environmental Assessment Planning

C:\Users\TRCA\Documents\A46587 - PIC1 Response.Docx

Aurora MNR Information Request Form

Name:	Sally Rook
Company Name:	The Region of Peel
Proponent Name:	The Region of Peel
Phone Number:	905 791-7800 ext. 7842
Email Address:	sally.rook@peelregion.ca
Project Name:	Airport Road Class 'C' EA - 1.0km north of Mayfield Rd. to 0.6km north of King St.
Property Location (address):	as above
Township (Geographic):	Town of Caledon, Region of Peel
Lot & Concession:	
UTM Coordinates:	

Brief Description of Undertaking +
The Region of Peel is undertaking a Class 'C' EA for the widening of Airport Road from 1.0km north of Mayfield Rd to 0.6km north of King St in the Town of Caledon. The road is currently 2-lanes and we are proposing to widen it to 4-lanes with a continuous centre left-turn lane

Have you previously contacted someone at MNR for information on this site? Yes No

If yes, when and who? +
 Mark Heaton was invited to the project Kick-off meeting in August 2013 and I met with him again later

Provide a map of accurate scale to illustrate footprint/study area of the proposed activity in relation to the surrounding landscape (e.g. property boundaries, roads, waterbodies, natural features, towns, transmission corridors, and other human landmarks). Use of aerial photography is strongly encouraged. Include scale, north arrow and legend.

ATTACHMENTS - I have attached a:

- Picture Map Other

REQUEST - I would like to request the following information for the property identified above:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Fish Dot Information (fish and other aquatic species found in a particular area of a watercourse) | <input type="checkbox"/> ANSI Mapping (hard copy) and/or check- sheet - please provide name of ANSI if known) |
| <input checked="" type="checkbox"/> Wetland Mapping (hard copy) and/or evaluation and data record - please provide name of wetland if known) | <input checked="" type="checkbox"/> Nesting Sites <input checked="" type="checkbox"/> Species at Risk |

Please forward the completed form to: esa.aurora@ontario.ca

Or send by mail:
Attn: Assistant Species at Risk Biologist
Aurora District, Ministry of Natural Resources
50 Bloomington Rd Aurora, ON L4G 0L8

Brock, Liz

Subject: FW: Airport Road EA Agency Kick-off Meeting Minutes

Sally Rook, C.Tech, PMP
Project Manager
Region of Peel | Transportation | Infrastructure Programming & Studies
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 for you

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Dorothy Moszynski, MCIP, RPP
Environmental Resource Planner & EA Coordinator
Ministry of Environment Central Region, Technical Support Section
5775 Yonge Street, 8th Fl.
North York, ON M2M 4J1
Tel: (416) 326-3469
Fax: (416) 325-6347
dorothy.moszynski@ontario.ca

From: Rook, Sally [<mailto:Sally.Rook@peelregion.ca>]
Sent: September 20, 2012 2:45 PM
To: Kocialek, Gary; Ganesh, Steve; Topiwala, Hitesh; Ballaro, Sean; King, Chris; Jamroz, Damian; Toy, William; Laing, Rick; Thomsen, Lori-Ann; Lee, Thomas; Crawford, Mark; Gardiner, Len; Motala, Imran; Rose, Jennifer; Gutmann, Christine; Chan, Eric; Chung, Margie; Saiyed, Sabbir; Self, Kennedy; Calavitta, Hillary; 'kant.chawla@caledon.ca'; 'john.hasselbacher@caledon.ca'; 'Lalita Paray'; Wong, Janet; 'allan.ortlieb@ibigroup.com'; 'rakesh.pandey@ibigroup.com'; 'SLingertat@trca.on.ca'; Moszynski, Dorothy (ENE); Heaton, Mark (MNR); 'stephen.keen@hdrinc.com'; Mohammed, Junior; Gallagher, Joe; Soodeen, Laverne; Hussaini, Zubaira; Albanese, Damian; Lising, Willy; Gorman, Gayle; Williams, Sharon; Mandoda, Shilpa; Zare, Mina; Ansari, Seema; Bahar, SM; Duque, Erica; Hamdani, Hashim Ali; Thajer, Ken; Ghai, Kiran; Fang, Michael; Meyer, Michael; 'Haiqing Xu'; Nieuwenhuysen, Bob
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If you didn't get a chance to say something at the meeting or if after reading the minutes you have any questions, please don't hesitate to give me a call.

Thanks,

Sally Rook, C.Tech., PMP | Project Manager
Transportation Program Planning | Public Works
Region of Peel | 10 Peel Centre Dr., Suite B, 4th Floor, Brampton ON L6T 4B9
Tel. 905-791-7800 ext. 7842

REGION OF PEEL ■■■ working for you

[Redacted]

[Redacted]

Feb 7 2015

Dear: Sally Rook, Joe Gallagher, and To Whom It May Concern;

I write to you today after several weeks of careful thought. First off I wish to thank you for taking the time to meet with my wife, my son, my daughter and myself. Based on the information provided by you and Joe Gallagher at our meeting at my home located at [Redacted] and the package you provided. We wish to express and submit our **formal objection** to the expansion and widening of Airport Rd, 1km north of Mayfield Road to 0.6km north of King Street

Regards,

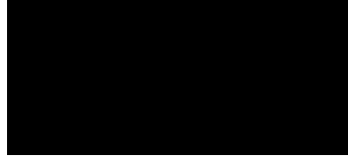
[Redacted]

[Redacted]

[Redacted]

FEB 17 2015
[Faint stamp]

February 19, 2015
File number: 12-4380



Re: Airport Road Improvements from 1 km north of Mayfield Road to 0.6 km north of King Street.

Dear [REDACTED],

Thank you for your letter of formal objection dated February 7th, 2015.

The study has followed the requirements of the Municipal Class Environmental Assessment (EA) process to ensure that the project is carried out with effectiveness, efficiency and fairness. As part of the study we are committed to work with all affected property owners and stakeholders to:

- ensure their understanding of the study;
- communicate our decision-making process and solution for the study area; and
- work together to mitigate any impacts.

We listened to your concerns about property impacts and conducted a review of that section of Airport Road that currently impacts your property. We evaluated shifting the centreline of the road to the west so your property would not be impacted. However there are two constraints that make the shift unfeasible.

- the road will need to match the existing centreline of the section just south of your property that is already fully built out, and
- the crossing structure at the north limits of your property is not moveable

A design that shifts the road to avoid any impacts to your property could only be achieved by applying a severe “bump out” on the road which is unsafe and does not follow design guidelines set out by the Transportation Association of Canada (TAC).

As discussed at our meeting prior to your letter, the design is now 30% complete and will continue to be refined until it is finished in detailed design. As the design moves forward, every reasonable attempt will be made to minimize impacts to your property.

Public Works

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

A "Notice of Completion" for the project will be sent out in the next few weeks. If you still have concerns that cannot be resolved you may request the Minister of the Environment, by order, to require the Region of Peel to comply with Part II of the Environmental Assessment Act (EAA) before proceeding with the project; this is called a Part II Order request. More details on submitting a Part II Order can be found at the following link:

<https://www.ontario.ca/environment-and-energy/class-environmental-assessments-part-ii-order>

Sincerely,

A handwritten signature in black ink that reads "Sally Rook". The signature is written in a cursive, flowing style.

Sally Rook, C.Tech, PMP
Project Manager
Transportation Division, Infrastructure Programming & Studies

23 June 2015

Regional Municipality of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9

Attention: Ms. Sally Rook, C.Tech., PMP
Project Manager, Infrastructure Programming & Studies

Dear Ms. Rook

Subject: MoECC Air Quality Review Comments for Airport Road Project

Mr. A. Ortlieb from IBI asked me to reply to the MoECC's response to the Air Quality Assessment for the Airport Road project and suggested that I send the response to you. The MoECC's comments contains questions concerning approaches used to describe the activities on the links presumably to clarify some aspects of the report; and, suggestions or directives for procedures to be used for future studies. Each comment/suggestion will be addressed in the following pages. Before dealing with these specifically the author would like to clarify some aspects concerning the project scope and approach.

Introduction

It should be pointed out that the report, although recently reviewed by the MoECC, was largely prepared in 2012 with information that was readily available at that time. As such the author is aware that the MoECC have since issued directives on approaches that should be taken for such studies. The focus of this study was to compare the air quality effects of the different design alternatives to accommodate turning movements in the study area. In attempting to address the traffic effects of the alternatives it was recognized that simply applying average vehicle emissions, such as provided by Mobile 6.2C would not address the variations in emissions that occurs during acceleration, deceleration, idling and creep at intersections. US EPA publications concerning MOVES, the US EPA's replacement for Mobile 6, provided examples of how the new formulation could be applied on project specific basis to address emission variations. That said, MOVES also provides national and even county level emission inventory data in the same manner as Mobile 6. Applied at the project level MOVES uses defined vehicle operating parameters to determine specific emissions by link and that data can be transferred to an air pollution modelling program to predict the impacts of the changes on local air quality. This was considered a more appropriate approach for this study.

Unfortunately, when the project study was being done, there was no available MOVES data for Canada. The author contacted Environment Canada and was told that this conversion was still a work in progress. A search of the cited literature suggested that the best approach to developing a better understanding of the potential effects of the alternatives would be to develop link emission descriptions that mimicked the MOVES approach but to utilize the Mobile6 fleet averages for Canada as the basis of emission levels. The average Mobile6C emission factors were then adjusted based upon the published results of studies

Environmental Management Consultants

**12 Urbandale Avenue • Willowdale • Ontario • Canada • M2M 2H1
Telephone 416-250-6570 • Facsimile 416-733-2588 • e-mail john.chandler@bell.net**

conducted for the US EPA that identified the relative emissions related to vehicle operation in cruise, acceleration, deceleration and stopped modes.

As explained, in some detail in Appendix A, the link characteristics were based upon Time-In-Mode [TIM] calculation based upon traffic volumes and projections of congestion at intersections developed by the traffic engineers. This mimics the approach used in CAL3QHCR as described in the US EPA's 1995 Abstract to CAL3QHCR User's Guide:

CAL3QHCR has been created by enhancing the basic algorithms of CAL3QHC to: 1) allow the capability to process a year of hourly meteorological, Carbon Monoxide (CO) or Particulate Matter (PM) emissions, traffic, and signalization data, 2) incorporate the complete ISCST2 mixing height algorithm, 3) allow the capability to vary traffic related input variables by hour of the week, and 4) incorporate various concentration averaging algorithms. The technical description of CAL3QHC found in the main body of the CAL3QHC user's guide is applicable to CAL3QHCR.

In the US, Hot Spot analyses were mandated to be done using MOVES and AERMOD or CAL3QHCR as the dispersion model¹, although the published US EPA examples² tend to use AERMOD. Following the lead of the US EPA's Hot Spot analysis procedures, the author's familiarity with AERMOD made it the convenient choice for this study.

In building the TIM data to estimate emissions it was also necessary to move away from the assumptions implicit in CAL3QHCR which is based upon standard signalized intersections, be they traffic lights or stop signs. The use of a roundabout design alternative produces a different sequence of events in the intersection and thus different modes of operation as the vehicle moves through the intersection. The conventional signal results in some vehicles stopping and idling at the intersection until given the signal to proceed. In high volume traffic periods, the roundabout results in some vehicles not coming to a complete stop while the majority of the vehicles slowly creep up to the point where they enter the roundabout. In light traffic volume periods, the roundabout results in a hesitation as the vehicle enters the intersection rather than a full stop and reduces the extent of acceleration which has the highest emission potential. To address the operation of roundabouts it was necessary to capture the creep stage and define the delay time for different levels of activity in the roundabout. This was done by combining several approaches that are available in the published literature and referenced in Appendix A of the AQA. Having defined the TIM data for the various situations and determined the time associated with Acceleration; Deceleration; Stop; and Creep activities on each approach and departure to the specific intersection, the Mobile6C cruise emission factor was adjusted for the different activities based upon the MOVES VSP approach. The resulting emission rate for the links were defined and the links were entered as sources in AERMOD to predict impacts.

The process of developing the TIM data and coupling that to the emission factors for the various modes of vehicle operation was considered to be overly detailed for the average reader to wade through. For that reason, the body of the report summarizes the approach and the pertinent information developed during the study, while presenting the results of spreadsheets and dispersion models as a few charts that

¹ <http://www.epa.gov/otaq/stateresources/transconf/policy/420b10041.pdf>

² <http://www.epa.gov/otaq/stateresources/transconf/policy/pm-hotspot-overview.pdf>

illustrate the differences. The details are both the development of the emissions data and the modelling were moved to two appendices so they could be reviewed by practitioners who wanted to get a better understanding of the methods.

Response to Comments

In the following responses to the questions from MoECC the author will attempt to reference the pertinent sections of the report and the appendices. The responses also provide the author's view on the issues raised by the MoECC comments.

1. Please clarify how the Air Quality Assessment (AQA) dealt with queuing at intersections, particularly at Mayfield and Airport Road where the existing configuration of 2 lanes will be widened to 5 lanes.

The scope of the project was limited to a point north of the Mayfield/Airport Road intersection, by the Region's Traffic Needs Assessment and the AQA followed this lead. It should be noted that this intersection is shown as having 5 lanes on Airport Road, two through lanes and a left turn lane in the 2006 Google images of the area. Mayfield Road is configured as Left/Thru/Right turn lanes on the E and W approaches whereas the road reduces to two lanes at a point approximately 150 m east and west of the intersection.

As discussed in the Introduction, queuing was handled by defining links associated with acceleration, stop, deceleration, and cruising within 300 m either side of the intersections. This allowed for the activities of vehicles within the link – one entering/one leaving to be characterized by the time taken in each mode including the acceleration of vehicle leaving the intersection back to the posted limit within the link. This approach is introduced in §2.0 of Appendix A. In traffic light controlled intersections the vehicle's movement in each link was characterised by SYNCHRO as described in §3.0 of Appendix A. SYNCHRO provides data similar to that used to define traffic movements in CAL3QHCR. SYNCHRO output includes:

“the control delay for each movement in the intersection, vehicle queue distances for each movement, and the overall cycle time for the signals at the intersection. These values can be used to determine the aggregate time-in-mode [TIM] for the intersection by employing Webster's relationships for vehicles at signalized intersections”

as noted in §3.0. The result of these calculations is the total time a specific car would be in the 600 m designated as the intersection, divided into Accelerating; Decelerating; Idle; and Cruising time. Each mode was assigned an emission factor that is a function of the base cruise emission factors defined the UTEC scaled based upon data published in US EPA sponsored research studies. The total emissions on a segment were ascertained by summing the individual contributions.

In §4.0 Appendix A addresses assumptions for Stop sign controlled intersections which also relied upon SYNCHRO outputs.

In the treatment of the links at roundabouts is addressed. Essentially the same approach is used, but as noted earlier creep and delay at roundabouts must be treated differently and SYNCHRO does not handle

this situation. The modifications necessary to describe roundabouts as defined in the literature are detailed in §5.0.

In short, the report attempts to address all modes of operation in the intersections including queuing and other delays in a realistic manner.

2. This AQA used AERMOD to assess air quality impacts. In the future, for these types of transportation assessments the model that the ministry recommends is CAL3QHCR since it deals with emissions from queuing and idling.

It is agreed that if one is going to use the composite emission factor for vehicles derived from the MOVES approach, the simplest way of implementing queuing and delays in an intersection is likely to employ CAL3QHCR. However, this model may not realistically deal with the situation at roundabouts which were central to the approach used to improve traffic flow on Airport Road. The CAL3QHCR algorithms are based upon SYNCHRO type traffic data, but SYNCHRO does not address roundabout operations. Moreover, CAL3QHCR has some limitations at low wind speeds and does not agree with the latest approach on dispersion modelling incorporated into AERMOD. It is the author's opinion that, with a suitable definition of hourly emissions on the links, AERMOD while more complicated will produce results comparable to other approaches, and it can also incorporate local point sources if these are required as part of the project description. The latter point is also noted in the US EPA's discussion of Hot Spot analyses since in some cases local point sources may need to be included.

3. Please clarify how similar the emission estimates from the vehicle specific power (VSP) tool used in the AQA Report are compared to the MOVES model, which is typically used in Ontario for estimating vehicle emissions.

VSP is the basis of the MOVES approach as noted in §1.0 of Appendix A where the equation is directly referenced to the US EPA MOVES reports. As noted in the Introduction to this response, at the time the project was done, Canadian specific MOVES emission data was not available. Recognizing that the VSP changes for different operating modes: Cruise, Deceleration, Acceleration and Idling one would expect emissions to be different. This was shown in US EPA sponsored research work on the MOVES initiative and factors relating the different operating modes were extracted from those reports. The AQA used data developed using the MOVES formulations, see §3.1.1 of the report, to adjust the UTEC calculated cruise emission rate data that was developed from the Mobile6C data set. The basic emissions data is discussed in §7.0 of Appendix A and includes Table 11 that follows that section, to characterise emissions for the 4 operating modes.

With the unavailability of MOVES data for Canada, the UTEC data was considered to be sufficiently representative to allow comparison of the impacts of the various intersection alternatives.

4. We do not support the following statement on page iii: "NO₂ was chosen for the modelling because typically modelled levels of this contaminant more closely approach the standard than do other contaminants." Based on our experience with transportation EA submissions, the parameters that typically exceed the AAQCs are PM₁₀ and PM_{2.5}, not NO₂.

The observation above is noted particularly with respect to dust issues. Given that ambient dust levels in certain urban areas can be elevated, the determination of cumulative impacts using background and modelled values can approach regulatory levels. That said, particulate matter comparisons are based upon 24 hour averages, and for PM_{2.5} the criteria is the 3 year average of the 98th percentile of the 24 hour

averages. To estimate such levels one needs to be able to define emissions in a reliable way, and as pointed out in the next response, without 24 hour traffic data for different periods of the year, no reliable representative estimates could be made.

It should be noted that the UTEC particulate emissions include combustion, tire, and brake wear contributions to vehicle emissions. However, the author recognizes that there are a number of factors that should be considered when considering particulate emissions for any specific project. Typically, diesel powered vehicles emit significantly more particulate matter than do gasoline powered vehicles as can be seen in Table 12. Trucks were not considered in this study because the available data suggest that they made up a very small percentage of the total traffic. Moreover, without the ability to segregate truck movements in the intersections, it was impossible to accurately portray their contribution compared to passenger vehicle traffic in the study area.

The other major contributor to vehicular traffic particulate matter emissions are fugitive emissions caused by silt raised from roadways. The uncertainty in defining the silt content of roads is significant. The road silt loading is a function of the nature of the road surface, traffic volumes and speed on sections of the road. The amount of traffic on the road can reduce the average dust loading whereas traffic moving from unpaved roads to paved surfaces can raise the dust loading for some distance from the entry point. Environmental conditions, rain and snow can reduce the liberation of dust from the surface but when the surface dries the remaining dust will be liberated from the surface as the vehicle travel over the surface. If the dust liberated into the air is replaced by new dust tracked onto the surface, at some point the system reaches equilibrium where the amount added replaces the amount that becomes airborne. The US EPA³ suggest that this stable, ubiquitous, level is a function of the daily number of vehicles operating on the road. For roads where the traffic volume is less than 500 ADT the level is 0.6 g/m² however this decreases to 0.2 g/m² if the ADT is between 500-5,000 and 0.06 g/m² if the ADT is 5,000-10,000. With ADT values >10,000 the level drops to 0.03 g/m² on open roads and 0.015 g/m² on limited access highways. Moreover, the reference goes on to quantify the effects of skid control material applied to roads, suggesting that the surface dust loading can increase. For the low ADT roads the levels could go to 2.4 g/m² whereas on the 500 – 5,000 ADT roads the level would approach 0.6 g/m².

It has been the author's experience that operations involving aggregate or sand shipping and handling accompanied by considerable traffic on unpaved roads has the greatest potential for fugitive dust emissions that can result in levels approaching standards. Even under these circumstances, high background levels would be required to result in annual average levels over the standards.

Regardless of the assumptions that could be made concerning surface silt levels, fugitive dust emissions would be expected to be relatively similar with all the options. Noting that when the volume of traffic increases it is likely that the silt loading on the road will decline, future levels might be lower. Decreasing the amount of stop and go traffic, and the need for acceleration will reduce the loadings in the vicinity of the intersections.

³ US EPA, 2011. AP-42 Compilation of Air Pollutant Emission Factors. §13.2.1 Dust Emissions from Paved Roads. Available at <http://www.epa.gov/ttnchie1/ap42/>

That said, short term NO₂ levels based upon modelling a limited number of hours each days provides a good indication of the potential differences between the options.

5. Please clarify why modelling was only done for peak hours (7am to 9am and 4pm to 6pm). How were these time frames selected to represent maximum peak hours of the day? Typically, the models are run hourly for the entire year.

To undertake hourly modelling for the complete year one needs to define emissions for 8760 hours of the year. The Traffic Needs Study provided the traffic numbers for this study but only included Peak AM and Peak PM traffic counts at the intersections along with an AADT values for two points on Airport Road:

The Traffic Movement Counts indicate that the peak direction during the AM and PM peak hours is southbound and northbound, respectively. Southbound through traffic volumes in the AM peak hour range from 435 (at King Street) to 676 (at "Street A") vehicles per hour. During the PM peak hour, northbound traffic volumes range from 479 (at "Street A") to 403 (at King Street) vehicles per hour.

Historical and existing Annual Average Daily Traffic (AADT) volumes on Airport Road were collected by LEA Consulting Ltd. on Tuesday, May 11, 2011. Table 6 shows the current (2011) AADT volumes on Airport Road within the study limits.

Table 6 – Existing AADT on Airport Road

Location	Northbound AADT	Southbound AADT	Two-way AADT
2.3 kilometres north of Mayfield Road	3,875	4,488	8,363
100 metres north of Old School Road	3,598	4,057	7,655

The paucity of data that can be used to define hourly traffic volumes, let alone hourly turning movements, precludes being able to establish hourly emission levels for modelling. Since congestion increases emissions, and impacts in the vicinity of intersections, modelling the maximum hours provides the best indication of potential impacts.

Before leaving this it should also be noted that the TMCs were used to determine the peak hourly factors. As stated in the Traffic Needs report:

Individual peak hour factors (PHFs) were calculated and applied to each turning movement using the 15 minute counts from the TMCs to account for fluctuation of traffic within the peak hour. Adjusting the PHF yields a more conservative value for traffic volume by placing more weight on the highest peak 15 minute volume. The lower the PHF, the higher the volume adjusts. For Airport Road, values ranged from 0.25 to 0.97, suggesting that traffic is not equally distributed throughout the respective peak hours.

The peak values for turning movements were used for this study and the traffic volumes associated with these movements were used to define the traffic on the cruise links between the intersections. The choice of modelling peak hour movements for 3 hour periods 7 – 9 am and 4 – 6 pm each day increased the

possibility of identifying the worst case conditions for AM and PM periods. As explained in the text, AM hours frequently have restricted dispersion characteristics that would be expected to create higher point of impingement values.

6. The particulate impacts only accounted for the vehicle exhaust emissions and did not account for fugitive dust re-entrainment from roads, which is typically done for these types of assessments. The fugitive dust re-entrainment can be estimated based on the US EPA AP-42 methodology. For this reason, it seems that the particulate impacts as reported in the AQA Report are underestimated.

As explained in the response to question 4, it is recognized that fugitive emissions can occur from vehicular traffic on paved roads, however defining suitable emission factors depends upon assigning a silt loading to the roads. It is agreed that the particulate values may be underestimated, but the comparison between the situations was completed in the same manner for all alternatives and the changes induced would be expected to be representative. Reducing congestion in sections of the road would be expected to result in reduced particulate levels, both from fugitive and tailpipe emissions.

7. The rationale provided for why volatile organic compounds were not assessed for the proposed undertaking in the AQA Report was based on the US Federal Highway Agency (FHWSA) threshold of 114, 000 AADT. Since the proposed undertaking has an estimate of 9000 AADT, a quantitative VOC analysis was not done. However, in Central Region, the screening of contaminants is typically done based on the ratio of the emissions from the proposed undertaking to the Ontario Ambient Air Quality Criteria (AAQC). Therefore, for future submissions, the latter methodology for screening contaminants should be used.

The recommendation for future studies is noted.

8. Based on the supporting documentation provided, it appears that the cumulative impacts were not assessed. Generally, for these types of assessments, the modelled concentration plus the background concentration is compared with the AAQC. It is recommended to include a summary of the cumulative impacts at the worst impacted receptors for the proposed undertaking for the different scenarios (existing and future).

As noted several times already in this response, the objective of the study was to determine the anticipated impacts of different alternatives for expanding the capacity of Airport Road in the study area. These were compared to the Base Case or the level that is estimated to have existed due to the 2011 traffic data. The study area includes a number of residential properties along Airport Road with the only significant potential "industrial" emissions possibly occurring at the warehousing facilities at the south end of the study area. Aerial photos of the area, for example Google Earth images, show the area on both sides of Airport Road to be largely agricultural with open fields being present at different times of the year. The nearest monitoring station is in Brampton, approximately 12 km south of the center of the study area. There is considerable industry located 5 km east of that monitoring station. The monitoring station is adjacent to 2 four lane arterial roads, 220 m north of Williams Parkway and 75 m west of Main St. N.

If one is to undertake a cumulative effects study, historical ambient air quality monitoring data can be used to characterize the general background air quality. However, the selected monitoring station should be located in an area where the land use settings are similar to the study area. Furthermore, it is preferred that the data at the monitoring site not be influenced by significant local emission sources. For the Airport Road study, the monitoring sites that might be appropriate would be:

- Be situated in southern Ontario, such that the effects of long-range pollution transport are similar at both the monitoring station and in the study area;
- Be situated in a similar land-use setting to the study site (consisting predominantly of rural, agricultural land, fairly removed from significant population centres);
- Have a sufficient number of years of data available (preferably 5 years) to provide a thorough understanding of air quality conditions; and,
- Be located at a significant distance from any significant emission sources.

Looking at the list of monitoring stations operated by the MoECC, there are only 3 rural stations in southern Ontario, one on the north shore of Lake Erie; 2 on the eastern shore of Lake Huron. Given the effects of long-range transport these site are unlikely to be representative of situations north of Brampton. The proximity of the Brampton station would suggest it will likely see the same effects of LRT as the study area. However, that station is located in a significant population centre, and it is close enough to the major arterial roads that it can be assumed to be within the zone of influence of local road traffic. The question becomes, does using the data from Brampton result in double counting of traffic influences, those that are unique to Brampton versus those that result from traffic on Airport Road. Would the arterial roads qualify as significant emission sources? Moreover, the presence of agricultural land adjacent to Airport Road is likely to result in period of elevated particulate matter in the study area, something that would not be seen in Brampton.

Even with these limitations NO₂ predicted for the study area are compared to those seen at the Brampton monitoring site, see §3.5. Whether that location is representative of air quality in the study area is unclear. Regardless the monitored results can used to investigate the impacts of the operation of Airport Road. Since the report shows that future levels are estimated to be lower than those in 2011, the comparisons are best done using the estimated 2011 levels as a surrogate for the existing condition. Table 9 summarizes the 2011 peak hour NO₂ values predicted at the designated receptors closest to the road segments. Typically one would site receptors outside the road allowance where people might be present as represented by the selection of receptors. The table shows that the maximum value is 160 ug/m³. With respect to comparison to the Brampton data, it is the author's understanding that the MoECC employs the 90th percentile value from nearby monitoring stations as indicative of the background concentration in an area. The maximum 1 hour NO₂ levels as shown in the MoECC annual air quality reports for 2007 – 2010 range from 57 – 68 ppb, the maximum is 130 ug/m³ converting based upon 20°C temperature. For the same period the 90th percentile values range from 24-30 ppb, the maximum 57 ug/m³. Assuming that the modelling in the study reflects the worst case conditions that are likely to occur, ie. peak traffic flows in the hours modelled will result in the highest levels, adding the predicted maximum estimated NO₂ values for the existing situation, 160 ug/m³, to the maximum values in Brampton, the value would be 290 ug/m³ below the 1 hour NO₂ AAQC level of 400 ug/m³ used in the province. While this approach is the most conservative s, it should be recognized that unique activities near a monitor can give rise to elevated levels and some filtering of the elevated values is necessary because they may not be representative of the general background air quality. This is accomplished by using the 90th percentile of the data and this approach results in a cumulative value of 217 ug/m³ well below the 400 ug/m³ standard.

The point made in §3.5 is that the maximum predicted value in the study area is not significantly different than the maximum measured in Brampton which, when one considers that the Brampton monitor likely is influenced by traffic sources, indicates that the modelling approach is not out of line with what is currently being experienced. More importantly, this is the Do Nothing existing condition, and as the report shows, levels are anticipated to drop in the coming years due not only to reductions in the allowable emissions from vehicles, but also improvements that could be made by altering the configuration of the intersections. Clearly, the altered configurations would result in significant reductions from the situation that would exist in the horizon years if they were not implemented.

9. For future submissions, please note that the new Canadian Ambient Air Quality Standards (CAAQS) for PM2.5 and ozone should be applied in the AQA.

This comment is noted, and the author recognizes that the CWS standards for these contaminants were lowered since the AQA was prepared.

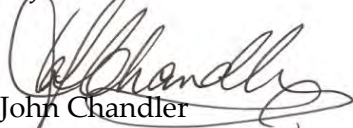
10. During construction, please apply best management practices to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please 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. <http://www.bieapfrempp.org/Toolbox%20pdfs/EC%20-%20Final%20Code%20of%20Practice%20-%20Construction%20Demolition.pdf>

The author recognizes the need to ensure construction related dust emissions are controlled. As noted at the beginning of §4.2 of the main report, it is the author's experience that public authorities incorporate into their tender and contract documents requirements for the contractor to prepare environmental control programs that deal with dust and other potential environmental issues. To address these requirements for dust control measures, much of the information in this section was paraphrased from the reference cited above.

The preceding material addresses the MoECC's comments and suggestions. I trust that this is satisfactory, but should you have any comments or questions please call me.

Your truly,
A.J. Chandler & Associates Ltd.


John Chandler
Principal

cc: Allan Ortlieb, IBI

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Climate Change**

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August 13, 2015

File: EA 01-06-05

Sally Rook, C.Tech., PMP
Project Manager, Infrastructure Programming & Studies
10 Peel Centre Drive, Suite B
Brampton, ON
L6T 4B9

**RE: Airport Road from 1.0 km north of Mayfield Road to 0.6 km north of King
Street
Region of Peel
Municipal Class Environmental Assessment – Schedule C
Response to comments on Draft Environmental Study Report, April, 2015
Technical Support Comments**

We have received your comment response email dated July 9th, 2015 regarding Technical Support Section's comments on the draft Environmental Study Report (ESR) for the above noted environmental assessment. We provide the following additional comment below for your consideration.

Air Quality Review Comments

1. The ministry is aware that the *Air Quality Assessment for the Airport Road Alterations in Caledon, Ontario* was prepared before the *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects* was published. Therefore, some items, such as the fugitive dust from the re-entrainment from roads were not included in this assessment.

In the future, we recommend that the proponent address the particulate levels from fugitive dust re-entrainment from roads in order to better assess cumulative impacts.

Thank you for the opportunity to comment on this project. Should you or any members of your project team have any questions, please feel free to contact me at 416-326-5745.

Thanks,

Amanda Graham

Amanda Graham
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

Cc: Paul Martin, Technical Support Section Supervisor
Tina Dufresne, Manager, Halton Peel District

Brock, Liz

From: Brock, Liz
Sent: August 28, 2015 3:03 PM
To: 'Heaton, Mark (MNRF)'
Cc: Rook, Sally
Subject: FW: updated. Structure analysis
Attachments: Airport Road RSD Impact Eval Table_Aug 28.docx; Airport Road RSD Impact Eval Table_Aug 28.pdf; RSD Impact Eval Figures_combined_rev1.pdf

Hi Mark -

Here is the updated evaluation table and drawings to properly differentiate between Alt 1 (now renamed Alt 1 modified) and Alt 2. I think it has addressed your comments.

IBI proposes not updating the treatment or analysis of Alternative 1 (in kind) throughout the remainder of the ESR appendix documents (i.e. drainage report, structural report, etc.) since it is not a realistic alternative; however depending on how this new information is incorporated into the ESR, it may become confusing. So we propose adding the discussions we have had over the past couple of weeks to the Appendices and showing the revised table in the main ESR document.

Have a great weekend,

Liz Brock
Technical Analyst, Infrastructure Programming & Studies Transportation Public Works
905-791-7800 x7902
liz.brock@peelregion.ca

Please in oneself, peace in the world....Thich Nhat Hanh

-----Original Message-----

From: Allan Ortlieb [<mailto:Allan.Ortlieb@IBIGroup.com>]
Sent: August 28, 2015 2:01 PM
To: Rook, Sally
Cc: Brock, Liz; Judson Venier
Subject: RE: updated. Structure analysis

Sally,

Please find attached the updated creek crossing evaluation table (Word and PDF) and supporting figures. Both items have been updated to address concerns expressed by Mark Heaton. For the purposes of this evaluation, Alternative 1 has been labelled Alternative 1 (Modified) with a footnote added to clarify the modification as a culvert extension to the toe of slope. The revised tables show the greater difference Mark is looking for between Alt 1 & 2. In all cases, Alternative 2 (Conspan) provides the lowest overall area of disturbance when comparing all alternatives, as well as a substantially lower cost compared to Option 3.

I trust no further changes are required.

Allan Ortlieb
Associate

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Airport Road Class Environmental Assessment (Evaluation of Alternatives at Major Watercourse Crossings)

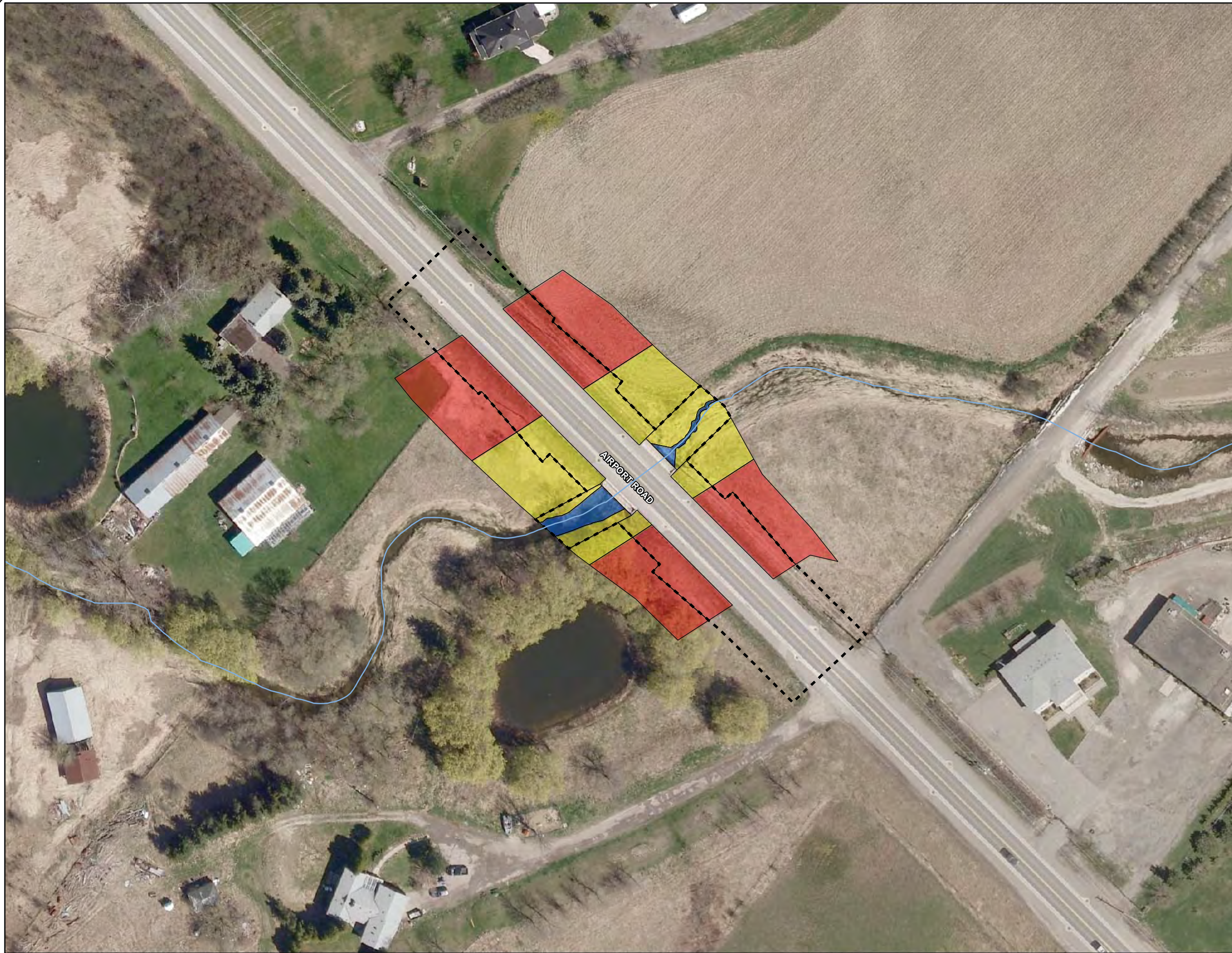
Description					Impact to RSD and Fisheries Habitat					Other Factors				RECOMMENDATION
Title	Crossing Type	Span (m)	ROW Across Structure/ Flood Plain (m)	Slope	¹ Permanent Disturbance (m ²)	² Channel Impact (m ²)	³ MBW Impact (m ²)	⁴ MBW + 30 m Impact (m ²)	⁵ Gain of floodplain/ MBW/ riparian area (m ²)	⁶ Area of Disturbance/ Fill within Floodplain (m ²)	Cost (\$)	Property Impacts	Drainage/ Hydrology	
CROSSING # 1 (TRCA ID 2) - NORRIS BRIDGE (Sta. 1+122)														
Existing Conditions: Concrete rigid frame; 10.7m span; Built in 1955 with no signs of distress (overall deck width = 17.2m)														
Alternative 1 (Modified)* - Extend both sides of existing bridge / culvert	Bridge/Culvert	10.7m [L=50.0]	45m road ROW plus side slopes	3:1	1812.4	159.4	1593.1 709.0 P; 884.1 T	2410.3 944.1 P; 1466.3 T	0	12,185	\$0.7M (plus utility relocation)	1,855 m ² additional property required beyond 45m ROW limit.	Regional Storm overtops roadway (>0.22m)	Alternative 1 is not recommended for the following reasons: <ul style="list-style-type: none"> • Although the existing structure is in good condition, it has a limited service life • Need to replace existing structure to accommodate hydraulic requirements • Would provide less suitable conditions for Redside Dace habitat • Will impact existing utilities (watermain and sanitary)
Alternative 2 - Replace the culvert with Con-Span	Con-Span, with pre-cast headwall & retaining wall	14.6m (x 3.35/3.66 rise) [L=29.9]	45m road ROW plus side slopes	3:1	1431.2	50.0	1179.5 437.2 P; 742.3 T	2402.6 944.1 P; 1458.5 T	43.0	11,655	\$1.10M	1,855 m ² additional property required beyond 45m ROW limit.	Overtopping eliminated during Regional Storm conditions	Alternative 2: Replacement of the existing structure with a precast 14.64m X3.35/3.66m rise Con span is recommended for the following reasons: <ul style="list-style-type: none"> • The structure replacement can be undertaken using precast elements to reduce environmental impacts during construction. • Opportunity for improved wildlife passage and provide suitable conditions for Redside Dace habitat as structure is larger and, potentially, will allow more light penetration thus increasing riparian vegetation growth under the structure. • Barn Swallow nest observed during initial field investigations is no longer present, so new structure will not remove any nesting habitat • Meets all hydrologic / hydraulic requirements • Lower overall area of disturbance compared to Alternatives 1 & 3 • Reasonably balances benefits versus impacts/costs
				2:1	1431.2	50.0	1149.5 437.2 P; 712.3 T	2222.6 944.1 P; 1278.5 T	43.0	11,445	\$1.15M	1,800 m ²	As above	<ul style="list-style-type: none"> • As above, alternative provides for new headwalls and retaining walls at the structure (i.e. combined structure and retaining walls extend over 27m length each side); however provides for 2:1 side slopes along roadway beyond the immediate area of the structure. • No change to areas of permanent disturbance • Minor reduction to areas of temporary impact to RSD • Additional 300m of barrier protection required (conflicts at with driveways) • Lower overall area of disturbance compared to Alternatives 1 & 3
Alternative 3 - Replace the culvert with 40m span Bridge	Bridge	40.0 [W=29.9]	45m road ROW plus side slopes	3:1	1431.2	50.0	829.6 437.2 P; 392.4 T	3568.5 944.1P; 2624.4 T	395.6	13,420	\$4.99M	4,315 m ² additional property required beyond 45m	Overtopping eliminated during Regional Storm conditions	Alternative 3 is not recommended for the following reasons: <ul style="list-style-type: none"> • Structure spans the meander belt, however the fluvial-study indicates that geomorphic function would most benefit from improvements to the channel form. • Significantly more vegetation removal on west side of Airport Road • Road profile to be raised an additional 1.5m (2.0m total) through the sag curve to accommodate CPCI 2300 girder depth (overall length of grade raise = 440m) • Substantial increase in property impacts/ ROW requirements (grading extends up to 37m east and west from the proposed centreline of the Airport Road in the vicinity of the structure and 44m in fill areas on both sides, which is 14.5m and 21.5m beyond designated 45.0m R.O.W respectively) • Substantial Cost (\$3.59 M structure and \$1.41M roadway) – more than four times greater than Alternative 2 • Minimal benefit versus impacts/costs
				2:1	1431.2	50.0	829.6 437.2 P; 392.4 T	3343.5 944.1P; 2399.4 T	395.6	13,195	\$5.03M	4,040 m ²	As above	<ul style="list-style-type: none"> • As above, provides for retaining walls at the end of the structure (i.e. combined structure and retaining walls extend over 52m length each side); however provides for 2:1 side slopes along roadway beyond the immediate area of the structure. • No change to areas of permanent disturbance • Minor reduction to areas of temporary impact to RSD beyond MBW • Additional 250m of barrier protection required

Description				Impact to RSD and Fisheries Habitat						Other Factors				RECOMMENDATION
Title		Span (m)	ROW Across Structure/ Flood Plain (m)	Slope	¹ Permanent Disturbance (m ²)	² Channel Impact (m ²)	³ MBW Impact (m ²)	⁴ MBW + 30 m Impact (m ²)	⁵ Gain of floodplain /MBW/ riparian area (m ²)	⁶ Area of Disturbance/ Fill within Floodplain (m ²)	Cost (\$)	Property Impacts	Drainage/ Hydrology	
CROSSING # 2 (TRCA ID 4) - DEANS CULVERT (Sta. 3+040) Existing Conditions: Non-Rigid Open Footing culvert; 6.5m span; Built in 1955 with no signs of distress (overall length = 19.4m, along skew)														
Alternative 1 (Modified)* - Extend both sides of existing culvert	Culvert	6.5 [L=44.5, along skew]	45m road ROW plus side slopes	3:1	1789.8	111.8	1154.1 645.5 P; 508.7 T	2077.5 1032.6 P; 1044.9 T	0	8,393	\$0.52M (plus utility relocation)	Grading maintained within 45m ROW	Regional Storm overtops roadway (>0.48m)	<p>Alternative 1 is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • Although the existing structure is in good condition, it has a limited service life. • Hydrologic/hydraulic analysis shows need to replace existing structure to accommodate hydraulic requirements • Would provide less suitable conditions for Redside Dace habitat • Will impact existing utilities (watermain and sanitary)
Alternative 2 - Replace the culvert with Con-Span	Con-Span, with pre-cast headwall & retaining wall	10.67 (x2.13/ 2.44rise) [L=31.6, along skew]	45m road ROW plus side slopes	3:1	1679.1	63.6	1049.2 582.9 P; 466.3 T	2077.5 1032.6 P; 1044.9 T	80.2	8,240	\$1.01M	Grading maintained within 45m ROW	Overtopping eliminated during Regional Storm conditions	<p>Alternative 2 Replace the existing culvert with a precast open foot culvert (10.67m X2.13m/2.44m rise) is recommended for the following reasons:</p> <ul style="list-style-type: none"> • The structure replacement could be undertaken using precast elements to reduce environmental impacts during construction • Opportunity for improved wildlife passage and provide suitable conditions for Redside Dace habitat as structure is larger and provides for more natural geomorphic processes • Meets all hydrologic / hydraulic requirement. • Lower overall area of disturbance compared to Alternatives 1 & 3 <p>Note: Alternative provides for new headwalls and retaining walls at the structure (i.e. combined structure and retaining walls extend over 27m length each side). Shallow cut/fill (<1m) limit opportunity and/or benefits of providing 2:1 side slopes along roadway beyond the immediate area of the structure and in turn any change the areas of permanent or temporary disturbance.</p>
Alternative 3 - Replace the culvert with 40m span Bridge	Bridge	40.0 [W=29.9, perpendicular]	45m road ROW plus side slopes	3:1	1679.1	63.6	775.5 582.8 P; 192.7 T	2942.6 1032.8 P; 1909.8 T	555.5	10,603	\$5.08M	4,072 m ² additional property required beyond 45m ROW limit, plus one residential buy-out	Overtopping eliminated during Regional Storm conditions	<p>Alternative 3 is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • Given close spacing of watercourses, catchment area does not change. • Road profile will need to be raised 1.8m at both Salt Creek and Deans culvert to accommodate bridge girder depth (overall length of grade raise for both crossings = 1050m, Sta. 2+750 to Sta. 3+800; >500 m specific to this crossing) • Substantial increase in property impacts/ ROW requirements. Grading extends up to 28 m east and west from the proposed centreline of the Airport Road in the vicinity of the structure in fill areas, which is 5.5m beyond designated 45.0m R.O.W • Substantial Cost (\$3.5 M structure and \$1.58 M roadway) – more than five times greater than Alternative 2 • Minimal benefit versus impacts/costs
				2:1	1679.1	63.6	775.5 585.8 P; 192.7 T	2907.6 1032.7 P; 1874.9 T	555.5	10,568	\$5.12M	3,930 m ²	As above	<ul style="list-style-type: none"> • As above, alternative provides for retaining walls at the end of the structure (i.e. combined structure and retaining walls extend over 52m length each side); however provides for 2:1 side slopes along roadway beyond the retaining walls • No change to areas of permanent disturbance • Very minor reduction to areas of temporary impact to RSD • Additional 250m of barrier protection required






Description					Impact to RSD and Fisheries Habitat					Other Factors				RECOMMENDATION
Title	Crossing Type	Span (m)	ROW Across Structure/ Flood Plain (m)	Slope	¹ Permanent Disturbance (m ²)	² Channel Impact (m ²)	³ MBW Impact (m ²)	⁴ MBW + 30 m Impact (m ²)	⁵ Gain of floodplain /MBW/ riparian area (m ²)	⁶ Area of Disturbance/ Fill within Floodplain (m ²)	Cost (\$)	Property Impacts	Drainage/ Hydrology	
CROSSING # 3 (TRCA ID 5) - SALT CREEK CULVERT (Sta. 3+440) Existing Conditions: Concrete rigid frame box culvert; 7.2m span; Built in 1960 with no signs of distress (overall length = 22.4m, along skew)														
Alternative 1 (Modified)*- Extend both sides of existing culvert	Culvert	7.2 [L=47.5, along skew]	45m road ROW plus side slopes	3:1	2109.2	43.5	1274.8 738.1 P; 536.7 T	3235.8 1327.7 P; 1908.2 T	0	8,640	\$0.6M (plus utility relocation)	Grading maintained within 45m ROW	Regional Storm overtops roadway (>0.49m)	Alternative 1 is not recommended for the following reasons: <ul style="list-style-type: none"> • Although the existing structure is in good condition, it has a limited service life • Hydrologic/hydraulic analysis shows need to replace existing structure to accommodate hydraulic requirements • Provide less suitable conditions for Redside Dace habitat • Will impact existing utilities (watermain and sanitary)
Alternative 2 - Replace the culvert with Con-Span	Con-Span, with pre-cast headwall & retaining wall	10.67 (x2.13/2.44rise) [L=34.5, along skew]	45m road ROW plus side slopes	3:1	1994.2	27.0	1099.6 639.6 P; 460.0 T	3235.8 1327.7 P; 1908.2 T	68.6	8,450	\$1.06M	Grading maintained within 45m ROW	Overtopping eliminated during Regional Storm conditions	Alternative 2: Replacement of the existing culvert with a precast open foot culvert (10.67m X2.13m/2.44m rise) is recommended for the following reasons: <ul style="list-style-type: none"> • The structure replacement could be undertaken using precast elements to reduce environmental impacts during construction • Opportunity for improved wildlife passage and provide suitable conditions for Redside Dace habitat as structure is larger and provides for more natural geomorphic processes • Meets all hydrologic /hydraulic requirements • Lower overall area of disturbance compared to Alternatives 1 & 3 <p>Note: Alternative provides for new headwalls and retaining walls at the structure (i.e. combined structure and retaining walls extend over 27m length each side). Shallow cut/fill (<1m) limit opportunity and/or benefits of providing 2:1 side slopes along roadway beyond the immediate area of the structure and in turn any change the areas of permanent or temporary disturbance.</p>
Alternative 3 - Replace the culvert with 40m span Bridge	Bridge	40.0 [W=29.9, perpendicular]	45m road ROW plus side slopes	3:1	1993.7	27.0	792.8 639.1 P; 153.7 T	4590.1 1327.6 P; 3262.5 T	610.0	10,070	\$5.5M	4,870 m ² additional property required beyond 45m ROW limit	Overtopping eliminated during Regional Storm conditions	Alternative 3 is not recommended for the following reasons: <ul style="list-style-type: none"> • Given close spacing of watercourses, catchment area does not change. • Road profile will need to be raised 1.8m at both Salt Creek and Deans culvert to accommodate bridge girder depth (overall length of grade raise for both crossings = 1050m, Sta. 2+750 to Sta. 3+800; >650 m specific to this crossing) • Substantial increase in property impacts/ ROW requirements. Grading extends up to 27.5 m east and west from the proposed centreline of the Airport Road in the vicinity of the structure in fill areas, which is 5.0m beyond designated 45.0m R.O.W • Substantial Cost (\$3.5M structure and \$2.0M roadway) – more than five times greater than Alternative 2 • Minimal benefit versus impacts/costs
				2:1	1993.7	27.0	792.8 639.1 P; 153.7 T	4555.1 1327.6 P; 3227.5 T	610.0	10,035	\$5.55M	4,730 m ²	As above	<ul style="list-style-type: none"> • As above, alternative provides for retaining walls at the end of the structure (i.e. combined structure and retaining walls extend over 52m length each side); however provides for 2:1 side slopes along roadway beyond the retaining walls. • No change to areas of permanent disturbance • Very minor reduction to areas of temporary impact to RSD • Additional 250m of barrier protection required

Notes:

1. Permanent Disturbance: area of the new roadway, sidewalks, culvert extension, etc. (excluding slopes) that is permanently lost
 2. Channel Impact: area of the bankfull (high flow) channel enclosed by the new structure or requiring realignment
 3. MBW Impact: area of the MBW (minus bankfull channel) impacted by grading, tree clearing, temporary construction access/staging, SWM outfalls, etc. P = permanent; T = temporary
 4. MBW + 30 m Impact: area of the MBW + 30 m (minus MBW and bankfull channel) impacted by grading, tree clearing, temporary construction access/staging, SWM outfalls, etc. P = permanent; T = temporary
 5. Gain of floodplain/MBW/riparian area: amount of habitat (minus the bankfull channel) that is gained under the new structure
 6. Area of Disturbance/ Fill within Floodplain: area impacted by grading/fill within the Regulatory Flood Plain
- * Alternative 1 has been modified, for the purposes of this table, to reflect a culvert extension to toe of fill in place of a wing wall and headwall configuration.



LEGEND

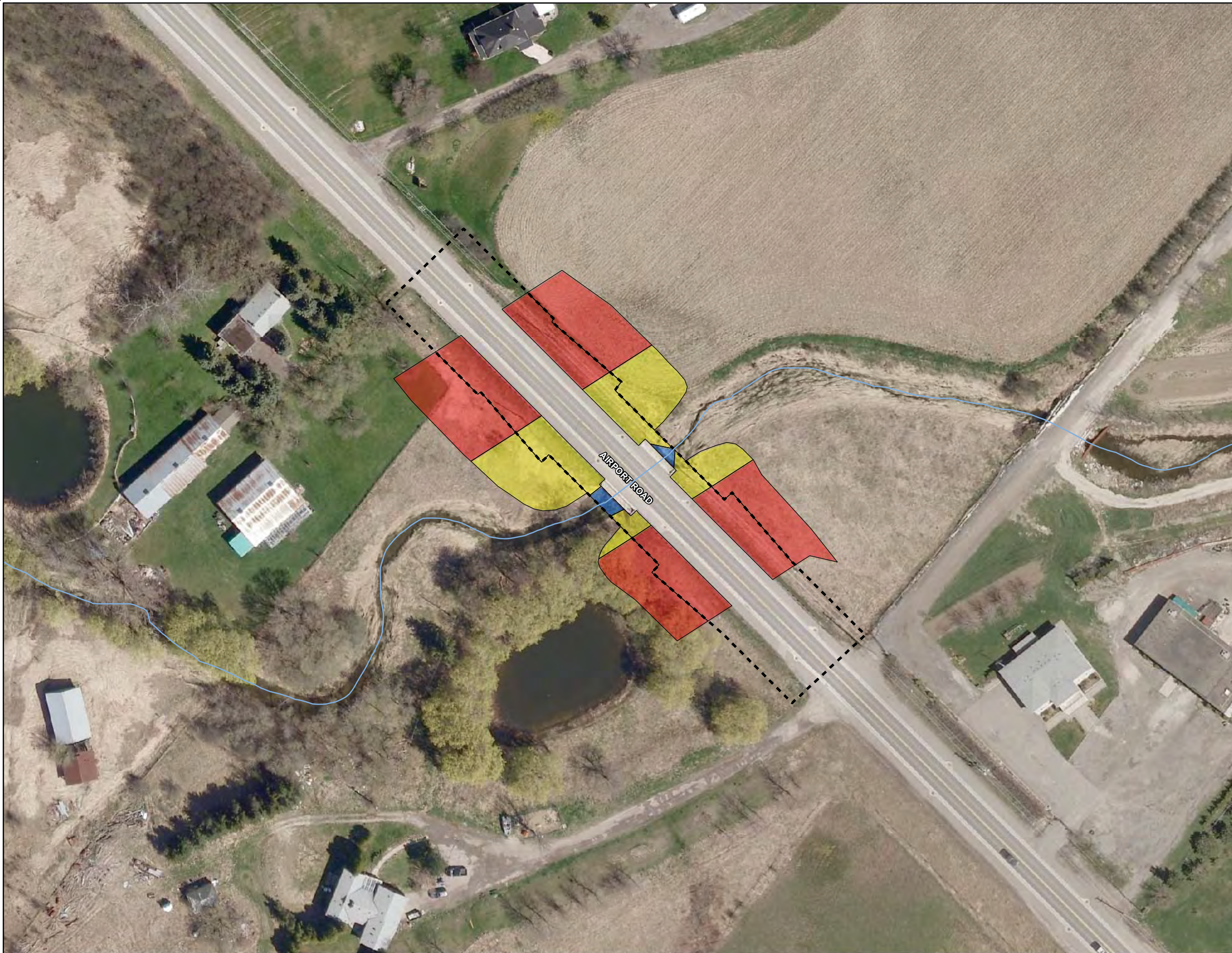
-  Permanently Disturbed
-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse








AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 1)
NORRIS CREEK



Project: TA8188	Figure: 3b
Date: August, 2015	Prepared By: MWF
Scale: 1 : 1000	Checked By: JMV



LEGEND

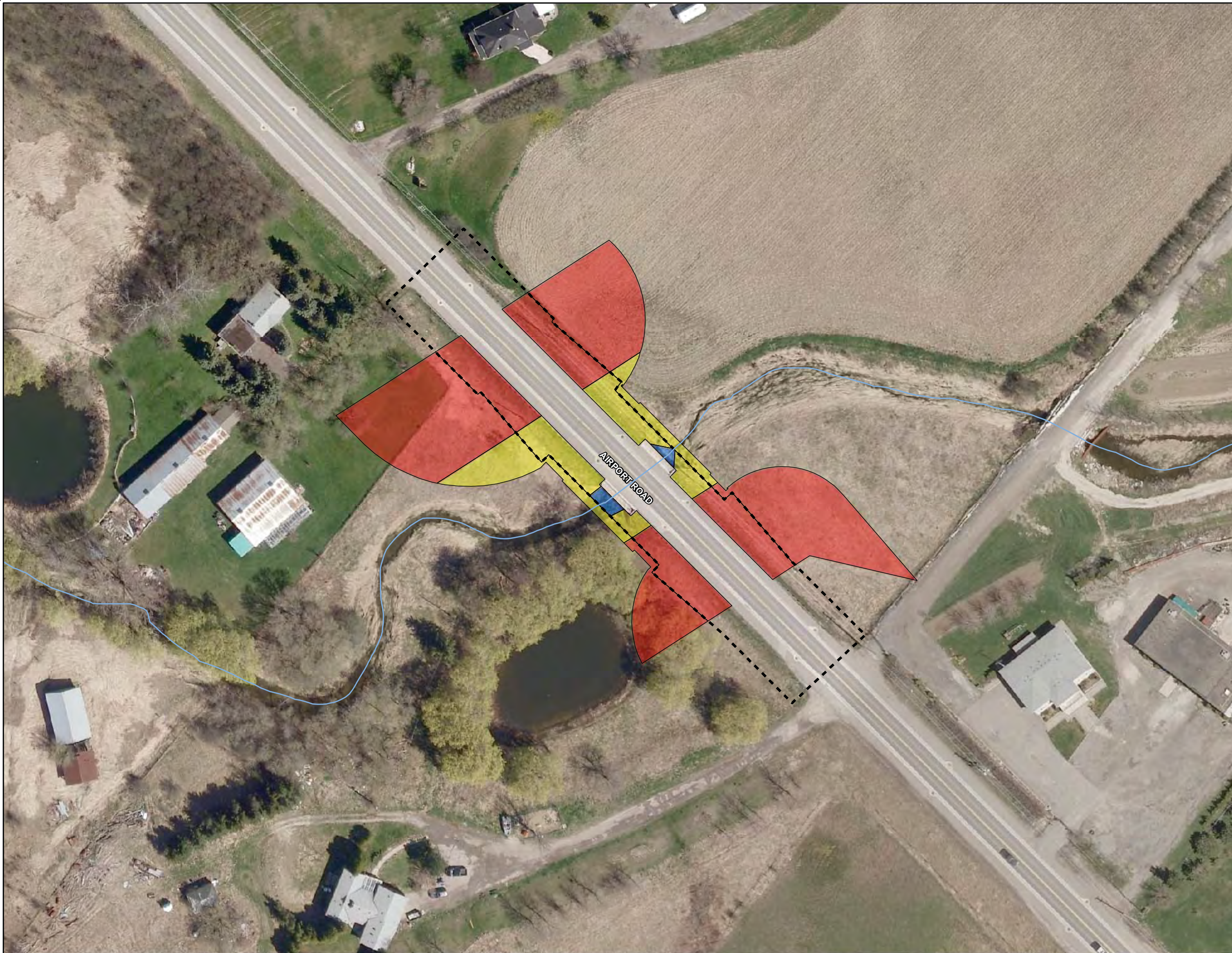
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-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse







AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 2)
NORRIS CREEK



Project: TA8188	Figure: 3b
Date: August, 2015	Prepared By: MWF
Scale: 1 : 1000	Checked By: JMV



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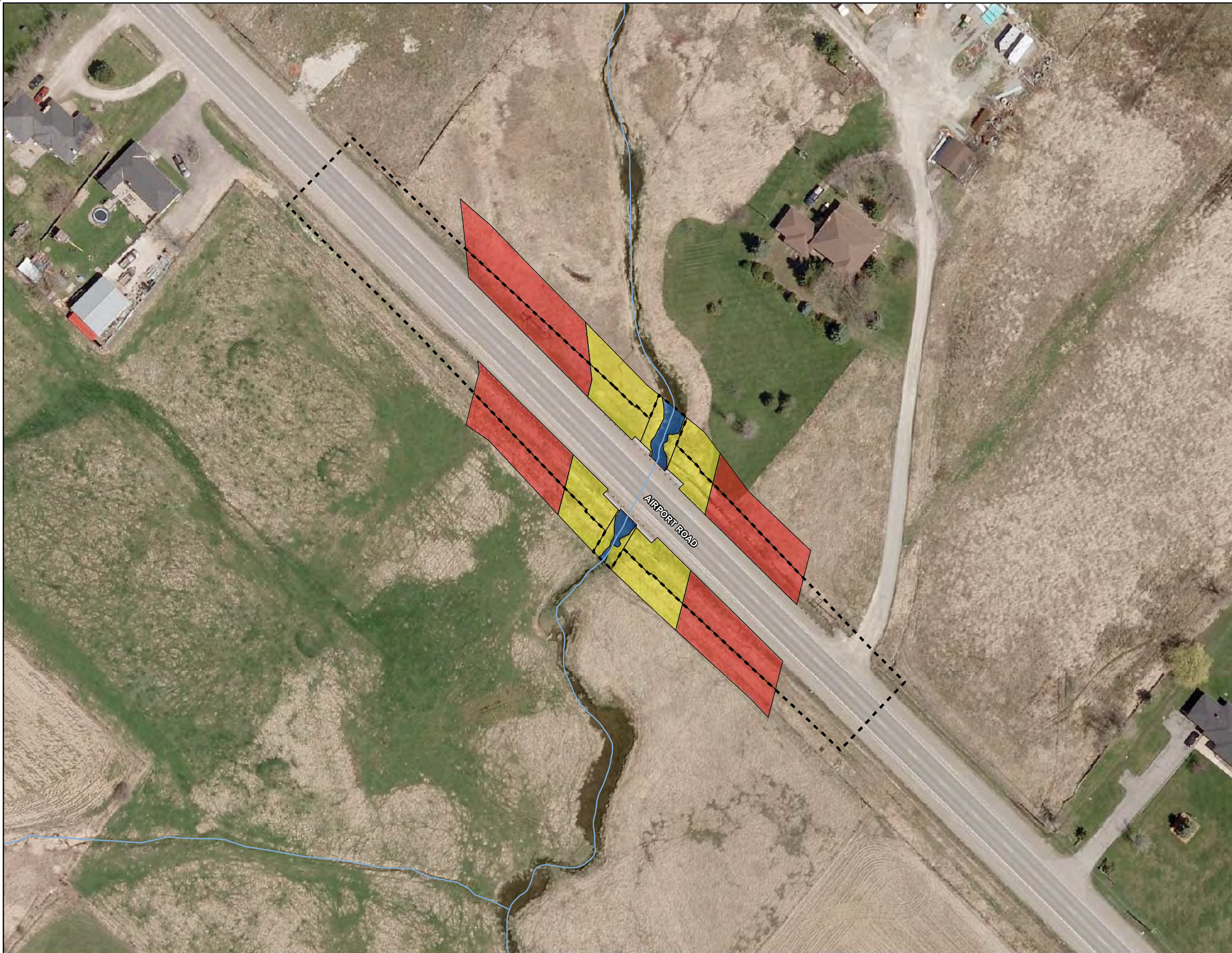
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-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse








AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 3)
NORRIS CREEK



Project: TA8188	Figure: 3b
Date: June, 2015	Prepared By: MWF
Scale: 1 : 1000	Checked By: JMV



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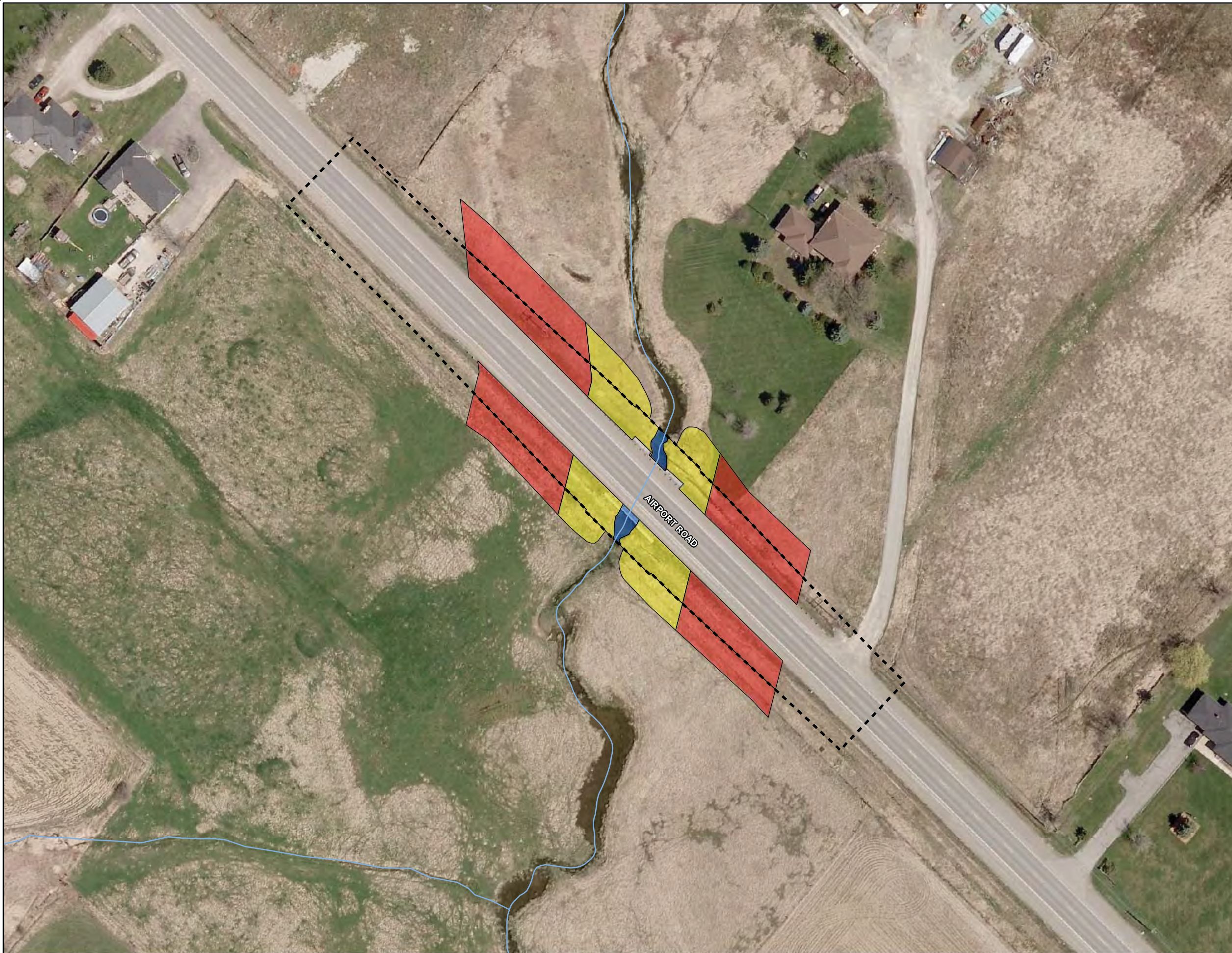
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-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse








AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 1)
DEANS CREEK



Project: TA8188	Figure: 3b
Date: August, 2015	Prepared By: MWF
Scale: 1 : 1000	Checked By: JMV



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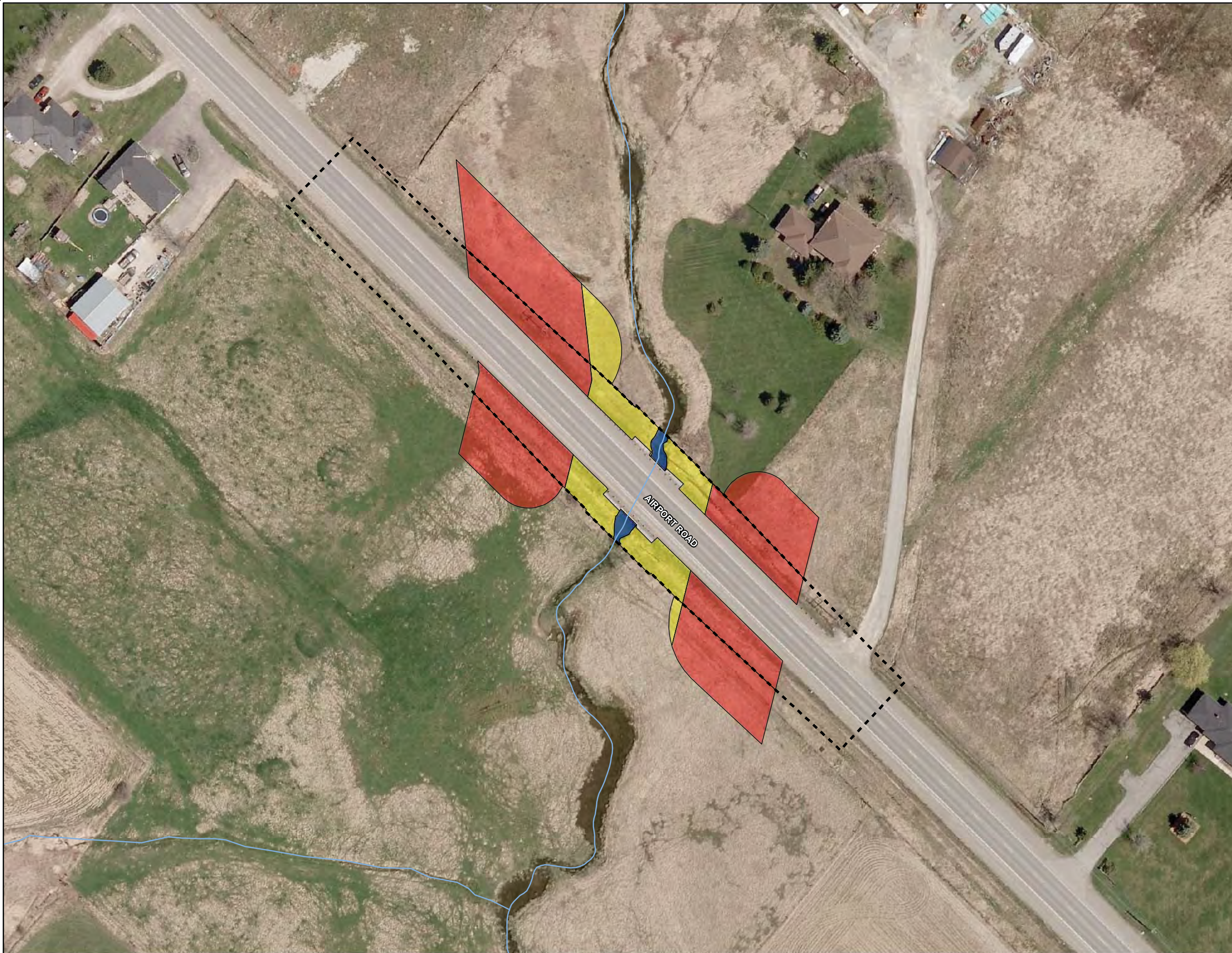
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-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse








AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 2)
DEANS CREEK



Project: TA8188	Figure: 3b
Date: August, 2015	Prepared By: MWF
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LEGEND

-  Permanently Disturbed
-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse





AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 3)
DEANS CREEK



Project: TA8188	Figure: 3b
Date: August, 2015	Prepared By: MWF
Scale: 1 : 1000	Checked By: JMV



LEGEND

-  Permanently Disturbed
-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse






AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 1)
SALT CREEK



Project: TA8188	Figure: 3b
Date: August, 2015	Prepared By: MWF
Scale: 1 : 1000	Checked By: JMV



LEGEND

-  Permanently Disturbed
-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse







AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 2)
SALT CREEK



Project: TA8188	Figure: 3b
Date: August, 2015	Prepared By: MWF
Scale: 1 : 1000	Checked By: JMV



LEGEND

-  Permanently Disturbed
-  Channel Impacts
-  Meanderbelt Impacts
-  Meanderbelt Plus 30 Impacts
-  Watercourse



AREAS OF REDSIDE DACE
HABITAT EFFECTS (ALT. 3)
SALT CREEK



Project: TA8188	Figure: 3b
Date: June, 2015	Prepared By: MWF
Scale: 1 : 1000	Checked By: JMV

Brock, Liz

From: Heaton, Mark (MNRF) <mark.heaton@ontario.ca>
Sent: September 14, 2015 3:59 PM
To: Brock, Liz
Cc: Rook, Sally
Subject: RE: updated. Structure analysis

Hello Liz

Much better - should suffice for ESR. Will deal with details in the permit process

Regards

Mark Heaton
OMNRF Aurora

-----Original Message-----

From: Brock, Liz [<mailto:Liz.Brock@peelregion.ca>]
Sent: August 28, 2015 3:03 PM
To: Heaton, Mark (MNRF)
Cc: Rook, Sally
Subject: FW: updated. Structure analysis

Hi Mark -

Here is the updated evaluation table and drawings to properly differentiate between Alt 1 (now renamed Alt 1 modified) and Alt 2. I think it has addressed your comments.

IBI proposes not updating the treatment or analysis of Alternative 1 (in kind) throughout the remainder of the ESR appendix documents (i.e. drainage report, structural report, etc.) since it is not a realistic alternative; however depending on how this new information is incorporated into the ESR, it may become confusing. So we propose adding the discussions we have had over the past couple of weeks to the Appendices and showing the revised table in the main ESR document.

Have a great weekend,

Liz Brock
Technical Analyst, Infrastructure Programming & Studies Transportation Public Works
905-791-7800 x7902
liz.brock@peelregion.ca

Please in oneself, peace in the world....Thich Nhat Hanh

-----Original Message-----

From: Allan Ortlieb [<mailto:Allan.Ortlieb@IBIGroup.com>]

Sent: August 28, 2015 2:01 PM

To: Rook, Sally

Cc: Brock, Liz; Judson Venier

Subject: RE: updated. Structure analysis

Sally,

Please find attached the updated creek crossing evaluation table (Word and PDF) and supporting figures. Both items have been updated to address concerns expressed by Mark Heaton. For the purposes of this evaluation, Alternative 1 has been labelled Alternative 1 (Modified) with a footnote added to clarify the modification as a culvert extension to the toe of slope. The revised tables show the greater difference Mark is looking for between Alt 1 & 2. In all cases, Alternative 2 (Conspan) provides the lowest overall area of disturbance when comparing all alternatives, as well as a substantially lower cost compared to Option 3.

I trust no further changes are required.

Allan Ortlieb
Associate

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tel 416 679 1930
direct 416 798 5480
fax 416 675 4620
email Allan.Ortlieb@IBIGroup.com
web <http://www.ibigroup.com>

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